J. W. POST.

Carriage-Springs.

No. 134,703. Patented Jan. 7, 1873.

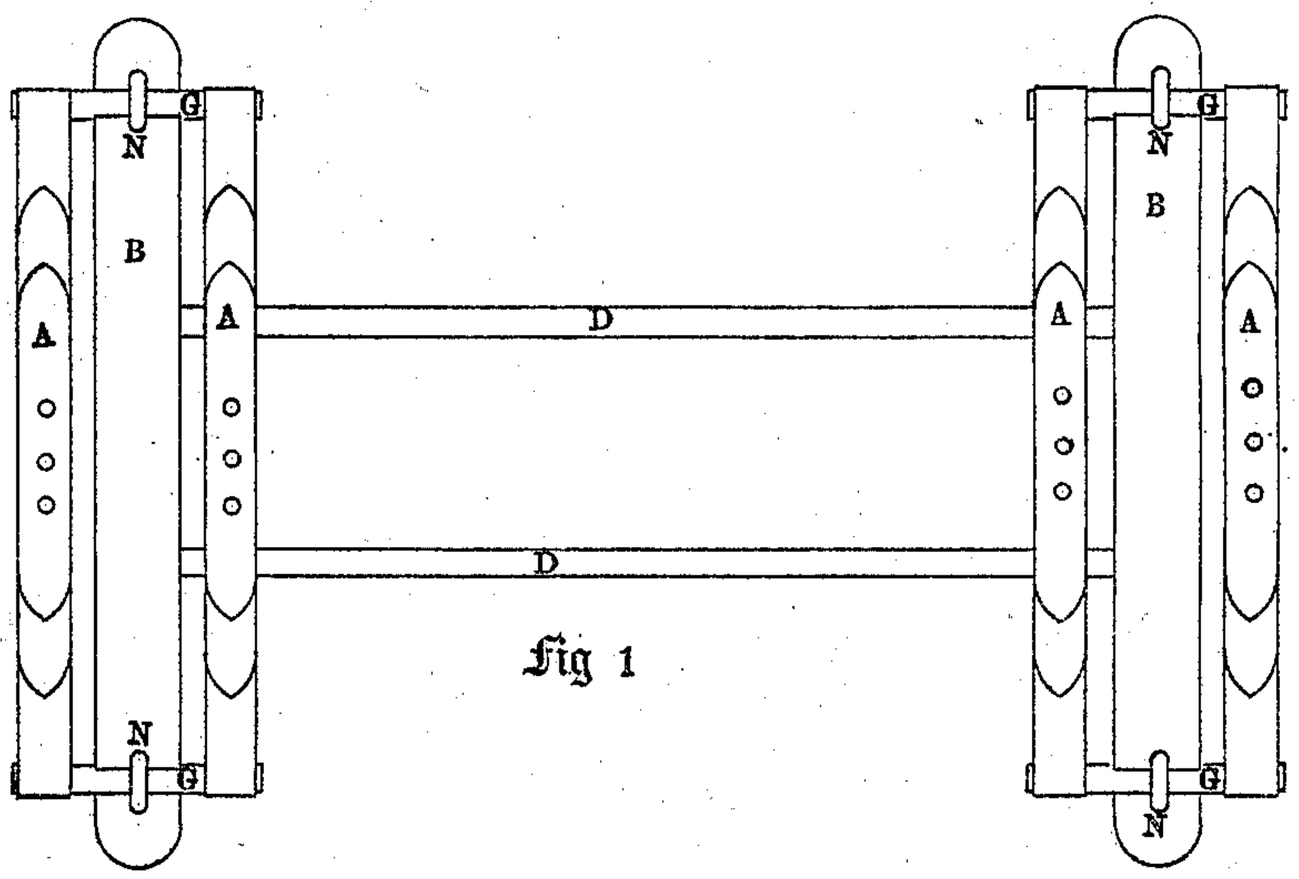

Fig 1

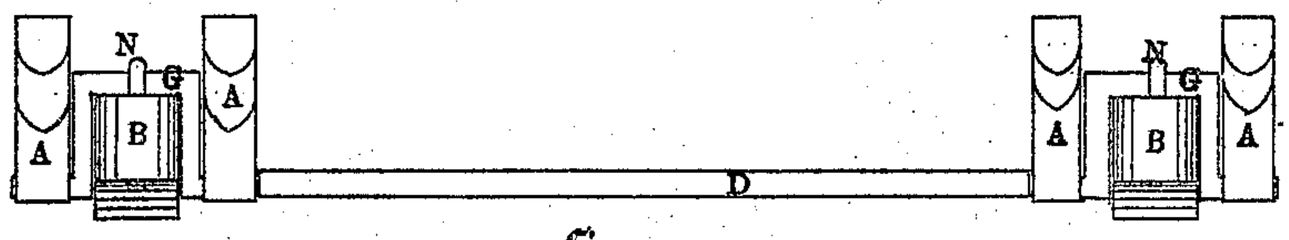

Fig 2

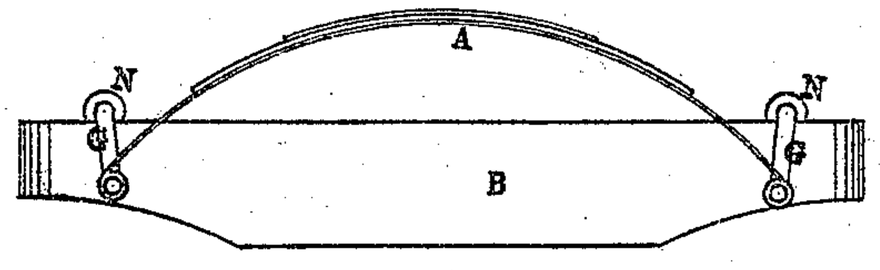

Fig 3

Witnesses
L. F. Post
Daniel Parker

Inventor
John W. Post

UNITED STATES PATENT OFFICE.

JOHN W. POST, OF LANSING, MICHIGAN.

IMPROVEMENT IN CARRIAGE-SPRINGS.

Specification forming part of Letters Patent No. **134,703**, dated January 7, 1873.

To all whom it may concern:

Be it known that I, JOHN W. POST, of Lansing, in the county of Ingham and State of Michigan, have invented certain Improvements in Hangings for Carriage-Springs, of which the following is a specification:

Nature and Objects of the Invention.

My invention relates to the use of two half-elliptic steel carriage-springs side by side, one on each side of the bolster of a carriage or wagon instead of opposite to each other, as is usual, the object being to increase at least twofold the working capacity of a given-sized spring—as, for instance, when two springs are joined at their ends and opposite to each other, each spring must support the same burden that the other does, while, if they be placed side by side, each supports its own burden.

Description of the Accompanying Drawing.

Figure 1 is a top view of the two bolsters of a carriage or wagon connected by two reaches, D D, with the necessary springs properly hung by the invention. Fig. 2 is an end view of the same. Fig. 3 is a side view of our bolster, showing the side view of our spring properly hung by the invention.

General Description.

A A are half-elliptic steel carriage-springs, which should not be made so heavy and need not be made so strong as if they were each a half of a full elliptic spring. B is a bolster of a carriage or wagon, made in the usual form and style. D D are the reaches connecting the two bolsters, as usual, when the bolsters are connected. G is an iron stirrup, being an iron rod bent at right angles into the shape and form as shown in Fig. 2, and which passes over the bolster near the end of the same, and to either end of which, on either side of the bolster, one end of one of the springs is fastened by being wound around it and secured with a nut or burr. N is a staple driven into the bolster over the stirrup G to keep the stirrup in its place on the bolster. A plate of iron may be placed on the bolster, under the stirrup, if necessary to prevent wearing the bolster. The stirrup G should not be held so tight by the staple N as to prevent the necessary swing of the stirrup caused by the action of the spring in being sprung and the reaction thereafter, which action and reaction said stirrup is intended to accommodate and facilitate.

I am aware that a single spring has been attached to the bolster in a similar manner, although for a different object in view, as shown in patent of J. N. Byington, November 27, 1866, and such I do not claim; but

What I claim is—

The stirrups G G in combination with the springs A A, the bolster B, and the staples N N, substantially as and for the purpose set forth.

JOHN W. POST.

Witnesses:
C. G. POST,
DANIEL PARKER.