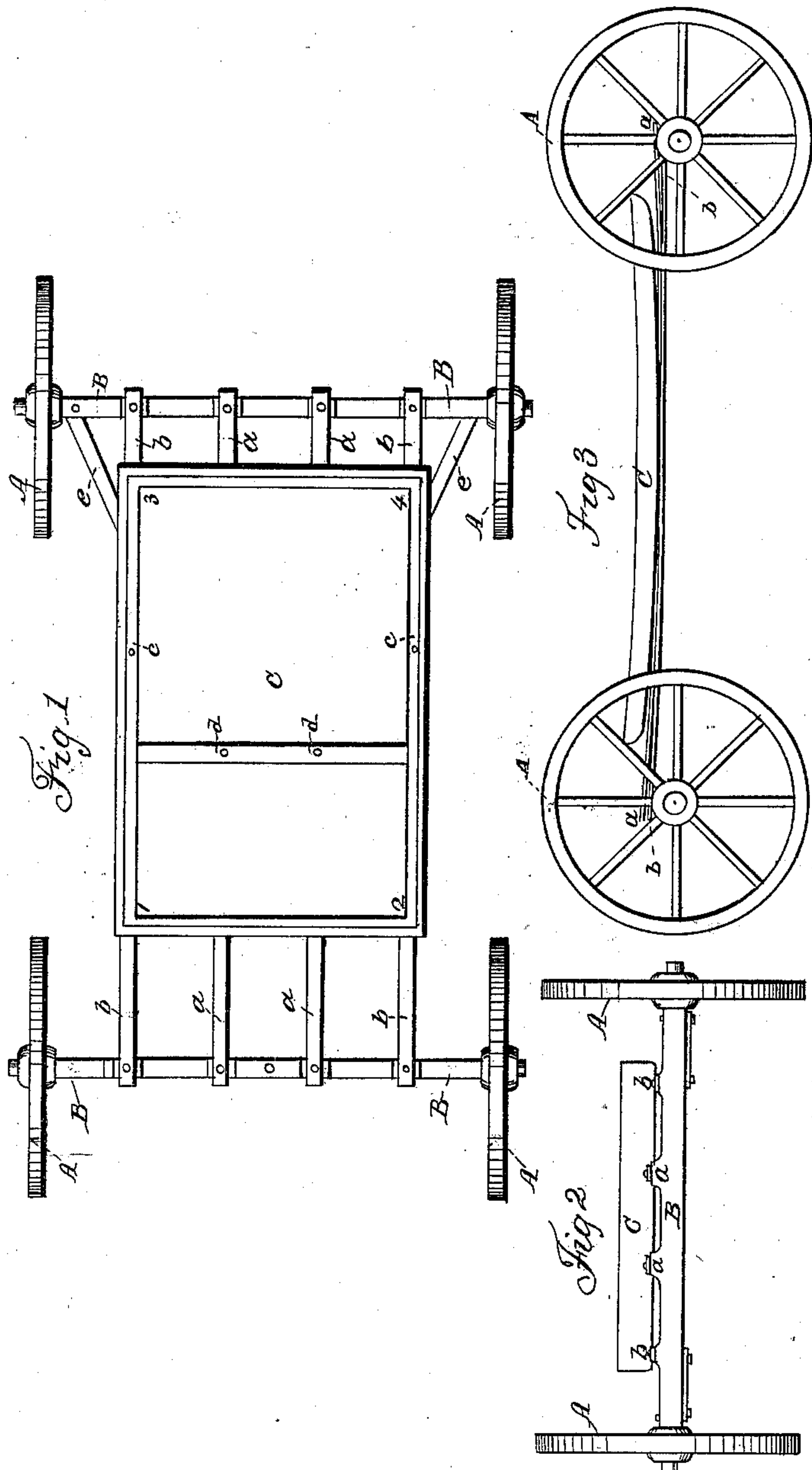


J. S. McCLELLAND.

Buggy.

No. 11,486.

Patented Aug. 8, 1854.



UNITED STATES PATENT OFFICE.

JAMES S. McCLELLAND, OF JEFFERSON, INDIANA.

BUGGY.

Specification of Letters Patent No. 11,486, dated August 8, 1854.

To all whom it may concern:

Be it known that I, JAMES S. McCLELLAND, of Jefferson, in the county of Clinton and State of Indiana, have invented certain new and useful Improvements in Buggies; 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 of the buggy; Fig. 2 represents a rear elevation, and Fig. 3 represents a side elevation.

Similar letters in the several figures denote like parts.

The nature of my invention consists in arranging the body of the buggy upon spring couplings in sets or pairs in such manner as that additional pairs or sets of springs shall come into action as the weight is increased on the body, and this in combination with the fastening of the body forward of its center to one set of springs, and in rear of its center to another set of springs, so that the body may have a rocking motion in the direction of its transverse corners, and yet the tendency of the body to yield in one point, be counteracted by its lifting the spring in an opposite point.

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.

A, represents the wheels; B, the axles, and C, the body of the carriage, all of which may be made in any of the well known forms.

a a, and *b b*, are two pairs of sets of springs, extending from the rear axle to a bolster on the front axle, so as to form both the coupling and springs. Those *a a*, more immediately under the center of the body, are higher than the other set or pair *b b*, near the sides, so that if but one person be riding in the buggy, the weight shall come mostly upon the set *a a*, and if the weight be increased by two or more persons then the other set or pair shall come into action, and aid in sustaining the load. Without this provision a coupling which also serves as the spring, cannot be made to suit a variable weight upon the body. If made say to sustain 200 pounds, or one person, and the weight should be doubled, the springs must give way, and on the contrary if made to sustain 400 pounds or two persons, and only one person rides, the springs will not act at all, being too rigid for the weight. It may be said that the nature of a spiral spring is

to offer resistance in proportion to the weight, but such springs cannot be applied as couplings, and it is only in connection with the couplings that I claim my peculiar arrangement.

e, e, are braces extending from the outside spring couplings to the shoulders of the rear axle for the purpose of causing them "track" well without straining the couplings.

The body is bolted to the springs *a, a*, at *d, d*, and to the springs *b b*, at *c, c*, one set of fastenings being forward of, and the other in rear of, the center of the body longitudinally. This is for allowing the body a transverse rocking motion, when one of the wheels receives a sudden shock, but which motion shall be restrained from coming upon any single spring which would cause it to "give way." For instance, say that the corner of the body 1 (Fig. 1) has cause to yield to a blow on the wheel nearest to it. Now as it goes down the opposite corner 4, must rise, and in so doing, it being bolted to the spring *b*, at *c*, it must rise against the action of the spring *b*, which changes the shock into a rocking motion; and so with any other of the wheels, for the body cannot rise or rock without carrying with it one of the springs. The underpart of the body is quite round, so as to freely rock on the springs, and the front axle slightly rolls in the wheels to accommodate the play of the springs, as they yield to any increased weight.

The extreme simplicity and cheapness of this buggy, together with the great ease and comfort it gives the user, will commend it to public, and bring it into almost universal use.

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

The arranging of the body upon spring couplings in such manner as that additional pairs or sets of springs shall come into action as the weight is increased on the body, and this in combination with the fastening of the body forward of its center to one set of springs, and in rear of its center to another set of springs, so that the body may have a rocking motion transversely, and the tendency of the body to yield at one point, be counteracted by its lifting the spring in another point, substantially as described.

JAS. S. McCLELLAND.

Witnesses:

A. B. STOUGHTON,
THOMAS H. UPPERMAN.