J. B. PELTON.

Carriage-Spring.

No. 61,246. Patented Jan. 15. 1867

Fig. 1

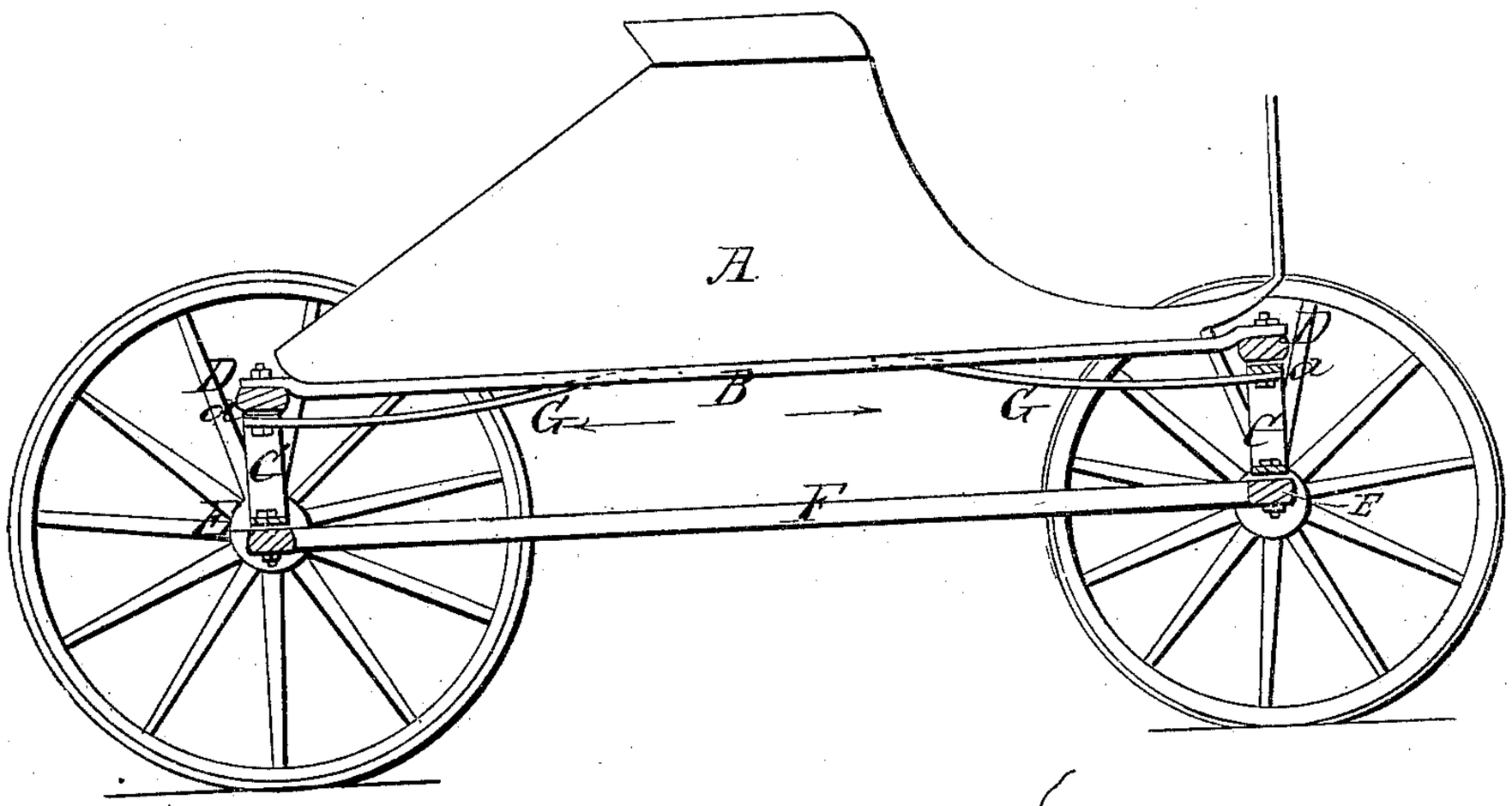
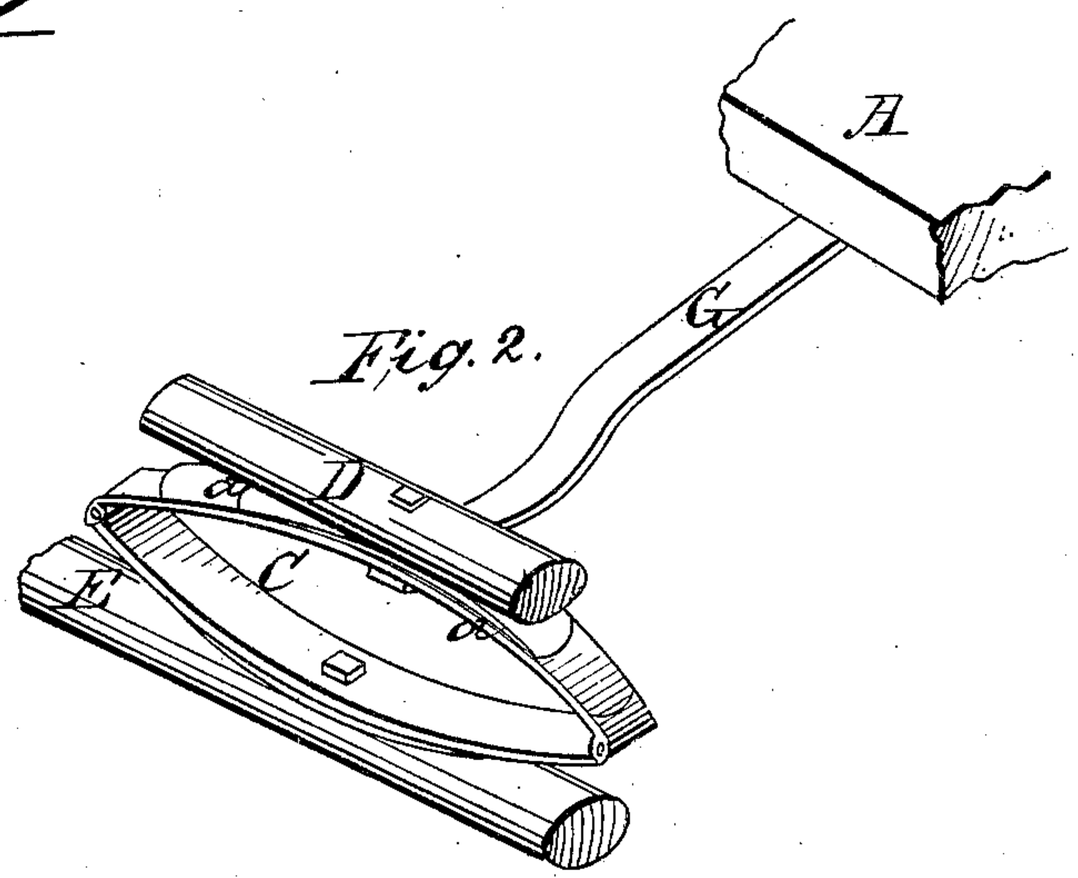


Fig. 2.



Witnesses:
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Atty's

United States Patent Office.

JAMES B. PELTON, OF SANDUSKY, NEW YORK, ASSIGNOR TO D. H. WOOD, OF SAME PLACE.

Letters Patent No. 61,246, *dated January* 15, 1867.

IMPROVEMENT IN CARRIAGE BRACE.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JAMES B. PELTON, of Sandusky, in the county of Cattaraugus, and State of New York, have invented a new and useful improvement in Bracing Carriage Bodies; and Ido 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 elevation of a carriage with my improvement.

Figure 2, a perspective view of one of the springs and braces.

Like letters of reference indicate corresponding parts in both figures.

My invention consists in the employment of two braces attaching simply beneath the body of the carriage, and to the under side of the upper half of the ordinary elliptic springs, in such a manner that while longitudinal rocking or swaying of the body upon the springs is prevented, the springs themselves are allowed a free and unimpeded action, and the braces are effectually hidden from sight.

As represented in the drawings, A is a carriage-body, B B the supporting straps, C C the elliptic springs, D D the bolsters or cross-bars, E E the axles, and F the reach, all constructed and connected in the ordinary way. To the under side of the carriage-body, and to the upper half, *a*, of the elliptic springs, I secure braces G G, made simply from a bar of iron or steel, of suitable size and length, and bent into the form substantially as shown.

The object of this arrangement is to prevent longitudinal rocking action of the body on the springs in the direction indicated by the arrows, which occurs unless the body is stayed by some means. Various arrangements for braces have before been employed, but, so far as I am aware, none attaching directly with the carriage-body and the upper half of the springs. By this particular connection I secure several advantages. While I properly stay the body, I secure a free and unimpeded action of the springs, which cannot be attained where the attachment is at the bottom as well as the top of the springs. In such case, either the springs are stiffened and cannot close properly, or if rendered free and elastic, the braces themselves are made complex and expensive, and usually extend forward or backward, and attach to the opposite end of the carriage or to the reach. In this case they are exposed to sight, and present an uncouth appearance. It will be noticed that my braces fit close up under the body of the carriage, and are out of sight, unless the person stoops to look under. By this method of connection with the springs, the braces are situated sufficiently far apart from the straps B B to stay the body, but not such a distance as to produce rigidity. The springs have that free action so necessary to elasticity and ease. I accomplish this result in an exceedingly simple and cheap manner

I am aware that braces have before been employed for staying carriage-bodies, and such, broadly, I do not claim. But I am not aware that such braces have been before connected directly with the body and the upper half of the spring, as I have above described; therefore,

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

The combination and arrangement of the braces G with the ordinary elliptic springs C and the body A, in the manner shown and described; that is to say, the braces forming simple bars, attaching to the body and connecting with the upper half of the elliptic springs, so that while both the body and springs are united and braced against rocking and swaying, the springs are unincumbered and allowed their natural free and unimpeded elastic action, and the bars are hidden from sight, as herein set forth.

JAMES B. PELTON.

Witnesses:

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