

A. L. WELLS.

Improvement in Carriage-Rocker.

No. 125,998.

Patented April 23, 1872.

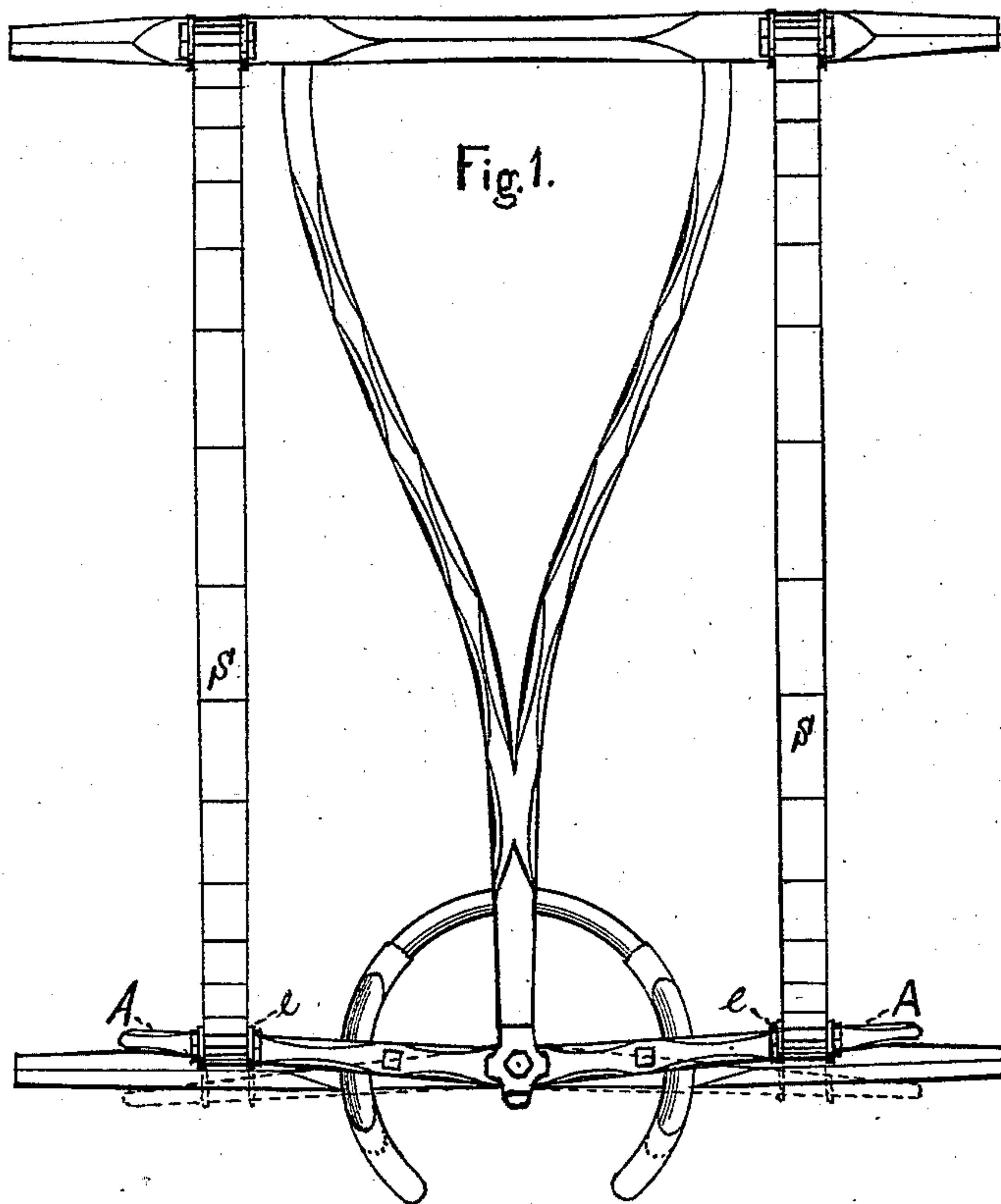
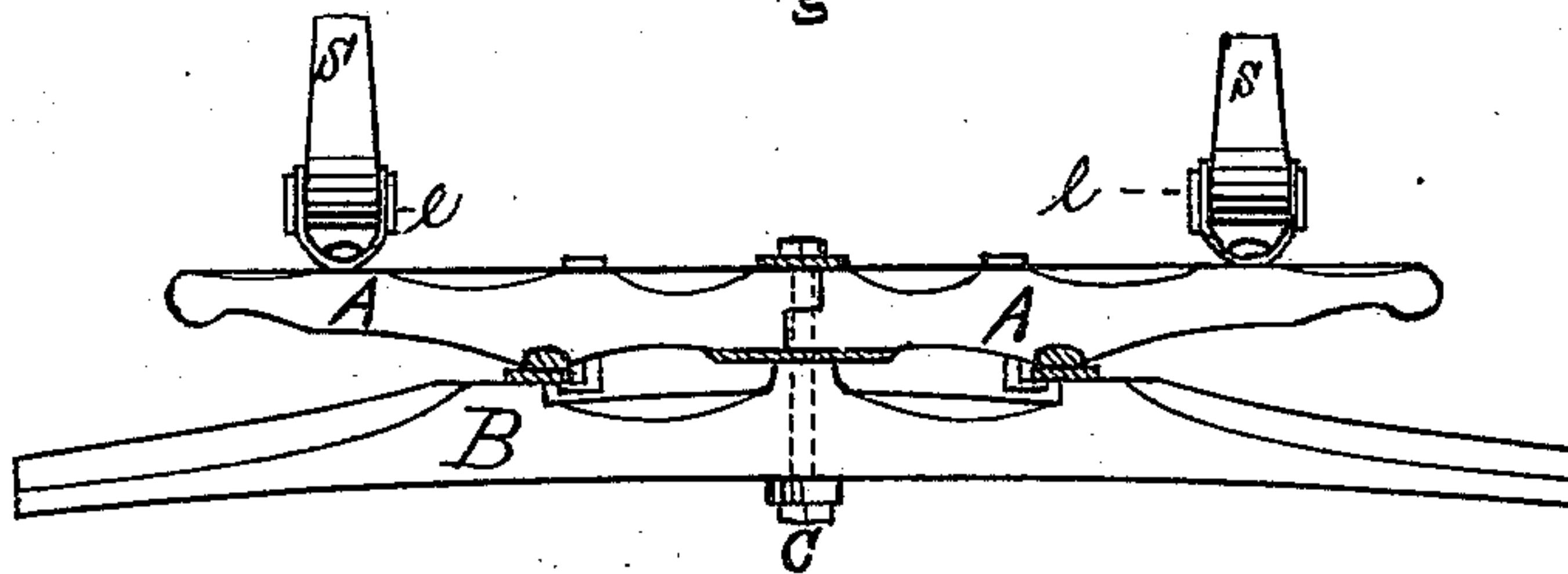


Fig. 2.



WITNESSES,

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IMPROVEMENT IN CARRIAGE-ROCKERS.

Specification forming part of Letters Patent No. 125,998, dated April 23, 1872.

To all whom it may concern:

Be it known that I, AUGUSTUS L. WELLS, of Hopkinton, Washington county, in the State of Rhode Island, have invented a new and useful Improvement in Carriage-Rockers, of which the following is a specification:

In the drawing, Figure 1 is a top view. Fig. 2 is a front view.

My invention relates to a spring-rocker for carriages, constructed in two parts, which may be jointed and held together by the "king-bolt," on which they would turn as a pivot; or each part may be pivoted at or near the center of the axle. At the proper point on each part of the rocker I attach pivoted studs or supports, to which the springs are fastened. The object of my invention is to enable the springs to lengthen and shorten themselves, and so preserve their elasticity while they accommodate themselves to the load which may be put upon them.

In the drawing, A A represent the two parts of the rocker, which are jointed and held together by the "king-bolt" C, which also secures the rocker to the axle B. When the parts are jointed together in this manner they swing on the bolt C as a pivot. At the proper points are attached the pivoted studs or supports *ee*, to which the springs S S are attached, and which are allowed to turn on their axes to accommodate themselves to the movement of the rocker. When a load is placed on springs attached to a rocker made in one piece, the weight pressing down upon them will lengthen

them and will crowd their ends against the rocker, which cannot give way nor accommodate itself to the working of the springs, and in thus resisting the free action of the springs it is subjected to great strain and wrenching, and also lessens the elasticity of the springs. This difficulty is fully overcome by my invention, for the rocker being made in two parts and jointed or pivoted at or near the center of the axle, will move a sufficient distance, as indicated by the drilled lines in Fig. 1, to relieve itself from all strain, and will also allow the spring to adapt itself readily to the load which may be put upon it. The studs *ee* will describe arcs of circles whose radiuses are the parts A A of the rocker, and if they were firmly fastened to the rocker they would be subjected to a great strain. To overcome this they are pivoted and allowed to turn on their axes.

Having thus fully described my invention, what I claim therein as new, and desire to secure by Letters Patent, is—

1. A rocker for carriages, formed in two parts, each part being pivoted at or near the center of the axle, as shown, and operating substantially as described.

2. The combination of the studs *ee* with a carriage-rocker formed in two parts, as shown, and for the purpose as specified.

AUGUSTUS L. WELLS.

Witnesses:

J. F. JENCKS,
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