

H. H. HILL

WAGON SPRING

117171

PATENTED JUL 18 1871

Fig. 1.

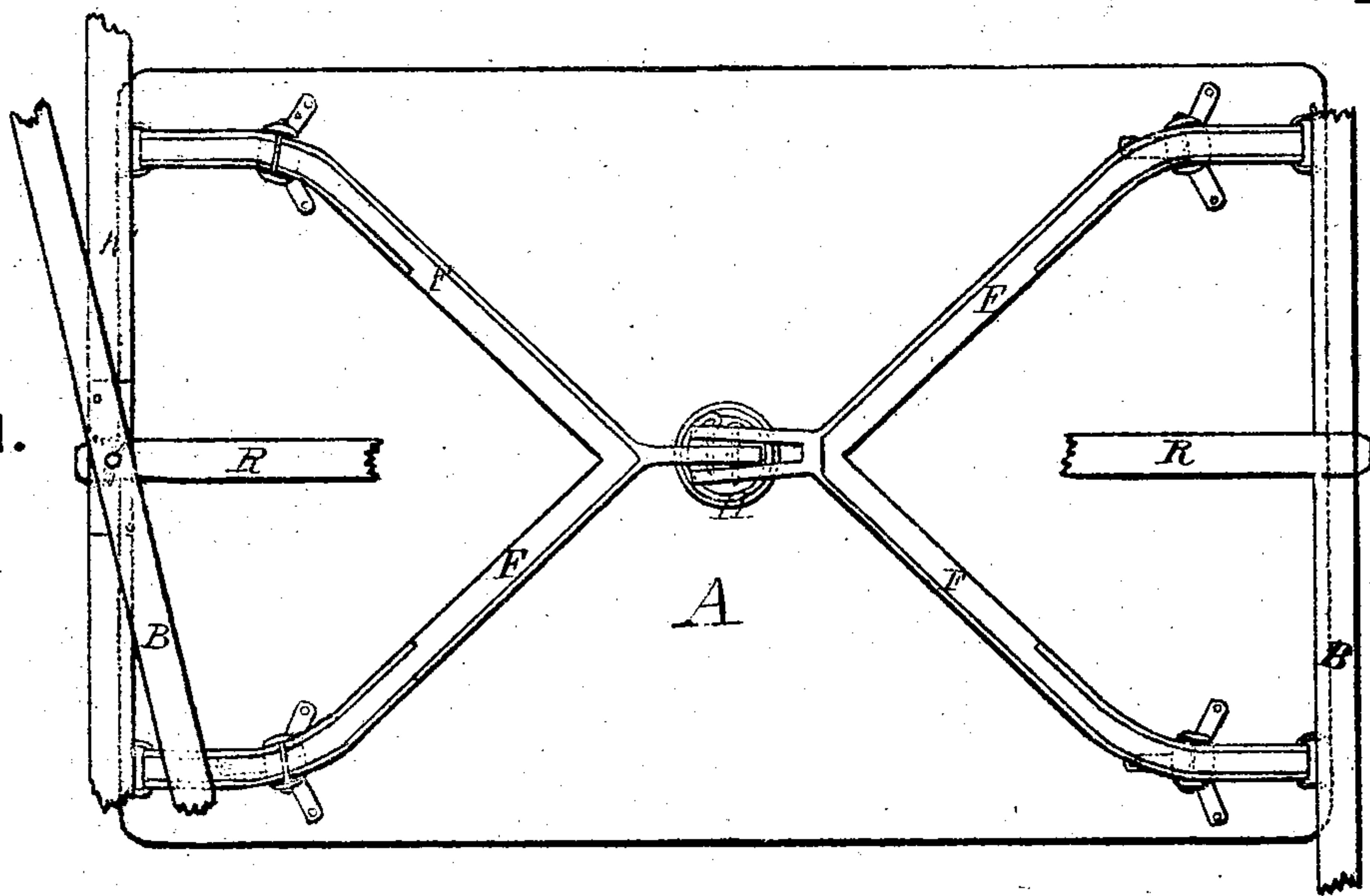
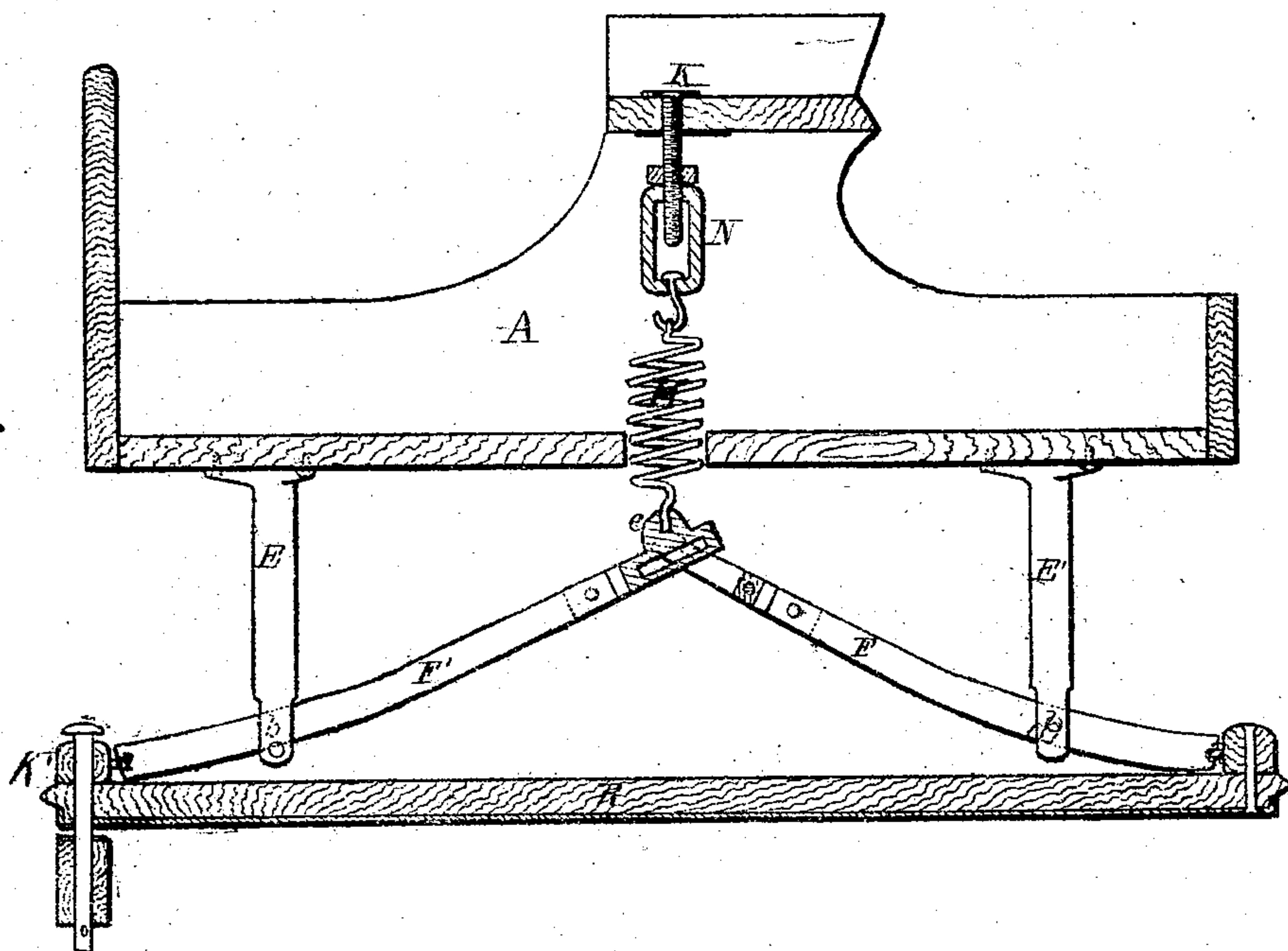


Fig. 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

H. HARRISON HILL, OF PONTIAC, ILLINOIS.

IMPROVEMENT IN BUGGY-SPRINGS.

Specification forming part of Letters Patent No. 117,171, dated July 18, 1871.

To all whom it may concern:

Be it known that I, H. HARRISON HILL, of Pontiac, in the county of Livingston and State of Illinois, have invented a new and valuable Improvement in Wagon-Springs; 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 drawing making part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a bottom view, showing my invention. Fig. 2 is a central vertical longitudinal section of the same.

My invention relates to vehicle-springs; and consists in the construction and novel arrangement of devices, as will be hereinafter fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation.

A in the drawing represents an ordinary vehicle-body with an opening in the center of the bottom; B, the axle-trees; and D, the seat. E E' represent hangers or supports secured to the bottom of the body by means of bolts, screws, or otherwise. The lower ends of these supports are slotted for the reception of the levers or braces hereinafter mentioned. F F' represent levers or braces, fastened to the head-block and rear axle-tree by hinges *a*, and extending to the center of the body, where they are connected by a slot and pin in such a manner that the levers may take any degree of inclination within certain limits regulated by the length of the slot *z*. These levers pass through the slots *b* at the lower end of the supports E E', and are there secured by the bolts

d. These levers or braces are made in the shape of a fork, and connected together, as shown on the drawing in Fig. 1. To the projection *e* on the lever F' is attached a spiral spring, H. This spring H passes through an opening in the bottom of the body, and is connected and fastened under the seat by means of a swivel and bolt. K represents a bolt passing through the bottom of the seat and securely fastened to said seat. To the lower end of this bolt K is attached the adjustable swivel N. By means of this swivel N the springs and levers are tightened or relaxed to any degree, according to requirement. The carriage-body rests on the supports E E', which have their bearing on the levers F. The object of this arrangement is to keep the bottom of the carriage-body parallel with the axle-tree of the hind wheels at all times, no matter how much to one side the weight may be placed in the carriage. R represents the reach or coupling-bar, which connects the head-block K with the rear axle-tree. The reach is designed to serve as a stop or rest for the wagon-bed when the weight in the carriage-box is too heavy for the spring.

I claim as my invention—

The spring-rest herein described for wagon-bodies, consisting of the supports E E' and forked levers F F', connected to each other by the slot-joint *z*, and to the seat by the spring H and its regulating-swivel, substantially as specified.

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

H. HARRISON HILL.

Witnesses:

JOSEPH F. CULVER,
CHARLES P. CULVER.