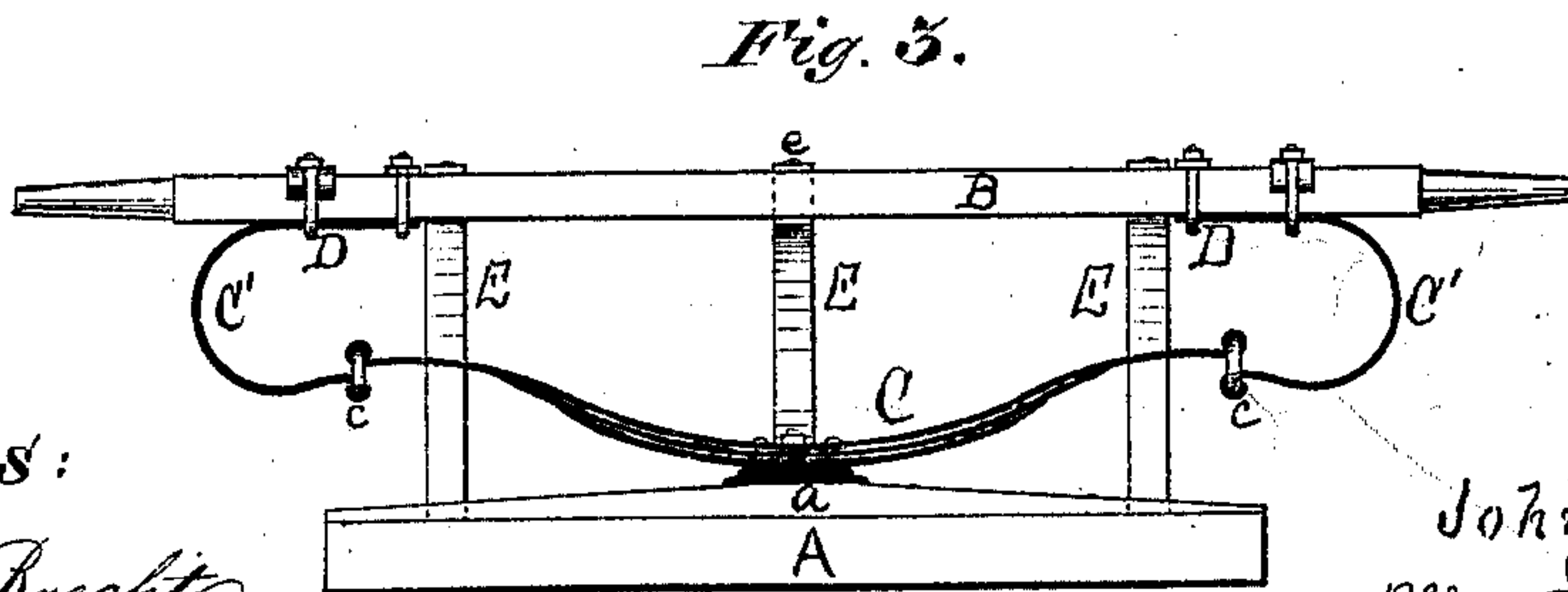
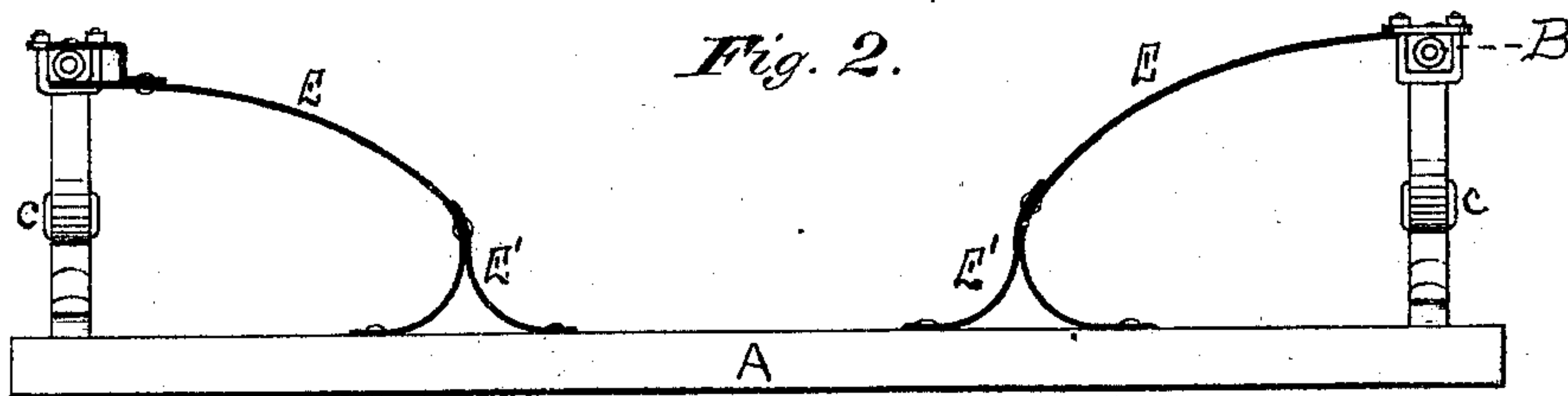
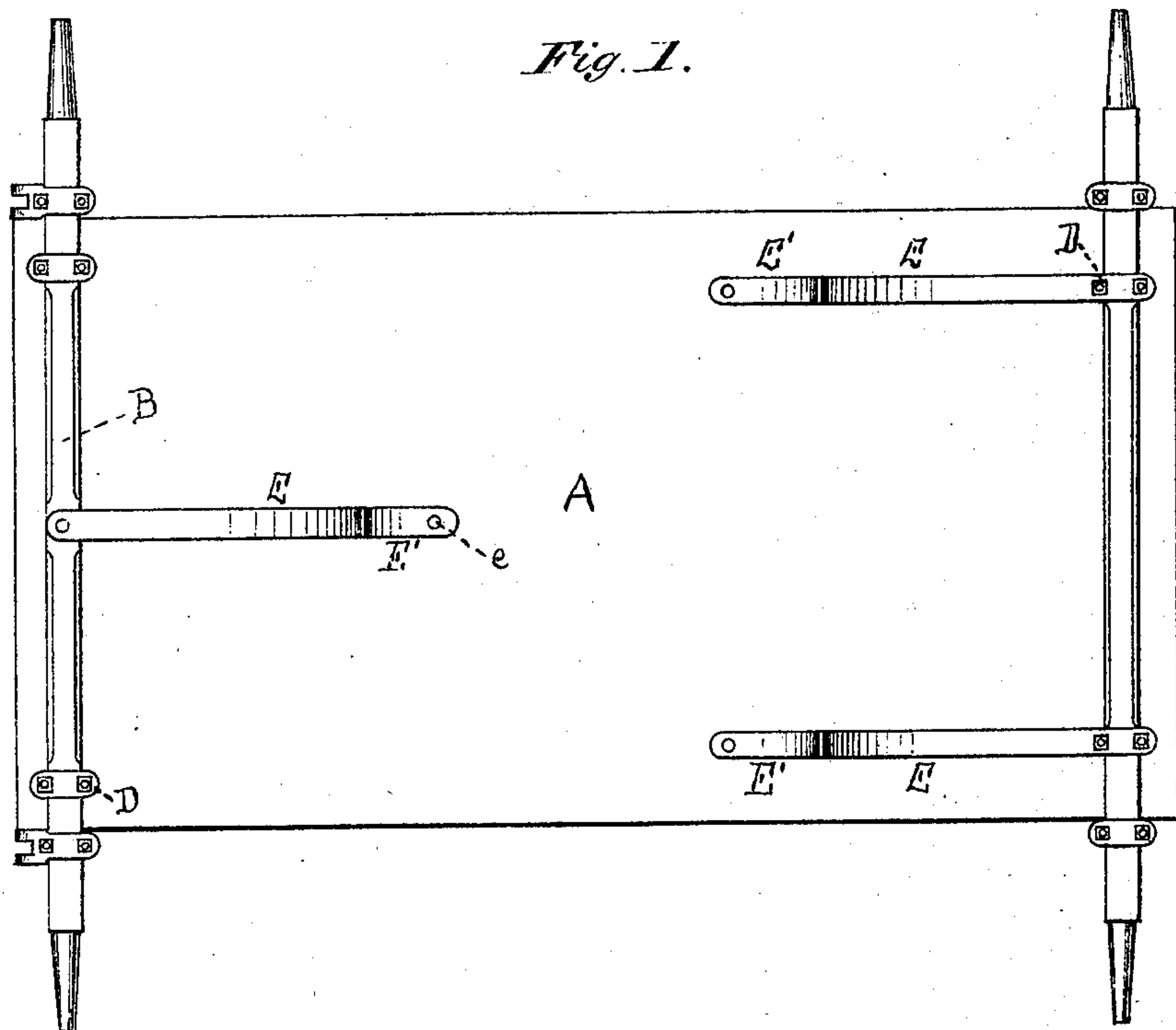


JOHN FAUSSETT.

Running Gear for Road Wagons.

No. 122,820.

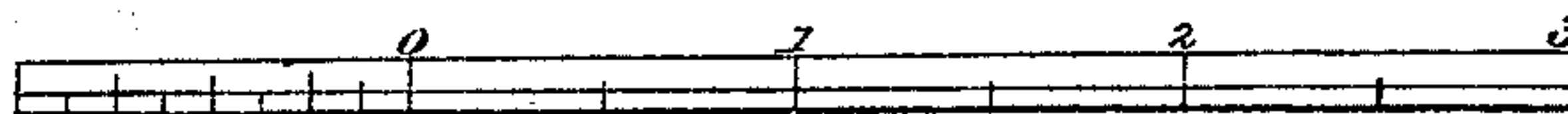
Patented Jan. 16, 1872.



Witnesses:

T. C. Brecht.
Edwin James

Inventor:
John Faussett,
per J. E. R. Holmead
Attorney.



UNITED STATES PATENT OFFICE.

JOHN FAUSSETT, OF LEONARDTOWN, MARYLAND.

IMPROVEMENT IN SPRING RUNNING-GEARS FOR WAGONS.

Specification forming part of Letters Patent No. 122,820, dated January 16, 1872.

To all whom it may concern:

Be it known that I, JOHN FAUSSETT, of Leonardtown, in the county of St. Mary's and State of Maryland, have invented certain new and useful Improvements in Running-Gear for Wagons, &c., of which the following is a full, clear, and exact description, reference being had to the accompanying drawing and the letters of reference marked thereon making part of this specification, in which—

Figure 1 is a plan view of a wagon or carriage-body with my improved running-gear attached. Fig. 2 is a vertical sectional view through the center. Fig. 3 is an end view.

My improvement has for its object the simplifying and cheapening of the running-gear of spring vehicles; and consists chiefly in so uniting the axle and body by means of compound or combination springs suitably braced that I am enabled without impairing in any manner the strength and durability of the vehicle, to dispense with the coupling-pole, fifth-wheel, and all other intermediate mechanism.

The construction and operation of my invention are as follows: A is the floor of the wagon or carriage-body, or it may be an intermediate base-board, and is of the ordinary rectangular form. At or near the ends of the board A are two longitudinal brace-blocks, *a a*. B B are the axles, and are constructed of any suitable material, and of any desired style. The springs, which are compound, or of a combination character, consist of an arch or elliptical spring, C, and a curved spring, C', the latter being of the form known to the trade as the C-shaped plate or leaf-spring. These springs C C' are secured together by means of an open link or coupling, *c*, in such manner that at their point of union a hinge-joint connection shall be formed, which allows to each spring that play which causes it to exert in its action the required elasticity. One of the arms of each of the sections C' C' of these springs is firmly secured to the axles B B by means of clips D D or equivalent at-

tachments. The elliptical sections C C of the springs are attached directly to the brace-blocks *a a* by means of bolts secured at the centers of their arches. The rear spring is permanently attached, while the forward one is secured by a king or other pivot-bolt, which permits of the vehicle turning in the ordinary manner. E E are spring braces formed out of steel or any other suitable metal, and are tempered in about the same degree as are the sections C' C' of the springs. These brace-plates E E are so curved as to give to each a bow or hook-shaped form, as clearly shown in Fig. 2. The rear braces are firmly bolted to the hind axle, and the forward brace is secured to the front axle by a fulcrum-pin, *e*, in such manner as to allow of the axle turning within its clamping-jaws. These braces E E are strengthened by curved brackets or stays E' E', which are so bent as to have a reverse form of the hooked heads of the braces E E, and are so attached thereto as to furnish a curved V-shaped bearing on the body A, as clearly shown in Fig. 2.

The great advantages of the arrangement of springs, &c., herein described, will readily suggest themselves to all familiar with the practical details of carriage and wagon building, and to all such it will recommend itself for its cheapness, durability, and simplicity.

What I claim as new, and desire to secure by Letters Patent of the United States, is—

The springs C C', connected by a link, *c*, as stated, braces E E and stays E' E', when the same are so connected as to furnish a spring running-gear for a vehicle, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN FAUSSETT.

Witnesses:

D. S. BRISCOE,
Jos. H. KEY.

(31)