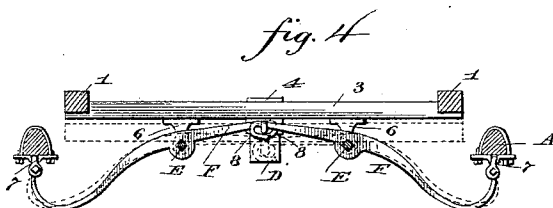
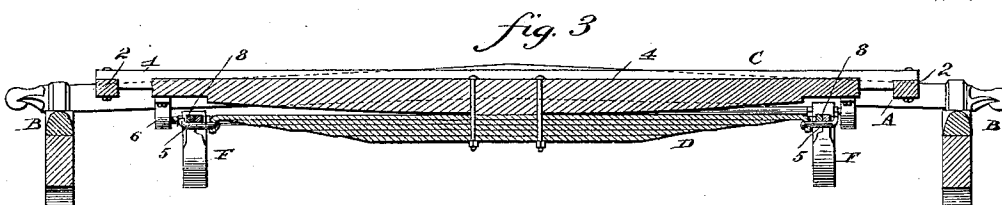
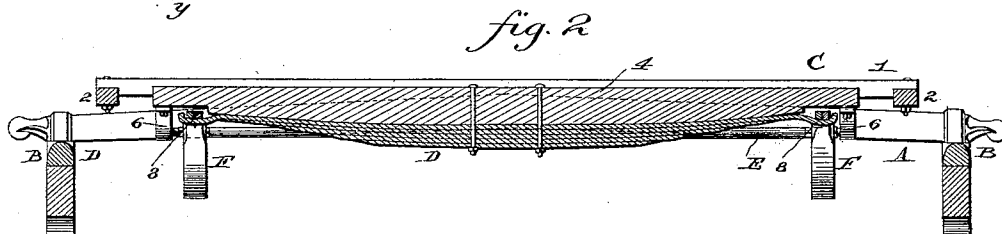
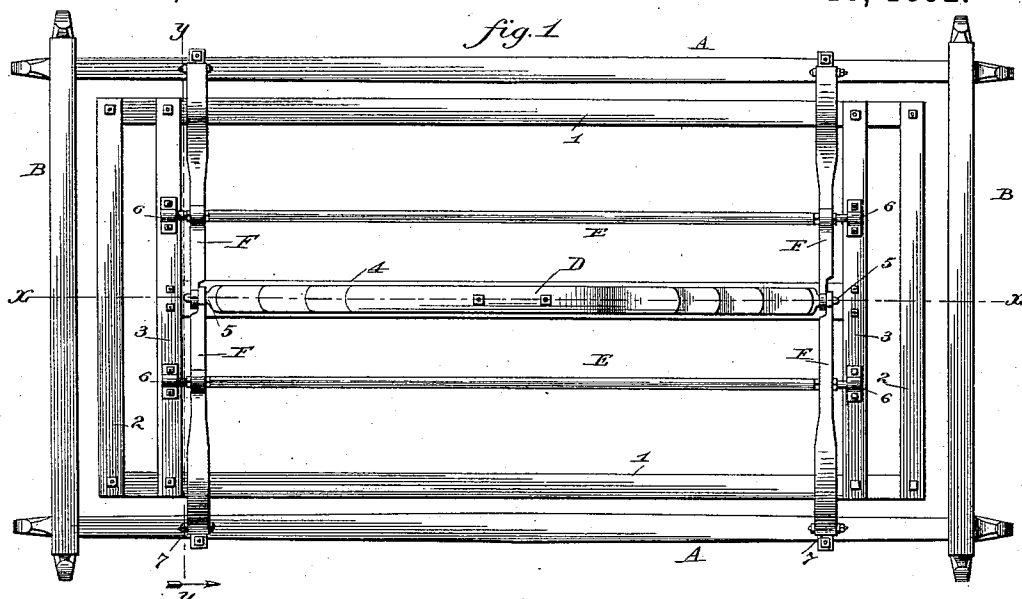


(No Model.)

P. S. TARTT.
SIDE BAR VEHICLE.

No. 484,689.

Patented Oct. 18, 1892.



Witnesses;

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his Att'y.

UNITED STATES PATENT OFFICE.

PEMBROKE S. TARTT, OF WINGO, KENTUCKY.

SIDE-BAR VEHICLE.

SPECIFICATION forming part of Letters Patent No. 484,689, dated October 18, 1892.

Application filed July 5, 1892. Serial No. 439,017. (No model.)

To all whom it may concern:

Be it known that I, PEMBROKE S. TARTT, a citizen of the United States of America, residing at Wingo, in the county of Graves and State of Kentucky, have invented certain new and useful Improvements in Side-Bar Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to an improvement in vehicles, and more particularly to an improvement in the side-bar vehicle illustrated and described in Patent No. 462,070, granted to me October 27, 1891.

In the vehicle above alluded to the body-spring was made flat on its upper side, necessitating a center rail of a uniform thickness throughout its length, whereas by the present construction the body-spring is curved upward from its middle portion and the center rail is made to conform to the upper side of the spring—that is to say, the rail gradually increases in thickness from its ends toward the center, so that it may have the greatest thickness where the most strength is required, and, furthermore, the efficiency of the spring is increased, as when under stress its ends are forced but slightly below a horizontal plane; also, in the former construction the inner ends of the spring-levers in their normal position were in a horizontal plane and loosely overlapped the ends of the body-spring, resulting in a tendency of one or more of the spring-levers to slip out of engagement with the body-spring when they were depressed below a horizontal position, especially while a heavy person was entering the vehicle; but even if they did not thus become disengaged from the body-spring their constant frictional contact with the latter while under tension was productive of undue wear. These objections I have overcome by forming the body-spring with round terminals, forming the inner ends of the spring-levers with hooks to take over said terminals, and lowering the fulcrum-rods to a position beneath the plane in which the spring-levers engage with the body-spring, this latter provision resulting not only in preventing the inner ends of the levers from being pressed a considerable distance below a horizontal position, where they would slip, as before stated,

but also in adding to the efficiency of the spring-levers, as the stress is put upon them above their fulcrums instead of on a line therewith, as heretofore.

Figure 1 of the drawings is an under side plan view of so much of a vehicle as is necessary to illustrate my invention. Fig. 2 is a longitudinal sectional view taken on the line xx , Fig. 1, top side up, with the parts in their normal positions. Fig. 3 is a view similar to Fig. 2, except that it shows the parts in the positions assumed by them when the vehicle is in use, and also shows the body-spring provided with attached round terminals. Fig. 4 is a transverse section taken on the line yy , Fig. 1, right side up, the full lines showing the normal positions of the parts and the dotted lines the positions assumed by the parts when the vehicle is in use.

Referring to the drawings, A represents the side bars, and B half-springs, which connect the side bars at their ends, these constituting the supporting-frame.

C designates the body-bed, comprising side rails 1, end pieces 2, supplemental end pieces 3, and a center rail 4, all framed together in a suitable manner.

D is the body-spring, constructed of a series of leaves. Instead of making this spring flat or straight on its upper side, as formerly, I now curve it upward from its middle portion, and as the spring must be closely fitted to the center rail the latter is made so that its thickness increases from its ends toward the center, as clearly shown in the drawings. The spring is provided with round terminals 5, which may be formed either by rounding the ends of the spring, as seen in Fig. 1, or by inserting a round pin in each end of the spring, as seen in Fig. 3.

E are the fulcrum-rods, the ends of which are each journaled in hangers 6, carried by the supplemental end pieces 3 of the body-bed. These hangers extend below the plane on which the spring-levers engage with the body-spring, as clearly seen in Fig. 4, so that when the spring-levers are in place on the fulcrum-rods their inner ends must reach upward to engage with the body-spring terminals.

F are the spring-levers, rigidly fulcrumed on the fulcrum-rods, the latter being squared

where they receive the levers, as shown. The outer ends of these levers are pivotally secured to clips 7, carried by the side bars, and their inner ends are hooked, as at 8, for engagement with the round terminals 5 of the body-spring.

Having thus described my invention, what I claim herein as new, and desire to secure by Letters Patent, is—

- 10 1. In a vehicle, the combination, with a supporting-frame, of a body-bed, a body-spring attached longitudinally to said bed and having round terminals, and a series of spring-levers arranged transversely of the
- 15 body-bed, the inner ends of said levers being hooked for engagement with the terminals of the body-spring and their outer ends pivotally connected to the supporting-frame.
- 20 2. In a vehicle, the combination, with a supporting-frame, of a body-spring curved upward from its middle portion and having round terminals, a body-bed having a longitudinal center rail to which said spring is se-
- 25 cured, and a series of spring-levers arranged transversely of the body-bed, the inner ends of said levers being hooked for engagement with the terminals of the body-spring and their outer ends pivotally connected to the supporting-frame.
- 30 3. In a vehicle, the combination, with a supporting-frame, of a body-spring curved upward from its middle portion and having

round terminals, a body-bed having a longitudinal center rail to which said spring is secured, said rail being shaped to fit the upper 35 side of the spring, and a series of spring-levers arranged transversely of the body-bed, the inner ends of said levers being hooked for engagement with the terminals of the body-spring and their outer ends pivotally 40 connected to the supporting-frame.

4. In a vehicle, the combination, with a supporting-frame, of a body-spring curved upward from its middle portion and having round terminals, a body-bed having a longi- 45 tudinal center rail to which said spring is secured, said rail being shaped to fit the upper side of the spring, a series of spring-levers arranged transversely of the body-bed, the inner ends of said levers being hooked to en- 50 gage with the terminals of the body-spring and their outer ends pivotally connected with the supporting-frame, hangers depending from the body-bed below the plane in which the levers engage with the spring, and longi- 55 tudinal rods journaled in said hangers and serving as fulcrums for the levers.

In testimony whereof I affix my signature in presence of two witnesses.

PEMBROKE S. TARTT.

Witnesses:

C. G. TAYLOR,
J. W. PERRY.