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Wm. Evans.
SPRING BRACE FOR VEHICLES.
PATENTED FEB 15 1870

Fig.1.

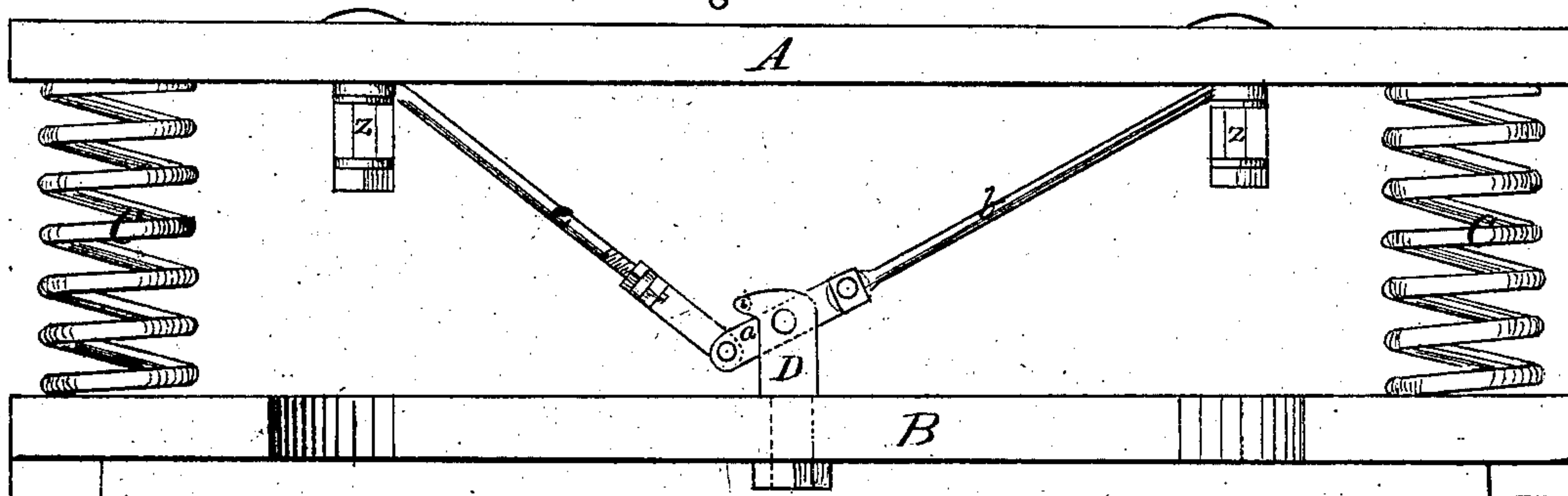
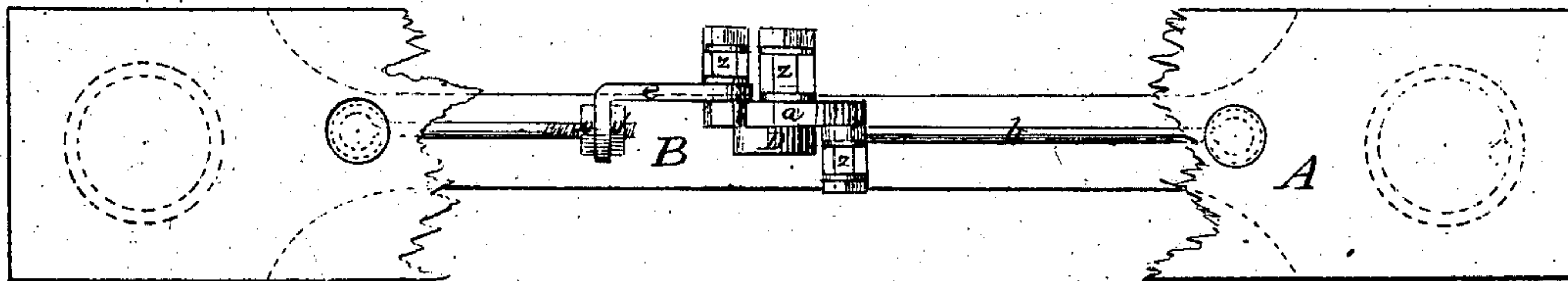


Fig.2



Witnesses.

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WILLIAM EVANS, OF EUREKA, WISCONSIN.

Letters Patent No. 99,867, dated February 15, 1870.

IMPROVED SPRING-BRACE FOR CARRIAGES.

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, WILLIAM EVANS, of Eureka, in the county of Winnebago, and State of Wisconsin, have invented a new and valuable Improvement in Spring-Braces for Wagons; 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 drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a side view of my invention.

Figure 2 is a top view of the same.

My invention relates to means for keeping the springs of vehicles in an upright position, and consists mainly in attaching the box to the wagon-reach by means of jointed braces, in such a manner that the object is attained without interfering with the elastic action of the springs.

The letter A of the drawings designates the box of a wagon;

B the reach; and

C C the springs.

About half way between the springs an upright metal bar or standard, D, is bolted into the reach.

To one end of the swivel-bar *a* is pivoted the brace *b*, whose other end is bolted to the wagon-box near one of the springs. The other end of the swivel-bar is pivoted to the adjustable brace *e*, which is also bolted to the wagon-box near the other spring. This arrangement of jointed braces, while it does not in the least interfere with the elastic action of the springs, operates in such a manner that the center of the wagon-box or point *e* directly over the standard D must always maintain the same relative position with regard

to the standard, and, therefore, the springs must always preserve their perpendicular position.

In connection with the jointed braces above described, I have arranged a simple means of preventing the springs from throwing the wagon-box too high.

A pin, *i*, is cast on the beak of the standard D, and so arranged that it will arrest the rise of the lower arm of the swivel bar *a* at the proper point.

Under the ends of the braces, which are bolted to the wagon-box and in all the joints of my device, rubber cushions *z* are placed between washers in such a manner that the joints are kept close, and all jarring and rattling prevented.

Should the bracing become loose from the wear of parts it may be rendered tight in a few moments by turning the adjusting nuts *v v'*, and thereby shortening the brace *e*.

The value of this simple device may be easily conceived from the fact that a majority of wagon-springs which are broken become so in being compressed while out of the perpendicular.

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

In combination with the fixed standard D, provided with stop *i*, the swivel-bar *a*, brace *b*, adjustable brace *e*, and rubber cushions *z*, constructed and arranged to operate as specified.

In testimony that I claim the above, I have hereunto subscribed my name in the presence of two witnesses.

WILLIAM EVANS.

Witnesses:

J. D. CHAMBERLAIN,
STEPHEN EWER.