

A. C. Stowe.

Carriage Spring.

N^o 85144

Patented Dec. 22, 1868

Fig: 1.

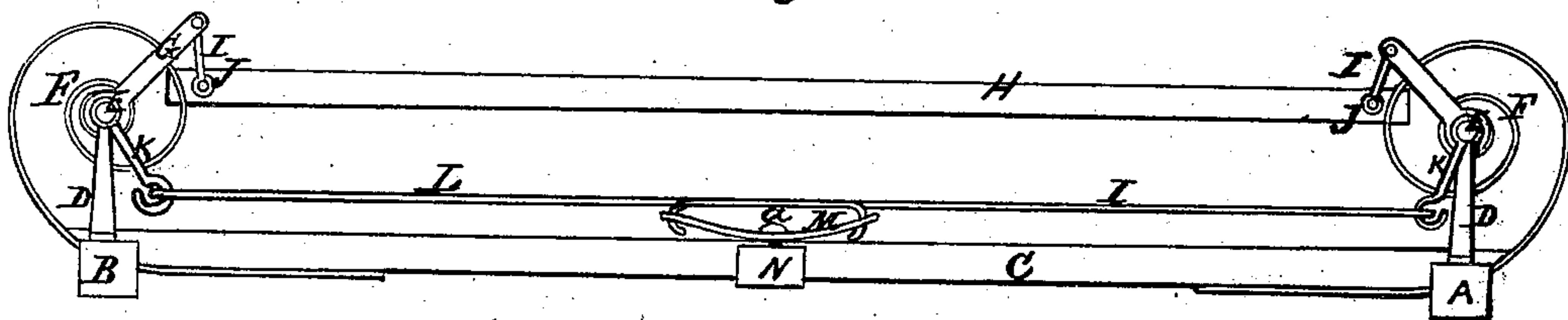
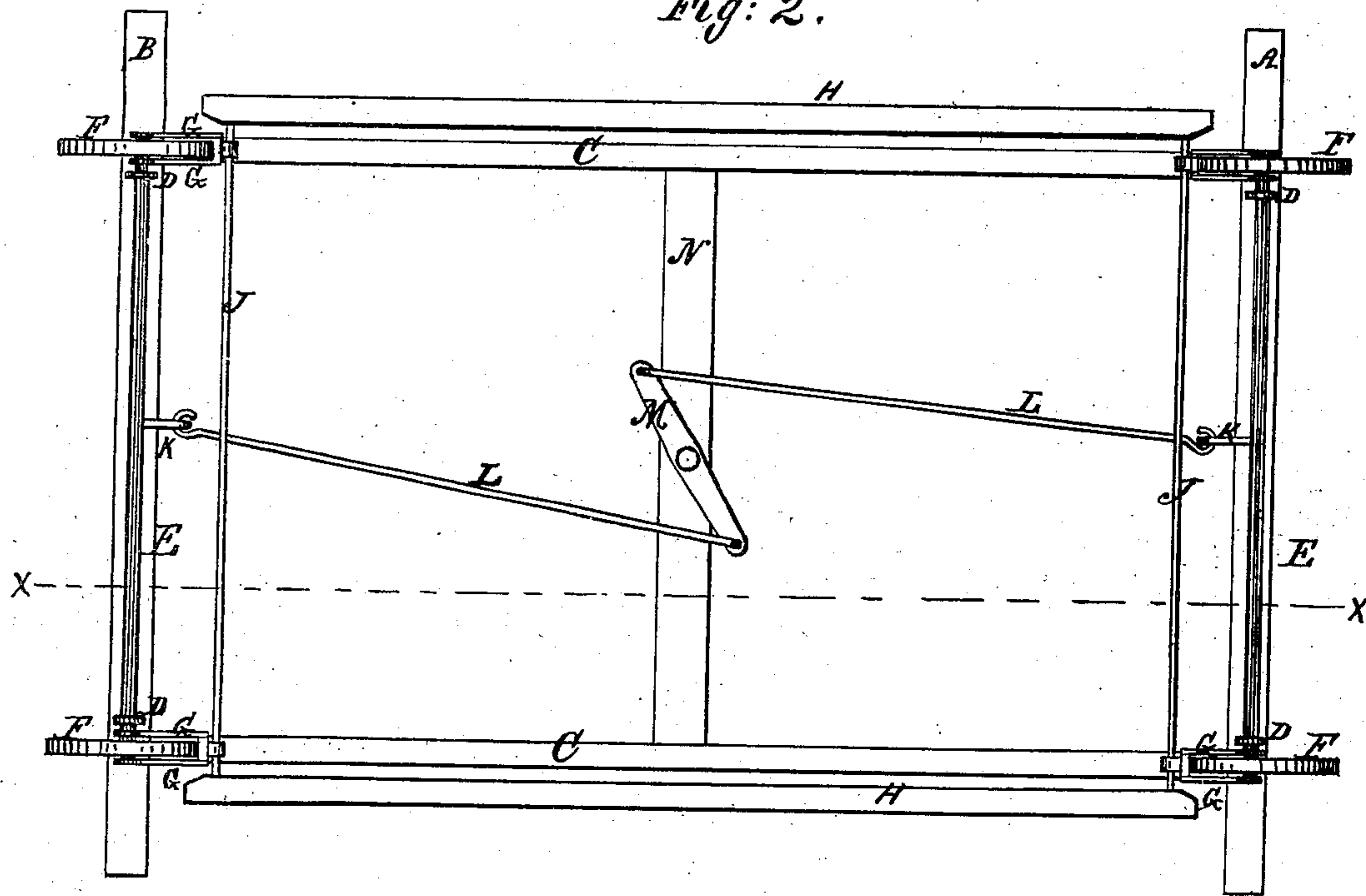


Fig: 2.



Witnesses
Geo H Strong
J L Boone

Inventor
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United States Patent Office.

ANSON C. STOWE, OF SAN JOSÉ, CALIFORNIA.

Letters Patent No. 85,144, dated December 22, 1868.

IMPROVEMENT IN CARRIAGE-SPRINGS.

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, ANSON C. STOWE, of San José, county of Santa Clara, State of California, have invented an Improved Carriage-Spring; and I do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains, to make and use my said invention or improvements without further invention or experiment.

The object of my invention is to provide an improved carriage-spring, which, while being perfectly easy, shall overcome the great difficulty experienced (when the load is placed mostly on one side,) of the spring on that side having to sustain the whole weight, and consequently sagging.

This may be accomplished by various devices, and the present is one of the two upon which I have made application, in which a similar principle is involved.

From near the ends of the axle-bed and front cross-bar, four standards rise, and each pair supports a shaft, which extends across the width of the carriage. At the ends of these shafts are four coiled springs, which are attached to the reaches, and are coiled like a clock-spring, the inner end being fastened to the ends of the shaft.

An arm or crank is firmly attached to each end of the shafts, near the springs, and supports the four corners of the wagon-bed or frame, by means of links depending from these cranks. A cross-bar connects the central portion of the two reaches, and an arm is pivoted to its centre.

Two cranks or arms, one in the middle of each of the first-described shafts, are connected with the opposite ends of this central arm, by connecting-rods, so that the springs all act together, whether the load be placed on one portion of the carriage or another.

To more fully explain my invention, reference is had to the accompanying drawings, forming a part of this specification, of which—

Figure 1 is a side sectional elevation of my invention. Figure 2 is a plan.

Similar letters of reference in each of the figures indicate like parts.

A is the rear-axle bed, and B is the front plate or cross-bar, the two being connected by reaches C C.

Vertical standards, D D, are fastened to the axle-bed and cross-bar, or to the reaches, and support the two shafts E E, which extend across the carriage.

The coiled springs F F are fastened at one end to the ends of the reaches, and coil around the shafts, to which the other end is fastened.

A double arm or crank, G, is firmly attached to each end of the shafts E, and the four support the corners of the carriage frame or bed H, by links I I, which depend from them, and connect with the cross-rods J J.

A short arm or crank, K, projects downward from near the centre of each of the shafts E, and each has a connecting-rod, L, extending from its end to the opposite ends of an arm, M. This arm turns about a centre-pin, a, which holds it to the cross-beam N, between the central portion of the reaches, or to the central reach, when there are three, and when any weight is placed entirely at one end, these cranks and rods cause the springs at the other end to be equally depressed, the whole acting as an equalizer.

Having thus described my invention,

I claim, and desire to secure by Letters Patent—

The combination, with the supporting-device, consisting of bars H, links I, arms G, shafts E, and springs F, of the equalizing-device, consisting of arms K, rods L, and lever M, the whole being constructed and arranged substantially as herein described.

In witness whereof, I have hereunto set my hand and seal.

ANSON C. STOWE. [L. s.]

Witnesses:

GEO. H. STRONG,
J. L. BOONE.