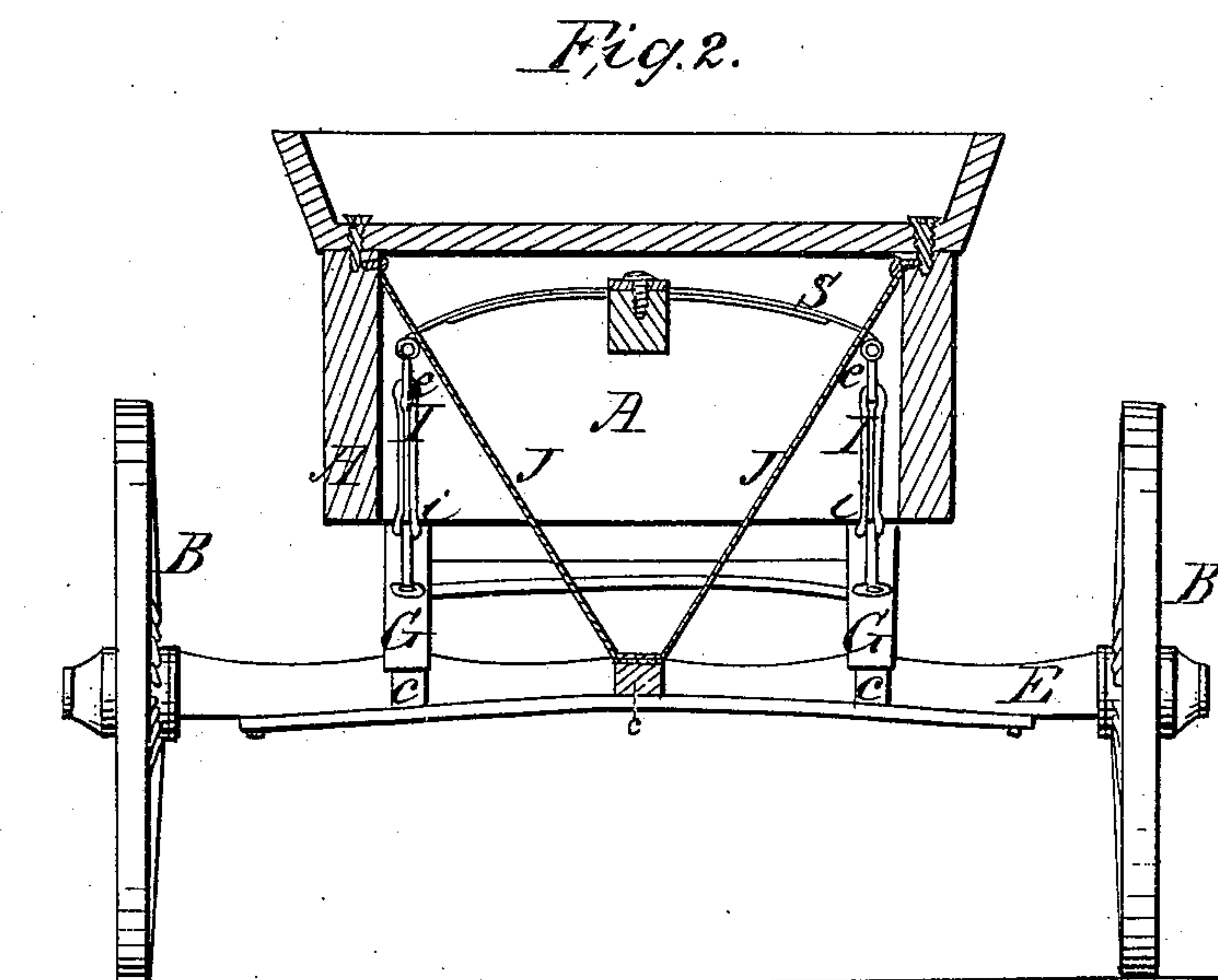
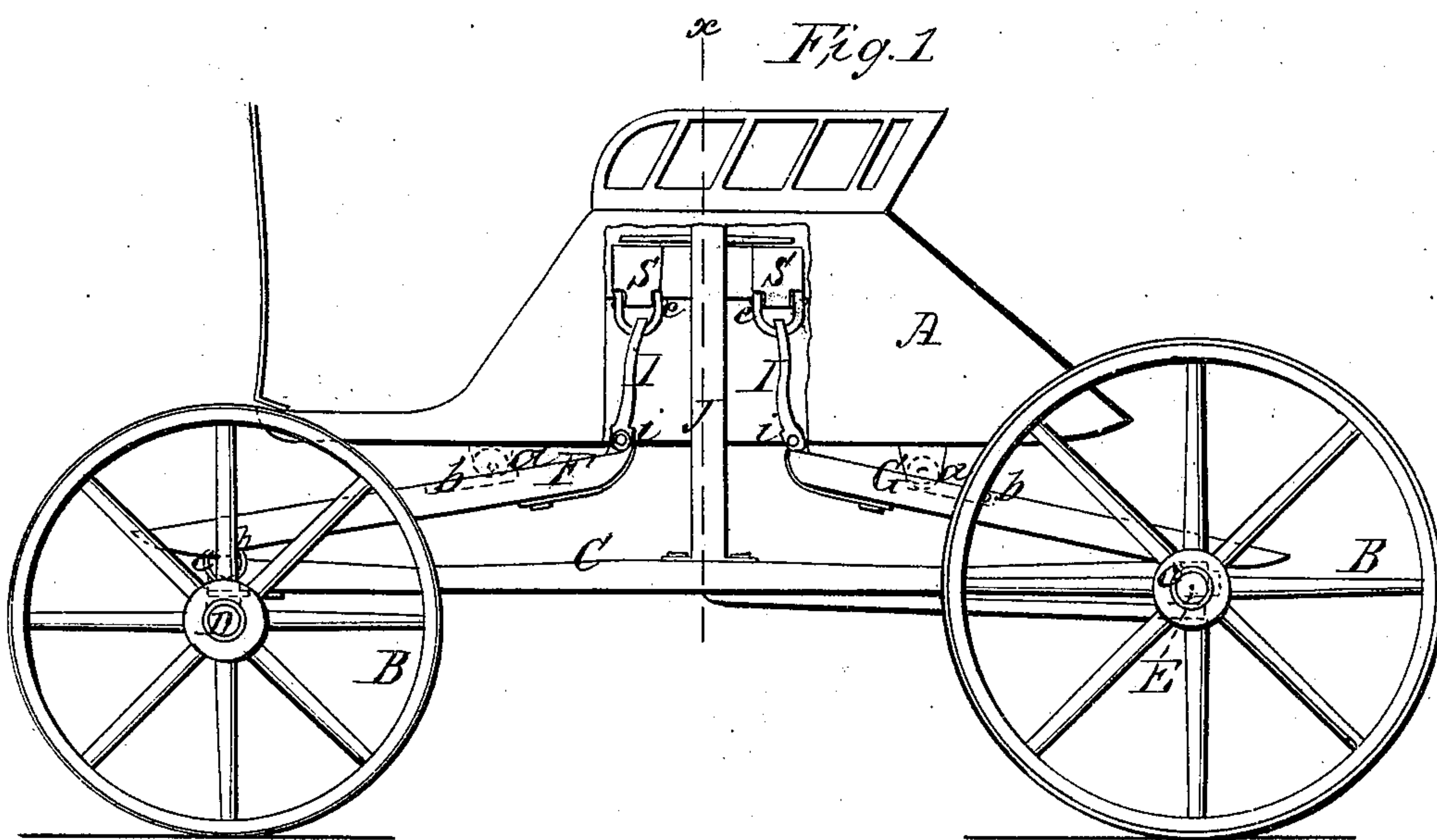


A. W. PORTER.  
Carriage-Spring.

No. 13,797.

Patented Nov. 13, 1855.



# UNITED STATES PATENT OFFICE.

ANSEL W. PORTER, OF LITTLE FALLS, NEW YORK.

## MODE OF HANGING CARRIAGE-BODIES.

Specification of Letters Patent No. 13,797, dated November 13, 1855.

*To all whom it may concern:*

Be it known that I, ANSEL W. PORTER, of Little Falls, in the county of Herkimer and State of New York, have invented a new and useful Improvement in the Hanging of Carriage-Bodies; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing, forming part of this specification, in which—

Figure 1 is a side elevation of a light vehicle, showing my improved mode of hanging the body. Fig. 2 is a transverse section on line  $x x$  of Fig. 1.

Similar characters of reference in the several figures denote the same part.

My invention is designed for light vehicles to render their movement easier than obtains with other modes of hanging.

It consists in supporting the body by rollers resting upon longitudinal levers, which are connected with the rear axle and headblock by revolving clips, and by rods or links with springs in the body of the vehicle: giving said levers rolling fulcra, which act as will be described to insure an easy motion to the body.

The details of construction and operation are as follows.

In the drawing A is the body, B the wheels, C the perch, D the front axle, and E the rear axle.

The body is supported by four rollers  $a$ , which rest and are movable in grooves  $b$  in the upper edges of the levers F and G. These levers are connected at their lower ends with the rear axle, and headblock  $h$ , by clips  $c$  encompassing and movable around said parts. The upper ends of the levers are connected by links I with springs S in the

body of the vehicle: the links being attached by eyes  $e$  to the springs and by joints  $i$  with the levers.

J is a strap connecting the body with the perch.

The advantageous operation of this mode of hanging, and wherein it differs from other analogous modes, consists in all shocks being transmitted through the supporting levers in direction of their length, and thence to the springs through the links, the rollers on which the body rests moving freely in the grooves of the levers. This gives the body an ease of motion when passing over the roughest road, which it cannot have when the levers are connected with it by fixed joints, as is the case where springs are used in the position in which I place them.

I disclaim placing the springs within the seat of the carriage, and their connection with the frame by means of longitudinal levers, as such devices constitute no part of my invention.

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

The free roller connection between the carriage body and the longitudinal levers as described, for permitting all shocks to be conveyed through the said levers to the springs, without direct action on the body as hereinbefore set forth.

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

A. W. PORTER.

Witnesses:

JOHN S. HOLLINGSHEAD,  
THOS. R. MARKILLIE.