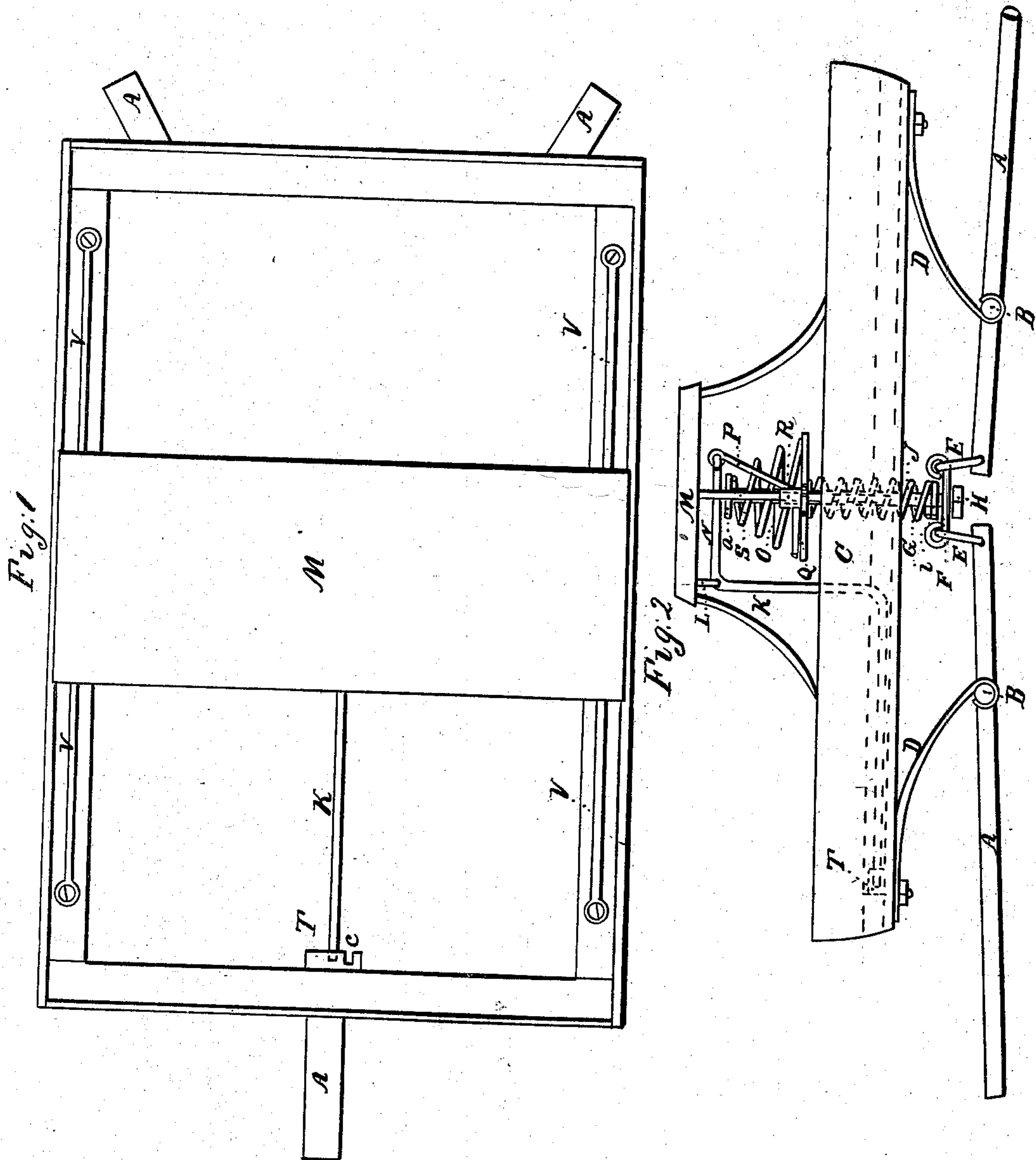


*J. Jones.*  
*Carriage Spring.*  
*N<sup>o</sup> 8,234. Patented Jul. 22, 1851.*





# UNITED STATES PATENT OFFICE.

JOHN JONES, OF CLYDE, NEW YORK.

## HANGING CARRIAGE-BODY.

Specification of Letters Patent No. 8,234, dated July 22, 1851.

*To all whom it may concern:*

Be it known that I, JOHN JONES, of Clyde, in the county of Wayne and State of New York, have invented a new and useful Improvement in the Manner of Hanging Carriage-Bodies; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part thereof, in which—

Figure 1, represents a top view, and Fig. 2, represents a side view of the same.

Similar letters in both figures represent the same parts.

The nature of my invention consists in the peculiar manner of arranging the springs underneath the seat of the carriage, or center of the carriage body, and the spring upon the reaches each side of the center or main spring for relieving said main spring of a portion of the strain caused by a sudden jolt or jar of the carriage. Also in the manner of letting down the body of the carriage onto the reaches, so as to have it remain firm when stepping into it, and which prevents the rocking or careening, of the body, by so transferring the weight from the main spring onto the reaches.

To enable others skilled in the art to make and use my invention, I will proceed to describe the same with reference to the drawings.

There are two reaches A, resting on the rear axle and which meet in the center underneath the spring, diverging from thence to the points where they are intended to rest on said axle; and one reach on the front axle is straight. These reaches approach each other just near enough to allow them to be coupled to the spring which will be hereafter described. At suitable distances from the ends of these reaches A, are arranged the cross bars B, firmly framed into said reaches, and extending each way to a line nearly flush with the sides C, of the carriage body, and around the ends of said cross pieces are fitted one of the ends of the springs D, the other ends thereof being firmly attached to the underside of the body of the carriage, said springs having sufficient curve to raise the body of the carriage to the proper height above the reaches.

To the inner ends of the reaches A, are secured the links E, by which they are suspended to the plate F, in rings or deadeyes

properly arranged thereon. The plate F, is securely held upon the suspension rod G, by means of a nut H, below it, and a brace i, upon which the lower end of the spiral spring J, rests immediately above it.

On a bent lever K, which has its fulcrum in the staple L and which is firmly secured to the underside of the seat M, of the carriage, is arranged two diverging arms N, (one of which can only be seen in the drawing) which spread sufficiently far to span the main spring o, of the carriage, and to said arms N, is suspended by means of the straps P, the plate Q, which has upon each of its ends ferrules or sleeves R, by which said plate may move up and down upon the stationary guides S, which extend from the under side of the seat to the frame of the bottom of the body, as the spring O, expands and contracts. The top of the main spring O, which surrounds the suspension rod G, is supported by a cap a, on top of said rod, and the bottom of the said spring rests upon the plate Q, which is suspended by the straps P, to the arms N, of the bent lever K, as before described.

The end of the lever K, where it reaches the bottom of the carriage body is bent round at right angles, and extends to the front of the carriage body, where the end is passed through a slot c, and into a staple or catch T, where it is firmly held, and when in this position the body of the carriage is raised up and off from the reaches and rests on the springs as shown in Fig. 2. When it is desired to lower the body onto the reaches to step into it and allow it to remain firm without careening, the lever is drawn out of the staple or catch T, through the slot c, and the body is allowed to drop and rest on the reaches; and to arrange the lever so as not to be in the way when thus released, a socket or joint, may be formed in it, so as to entirely remove it, or swing it to one side.

The upper end of the spiral spring J, is fastened to the under side of the plate Q, and the lower end thereof is secured to a brace i, on the suspension rod G, around which rod said spiral spring is arranged. This spring J, is for the purpose of preventing the body of the carriage from being thrown up by any sudden shock, and is a substitute for the stay straps for holding down the body as in the ordinary construction of carriages, except that with my ar-



rangement, the shock is received upon a spring which yields to it, and checks it gradually, while the stay straps bring it up with a sudden jerk.

5 The seat of the carriage is supported by the braces V, which are secured to the under side of the seat and curve down and outward, and are secured at their lower ends by screw bolts to the frame of the body.

10 Having thus fully described my inven-

tion, what I claim therein as new, and desire to secure by Letters Patent is—

The manner herein described of raising the body onto the springs or lowering it onto the reaches as may be desired, and for 15 the purposes herein fully set forth.

JOHN JONES.

Witnesses:

T. C. DONER,

A. B. STOUGHTON.