

J. TAYLOR.
Carriage Body Brace.

No. 95,851.

Patented Oct. 12, 1869.

Fig: 1.

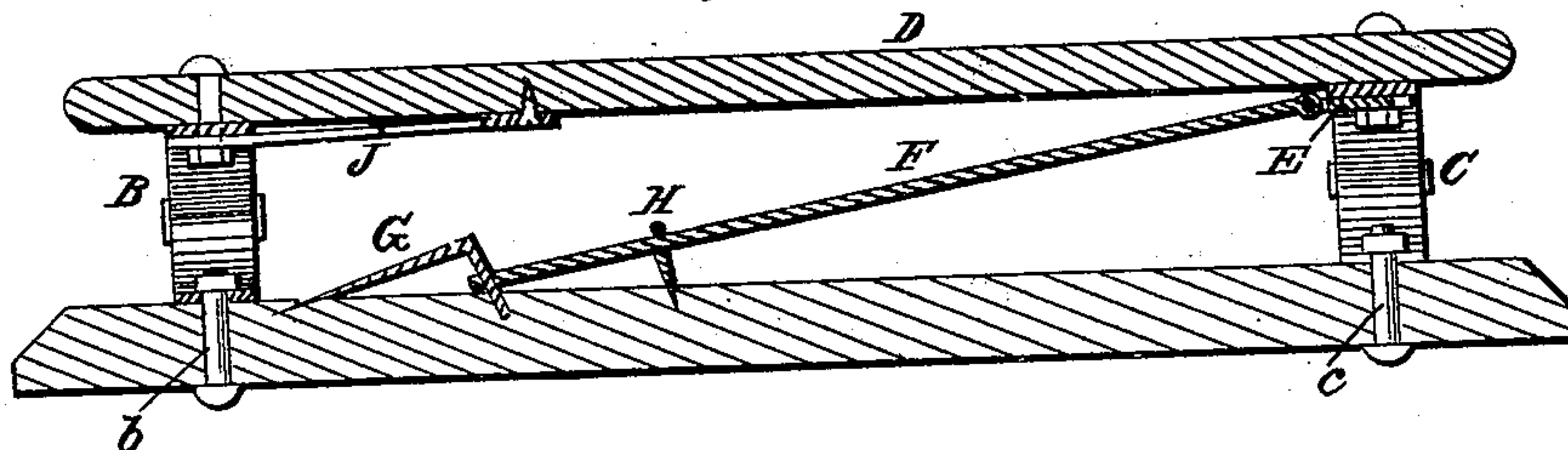


Fig: 2.

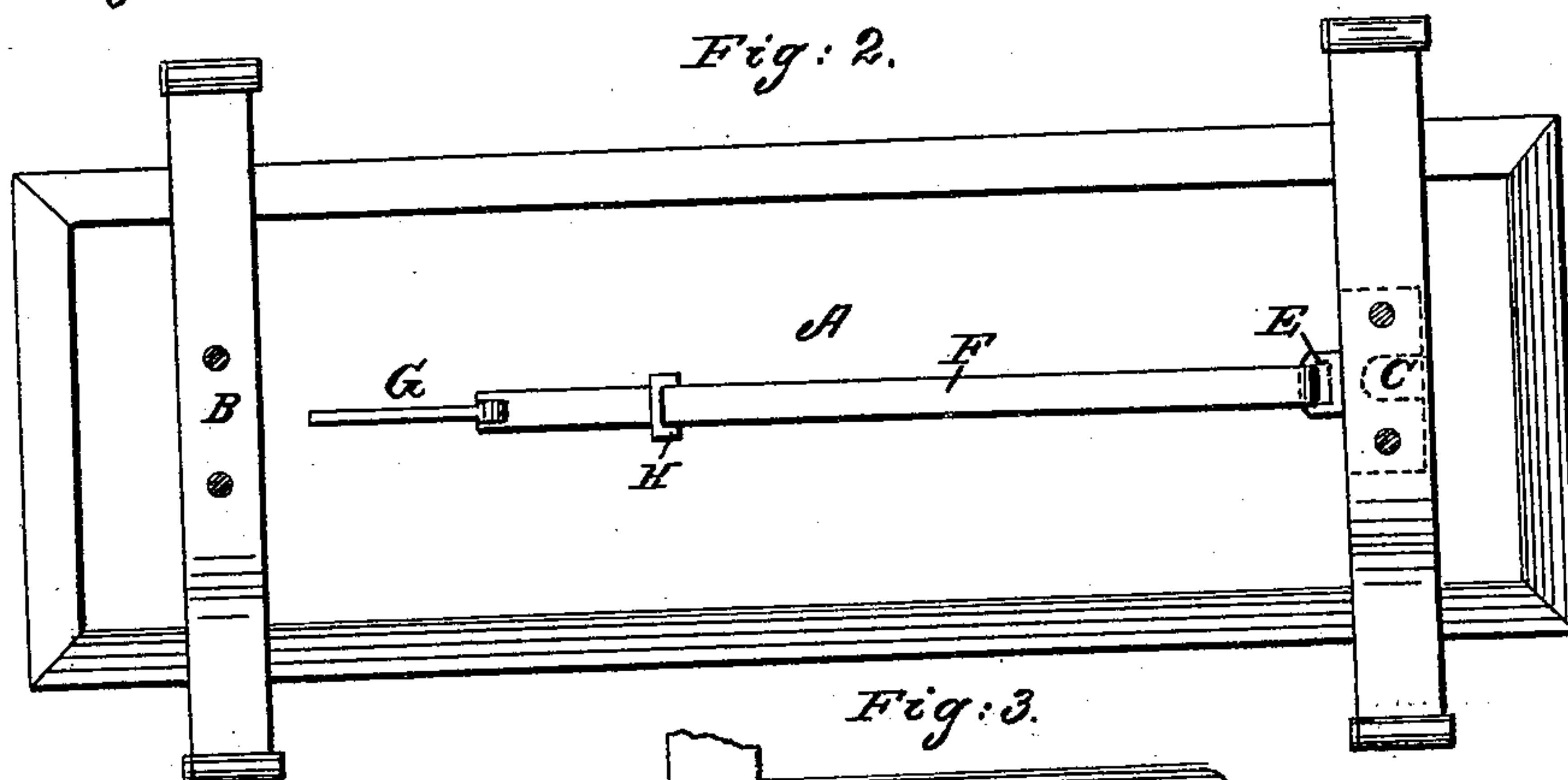
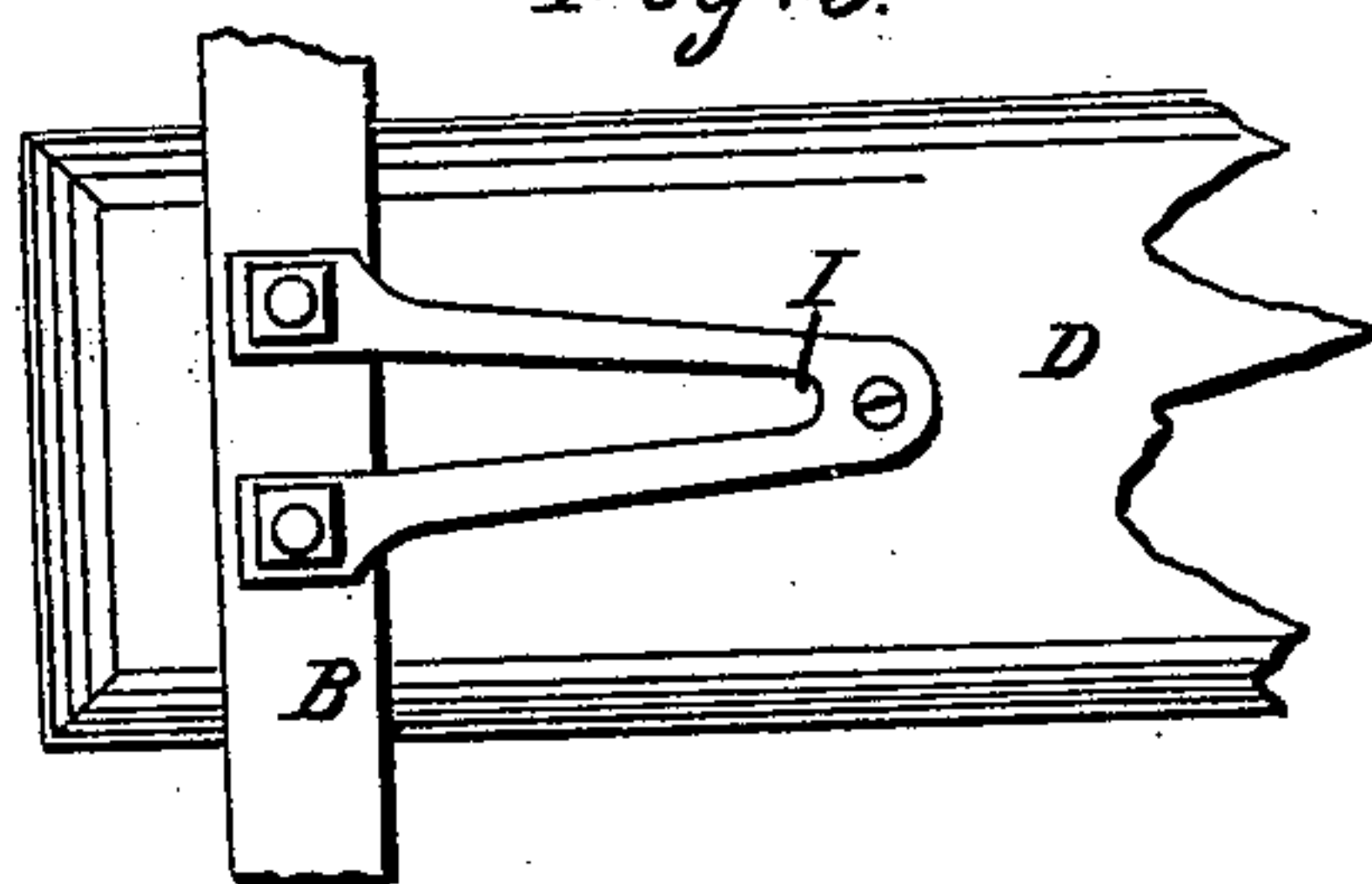


Fig: 3.



Witnesses:

Geo. H. Reed

Inventor:

Jacob Taylor.
by Prindle & Dyer.
attys.

United States Patent Office.

J A C O B T A Y L O R, O F B E L O I T, O H I O.

Letters Patent No. 95,851, dated October 12, 1869.

IMPROVEMENT IN CARRIAGE-BODY BRACES.

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, JACOB TAYLOR, of Beloit, in the county of Mahoning, and in the State of Ohio, have invented certain new and useful Improvements in Spring-Holders; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, making a part of this specification, in which—

Figure 1 is a vertical longitudinal section through the centre of the springs, showing the devices employed for securing the same in a vertical position;

Figure 2 is a plan view of the lower side of the same; and

Figure 3 shows an additional attachment for strengthening said springs.

Letters of like name and kind refer to like parts in each of the figures.

The object of my invention is to strengthen the springs in ordinary use upon carriages, by preventing them from deviating from a line perpendicular to the plane of the axle and reach; and

It consists in the employment of a brace, secured at one end to the spring, and at the opposite end upon an inclined guide, which, in connection with a fulcrum-loop, placed between said guide and the spring, holds the latter at all times in a vertical position, with reference to the reach, as is hereinafter shown and described.

In the annexed drawing—

A represents the axles and reach, upon which are secured two springs, B and C, of the usual form and construction, by means of the bolts *b* and *c* passing through each spring and axle, while to the upper side of the springs, the wagon-body D is secured in the same manner.

Attached to the upper half of the front spring C, by means of the bolts connecting the same with the body, is a hinge, E, upon which is pivoted one end of a bar of iron, F, so as to have a vertical motion only, while its front end extends downward and backward, and is connected with a guide-rod, G, bent in the form of a right angle, and having its ends driven into the reach, said rod passing through an opening in said bar.

At a distance from the guide G, of about one-fourth the length of the brace F, is placed a loop, H, having in its upper end an opening for the passage of said brace, while its lower end is driven into or otherwise secured to the axle.

The opening in said loop being of sufficient size only to permit the brace to slide freely, it acts as a fulcrum for said brace, which thus becomes a lever, so that if its rear end be depressed by the compression of the spring, its front end will be elevated in a degree corresponding to the difference in length between its long and short arms.

The front end of the brace is not only elevated by the compression of the spring, but is also pressed forward, so that it becomes necessary that the portion of the guide G upon which the front end of said lever works, should have a forward as well as an upward inclination, in order that said lever may move freely thereon.

When thus arranged, with the guide G adjusted to the required angle, it will be readily seen that the rear end can only rise and fall in a line at a right angle with the reach, and that any deviation therefrom will be prevented by said guide, by which means all fore-and-aft strain upon the springs will be prevented, and greater durability secured.

In order that the rear spring B may also be strengthened, and prevented from turning or working at the joints, a forked brace, I, is employed, each end of the fork being provided with a hole through which the bolts *d d* pass, securing it firmly against the spring, while the front end of said brace is attached, by means of a screw, to the bottom of the body.

This arrangement, in connection with the devices attached to the forward spring, effectually secures and strengthens said springs, and prevents the slightest deviation of the same from an upright position, with relation to the axle.

Having thus fully set forth the nature and merits of my invention,

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

The brace F, guide G, and fulcrum-loop H, in combination with the spring C and reach A, substantially as and for the purpose shown.

In testimony that I claim the foregoing, I have hereunto set my hand, this 12th day of June, 1869.

JACOB TAYLOR.

Witnesses:

J. C. HARTZELL,
JOHN M. MCKEE.