

Wm. H. Cooper & Geo. Gregory's IMPROVEMENT IN CARRIAGE PERCH

Assigned to Selmes & Lawrence Bradley & Pardee

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PATENTED

JAN 21 1868

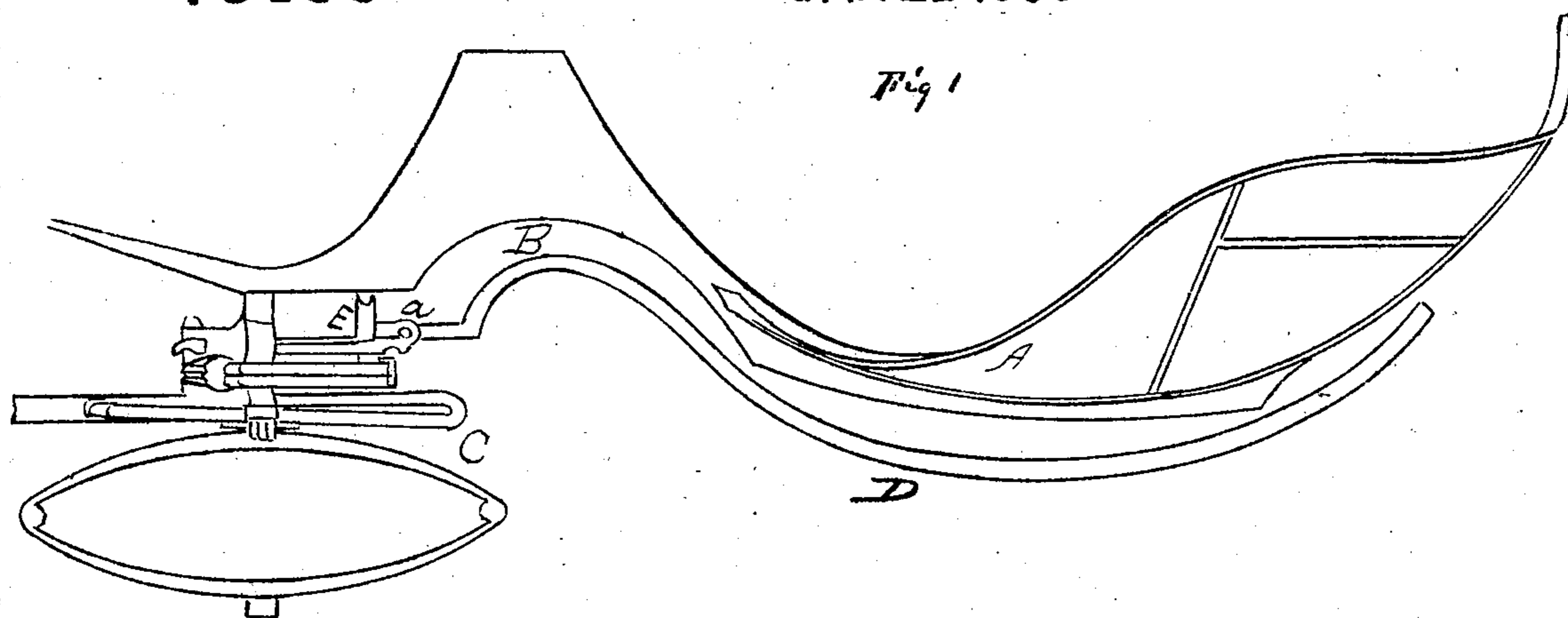
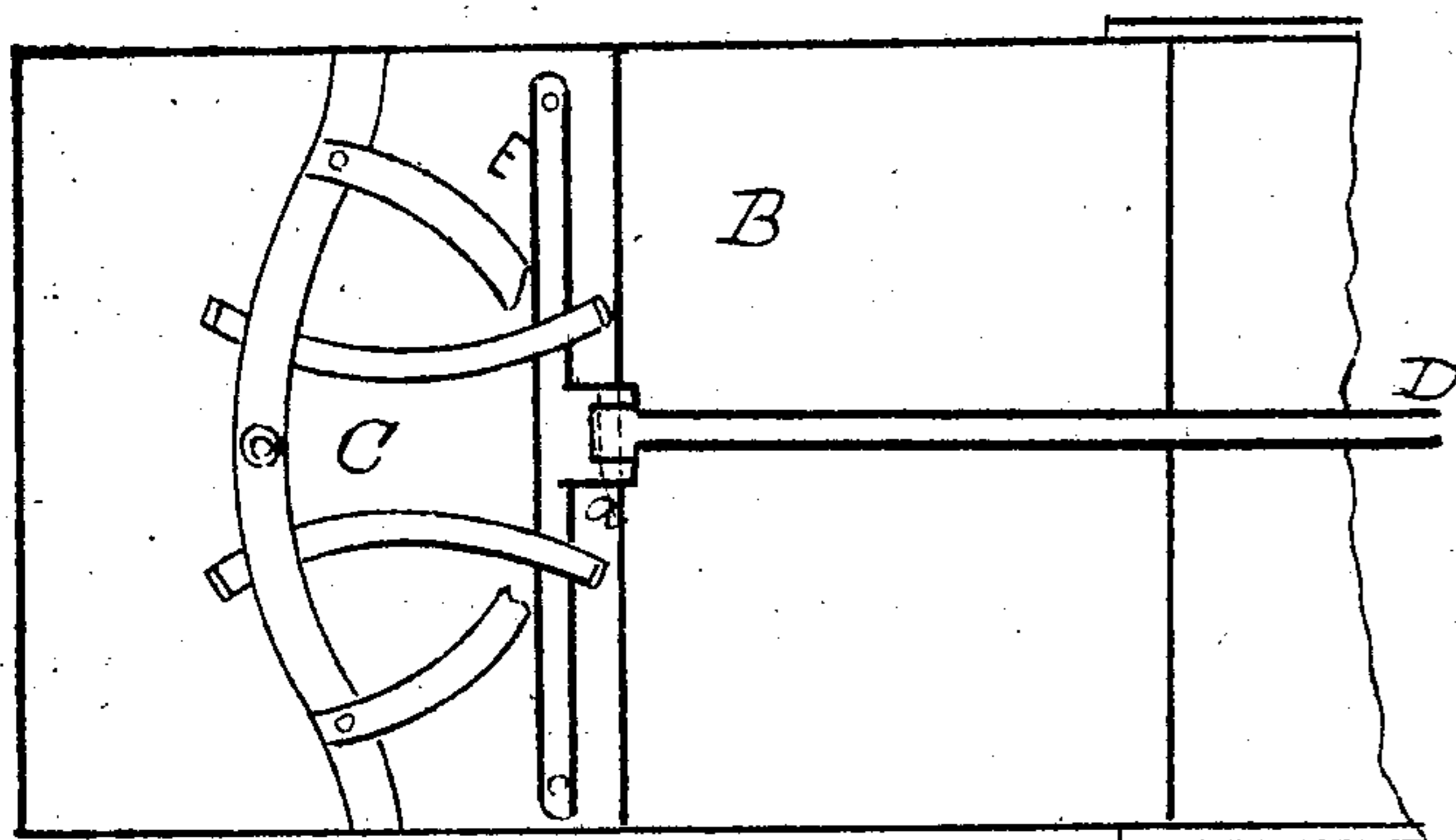


Fig 2



Wm. H. Cooper & Geo. Gregory  
Inventors

By John A. Eddy

Witnesses

J. J. Dobbins  
John A. Hummer

John E. Eddy

# United States Patent Office.

WILLIAM H. COOPER AND GEORGE GREGORY, OF NEW HAVEN, CONNECTICUT, ASSIGNORS  
TO LAWRENCE, BRADLEY, AND PARDEE, OF SAME PLACE.

*Letters Patent No. 73,438, dated January 21, 1868.*

## IMPROVEMENT IN CARRIAGE-PERCH.

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

### TO ALL WHOM IT MAY CONCERN:

Be it known that we, WILLIAM H. COOPER and GEORGE GREGORY, of New Haven, in the county of New Haven, and State of Connecticut, have invented a new Improvement in Carriage-Perch; and we do hereby declare the following, when taken in connection with the accompanying drawings, and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a side view of the forward carriage and body, and in

Figure 2 an under side view of the same.

This invention relates more particularly to an improvement in that class of carriages, the body of which is constructed so that the forward wheels turn under, and the body sets upon "C-springs;" and consists in the attachment of the perch by a joint to the carriage or body forward of the wheel-house.

Heretofore the perch has extended from the springs of the rear carriage, and been attached to the body in the rear of the wheel-house; therefore the depression of the body tends to turn down the springs of the rear carriage, and greatly strain both the body and the springs; to avoid which is the object of this invention.

To enable others to construct our improvement, we will describe the same as illustrated in the accompanying drawings.

A is the body, constructed in the usual form, with a wheel-house, B, and set upon the front carriage C in the usual manner; the rear of the carriage set upon C or other springs on the rear carriage, also in the usual manner. D, the perch, attached to the rear carriage in the usual manner, extends forward and properly curved, is hinged at *a* to a bar, E, the said bar being fixed firmly to the body, or, if preferred, the hinge itself, without the bar, may be attached directly to the body, the bar serving simply as a means of securing the hinge. Thus the rear carriage is connected directly to the front carriage through the connection *a*, of the perch, with the body forward of the wheel-house, and therefore relieves the springs or rear carriage and the body from all the strain or difficulty arising from the connection of the perch.

Having thus fully described our invention, what we claim as new and useful, and desire to secure by Letters Patent, is—

The attachment of the perch D to the body forward of the wheel-house, in the manner substantially as herein set forth.

WM. H. COOPER,  
GEO. GREGORY.

Witnesses:

A. J. TIBBITS,

JOHN H. SHUMWAY.