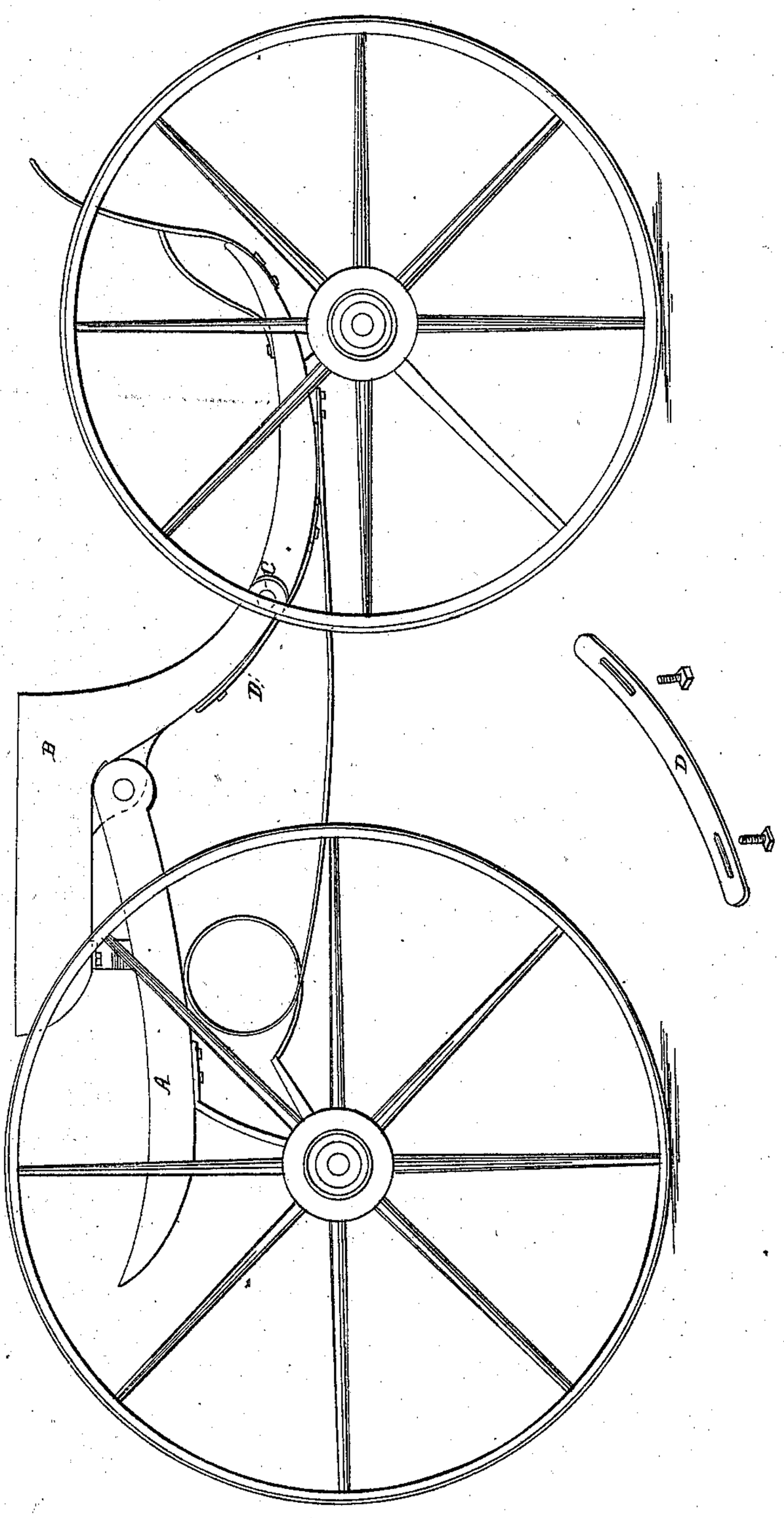
A. H. NILES

Running-Gear.

No 12,869 Patented May 15. 1855



UNITED STATES PATENT OFFICE.

A. H. NILES, OF GEORGETOWN, NEW YORK.

JOINT-BODIED CARRIAGE.

Specification of Letters Patent No. 12,869, dated May 15, 1855.

To all whom it may concern:

Be it known that I, A. H. NILES, of the town of Georgetown, in the county of Madison and State of New York, have invented an Improvement in Joint-Bodied Buggy-Wagons and Light Carriages; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying model and drawings and the letters of reference marked thereon.

My invention (known as the double-joint-bodied carriage) is an improvement on a single-joint-bodied carriage invented by James C. Spencer and patented as "a new and useful improvement in carriages" May 27th 1851.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation, and to show the nature and extent of my improvement. I construct the sides of the box or body of my carriage, (letters A and B, of model and drawings) of wrought, common cast, or malleable cast iron, in form similar to the above named Spencer's carriage, or any other known form of carriages. In addition to Spencer's joint in the center, under the seat, I construct a second joint and spring (letters C— D—). The spring D is an inverted half elliptic steel spring fitted to the bottom or sill of the box and under the said joint C, attached at each end through slots by bolts or otherwise. The effect of this additional joint and spring is to add to the ease and comfort of the carriage and to obviate the danger of its being broken by violent jolts or too heavy loading, as I make this joint at the point where carriages of this character have been heretofore known to be most liable to break. Another advantage which I claim for this additional joint and spring is that by it I am able to make the pieces comprising the sides of my carriage body shorter, thereby enabling me to make use of malleable iron castings which with the same weight of iron adds more than double to the strength of the carriage—there being I believe no malleable iron foundry in the United States capable of furnishing malleable iron castings of sufficient length to construct a carriage after the model or pattern of any carriages, of this character heretofore known.

I make my carriages both with and without a reach, but whenever I do add a reach, it is some one of the known forms of spring reach.

What I claim as my invention and desire to secure by Letters Patent is—

The application to joint bodied buggy wagons and light carriages the above described additional joint and spring or any other substantially the same or which will produce the intended effect.

ALEXDR. HAMILTON NILES.

Witnesses:

LYMAN TERRY,

M. A. WATROUS.