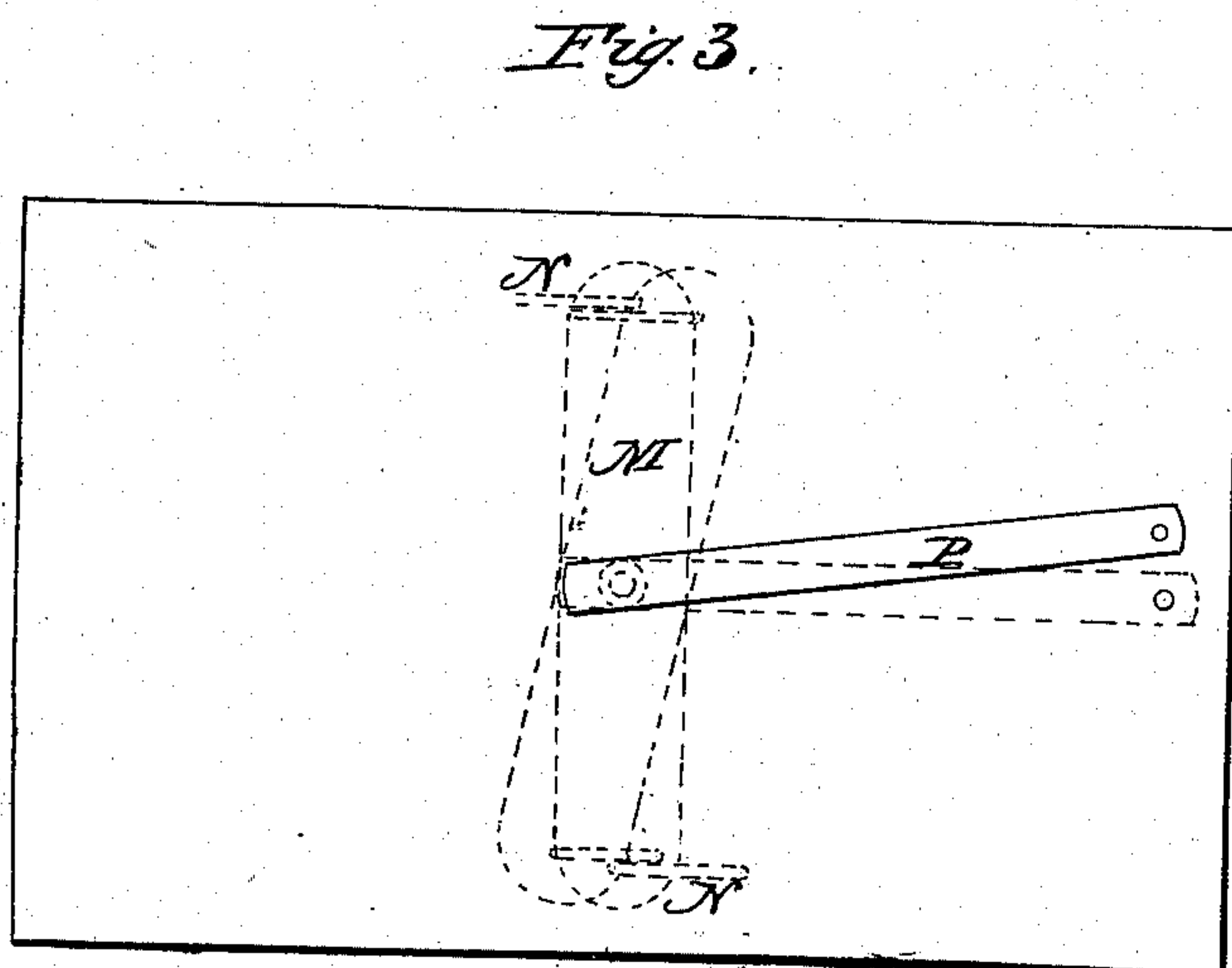
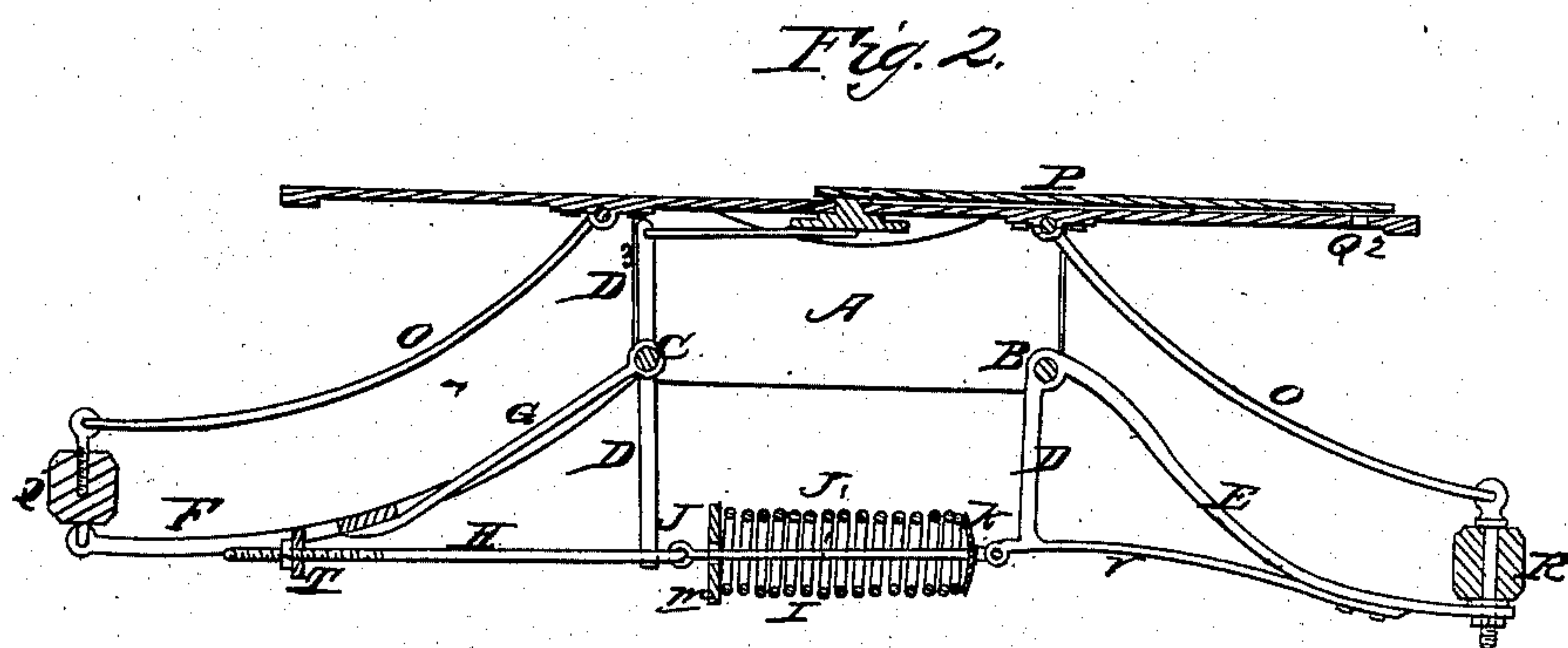
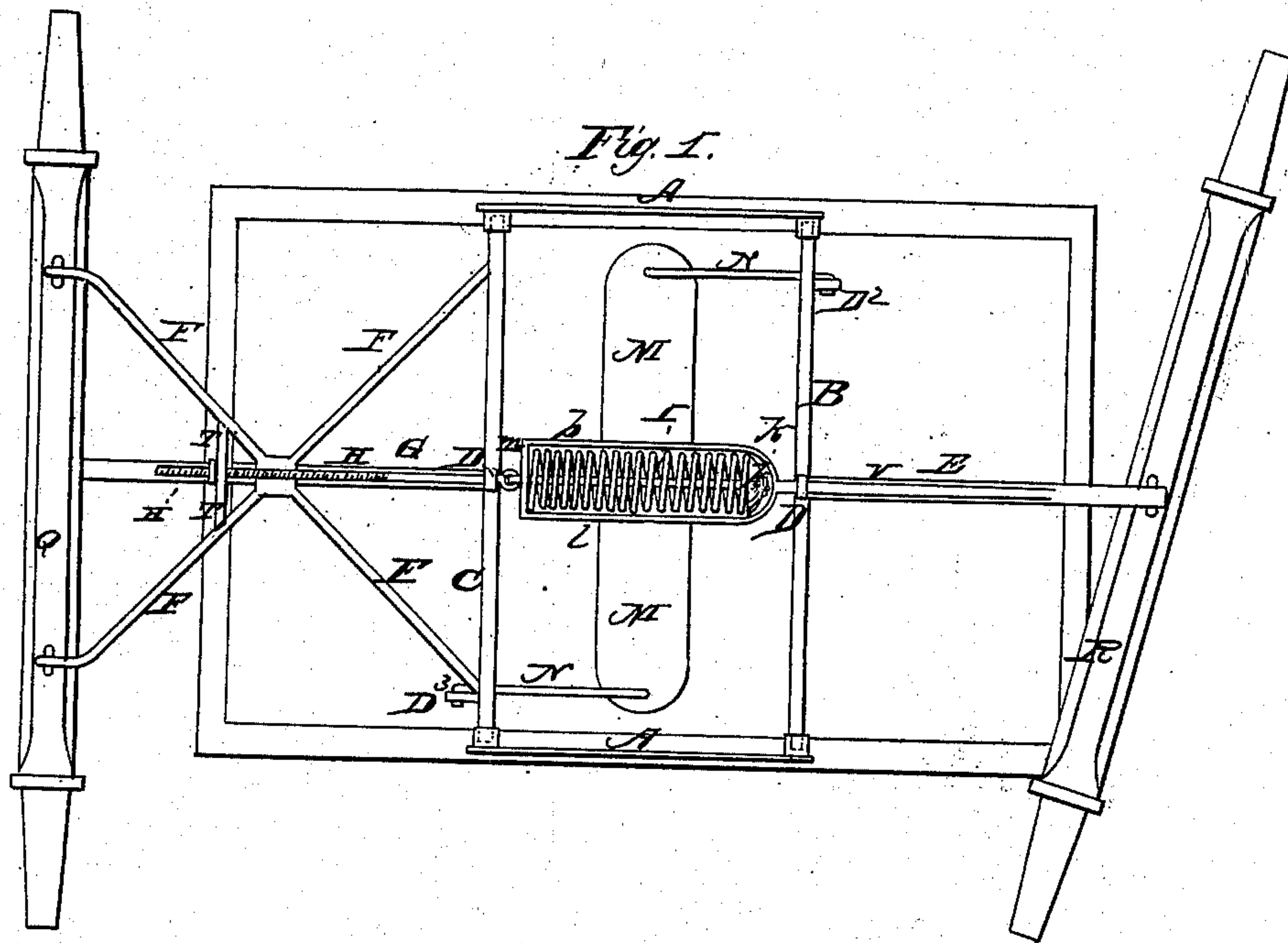


J. JONES.
CARRIAGE.

No. 8,236.

Patented July 22, 1851.



UNITED STATES PATENT OFFICE.

JOHN JONES, OF CLYDE, NEW YORK.

HANGING CARRIAGE-BODY.

Specification of Letters Patent No. 8,236, 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 Improved Mode of Constructing Carriages; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

Figure 1 is an inverted view showing the plan of the running gear; Fig. 2 a central longitudinal section; Fig. 3 a top view of the bottom of the carriage showing the position of the stop-lever when unlocked, its position when locked, being shown by dotted lines.

The same letters on the several figures indicate like parts.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

On the underside of the body of the carriage and parallel to the rockers thereof, and attached thereto, are placed on each side, plates A A between which plates are placed the shafts B, C; on the center of each of the shafts B, C, are arms D D; also upon the right hand end of the shaft B is turned an arm D², and upon the left hand end of the shaft C another arm D³.

The bent bar E, Fig. 2, forming the front portion of perch is connected with the front shaft B at the center thereof.

The cross bars F, forming the rear end of the perch, are united to the shaft C near the ends thereof, also being connected at their juncture by a bar G which is joined to the shaft C at its center. The hind-axle Q, is attached to the ends of the cross bars F by a joint admitting of a slight motion, the front-axle R connected by a body bolt passing through the end of the single bent bar E forming the perch. Near the junction of the cross bars F is placed a plate T with an eye in it, and there is also an eye at the end of the arm D on the center of the shaft C. Through the said eyes passes the rod H having a hook upon one end and a screw operated upon by a nut on the other end, intended to produce greater or less tension on the helical spring I. There is also a rod V, having a hook on its end, uniting the front end of the bar E with the arm D on the center of the shaft B. The helical spring I is suspended between the arms D D on the rod J which rod has a hook at one end uniting it with the hook on rod H. The other end

of said rod J, united to the cap K, forming one end of the helical spring. The rods *l l* are bent so as to embrace the helical spring between its sides and united to the cap *m*, in the form of a stirrup.

The lever-plate M is placed across and secured to the under side of the body, by a bolt passing through the body of the carriage. The use of this compensating lever is to produce simultaneous action upon both ends of the helical spring, any weight upon one end of the carriage being communicated to both ends of the spring at the same time, and is operated upon by the arms D² D³ upon the shafts C B by rods N N.

The stays O, O, are to prevent the axles from turning by the depression of the body, thus preserving the set of the axle, and are united both to the body and axles by joints admitting of slight motion.

Fig. 3 represents the body in its proper position and shows the position of the stop lever P, united to the lever M by the bolt at the center of said lever M. The object of this lever is that by the introduction of a pin at Q² into the floor of the body, the spring will be arrested from its action, and the raising of the body prevented when relieved of the weight. If it is desired to have the body low for convenience in getting in or out, the pin is inserted, thus arresting the lever at the dotted line until ready to start, when it is to be removed.

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

1. The combination herein described of the turning compensating plate M, with the rock shaft B C, and the connecting rods N, for the purpose of equalizing the action on the helical spring I.

2. I claim the stop lever P, in combination with the turning plate M, used in fastening down the body, substantially in the manner herein described.

3. I claim the stays O, O, for the purpose of keeping the axle-trees in their true set or upright position, as herein described and fully set forth.

In testimony whereof I have hereunto signed my name before two subscribing witnesses.

JOHN JONES.

Witnesses:

A. E. H. JOHNSON,
S. S. SMITH.