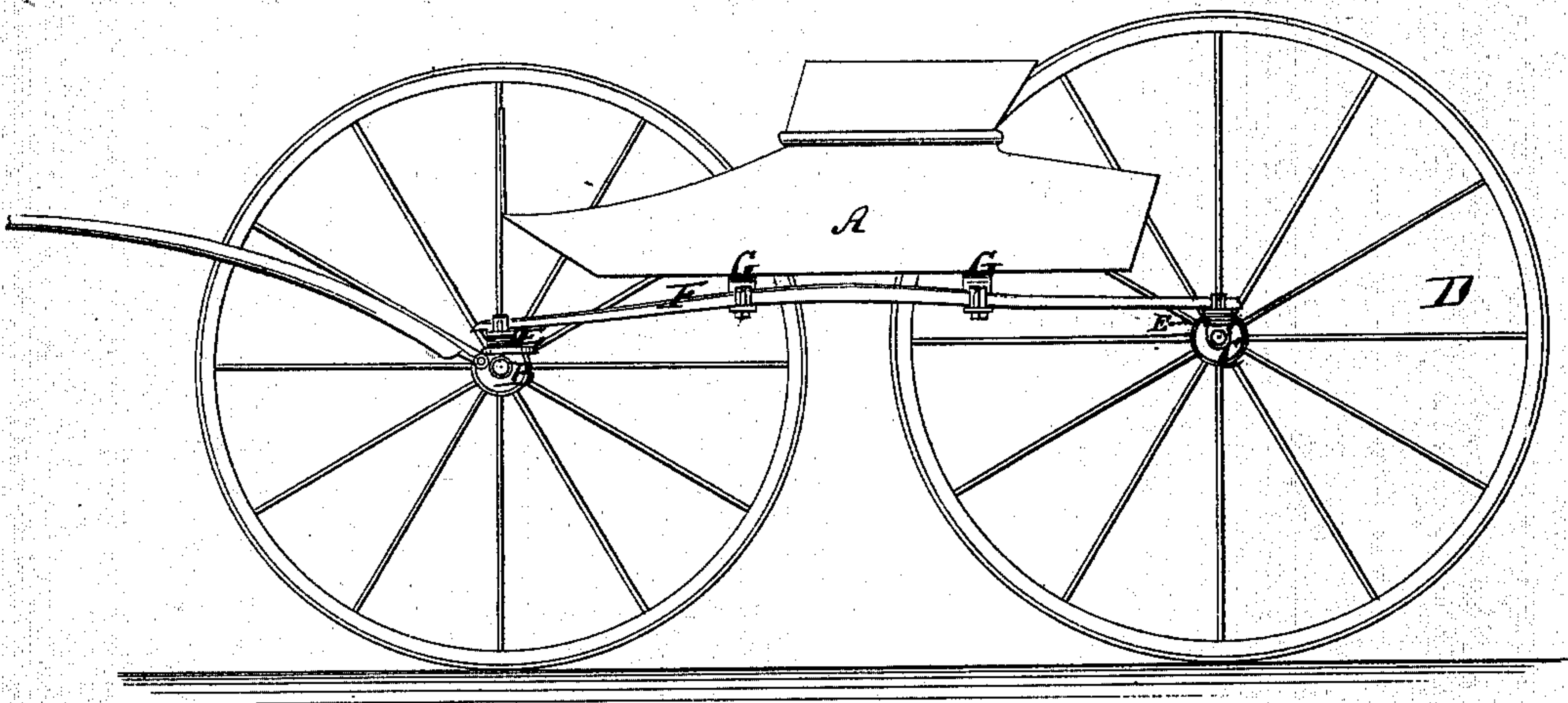


T. H. WOOD.  
Carriage Springs.

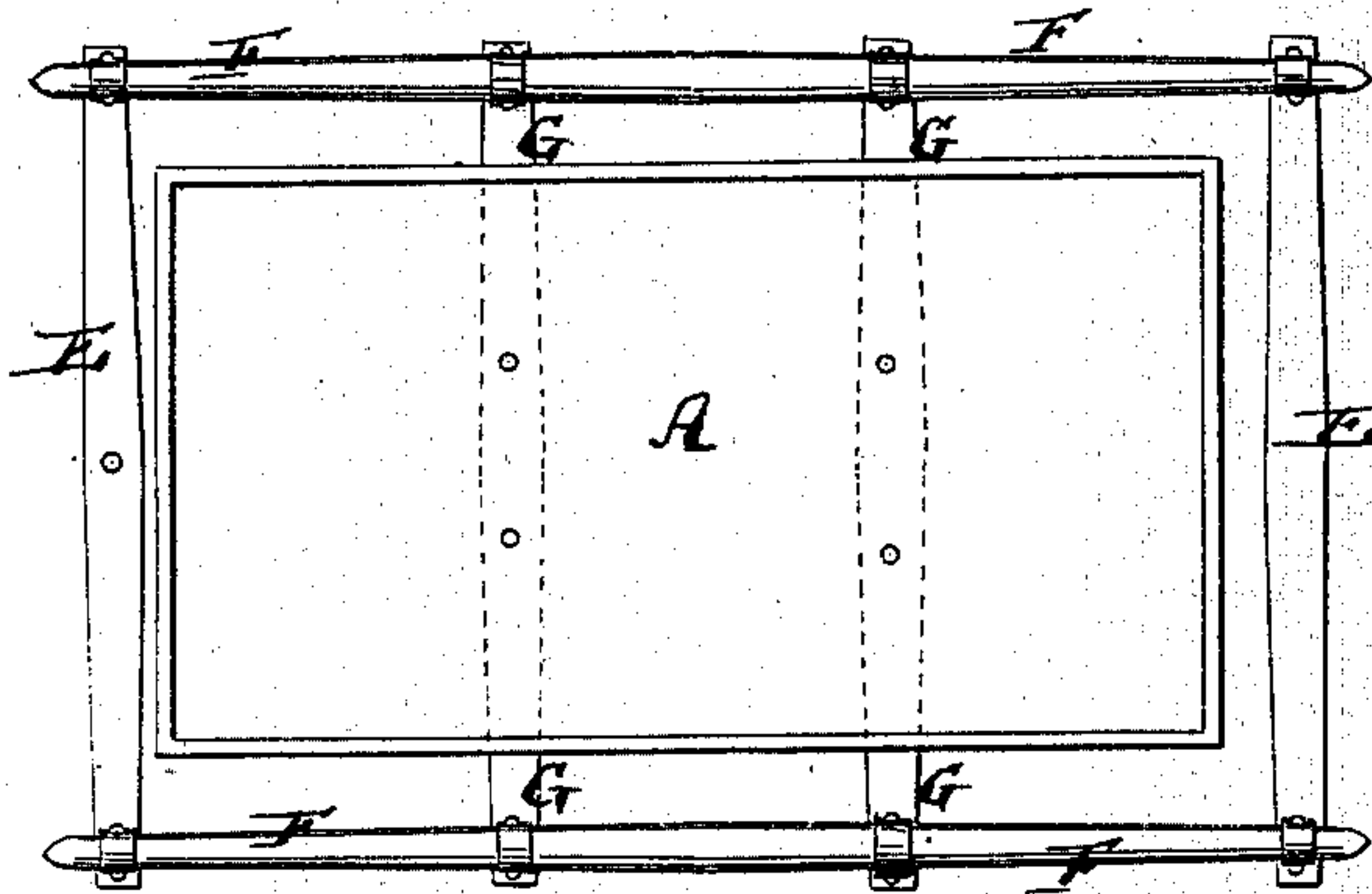
No. 139,348.

Patented May 27, 1873.

*Fig. 1.*



*Fig. 2.*



Witnesses:

*Chas. Nida.  
Sedgwick*

Inventor:

*T. H. Wood*

PER

*Munn & Co.*  
Attorneys.



# UNITED STATES PATENT OFFICE

REISSUED

THOMAS H. WOOD, OF NEW YORK, N. Y., ASSIGNOR TO J. B. BREWSTER & CO., OF SAME PLACE.

## IMPROVEMENT IN CARRIAGE-SPRINGS.

Specification forming part of Letters Patent No. **139,348**, dated May 27, 1873; application filed January 6, 1873.

*To all whom it may concern:*

Be it known that I, THOMAS H. WOOD, in the city, county, and State of New York, have invented a new and useful Improvement in Light Carriages, of which the following is a specification:

Figure 1 is the side elevation of a vehicle with the rear wheels removed. Fig. 2 is a plan view of my supporting-frame with the box or buggy-body resting thereon.

Similar letters of reference indicate corresponding parts.

This invention relates to an improved arrangement of transverse springs on light wagons, and has for its object to combine, in a wagon supported on single transverse springs and side bars, the advantage of elasticity, double elliptic transverse springs, and of the deep setting of the body obtained at present by using the single springs. Light carriages supported on double elliptic springs raise the bodies too high for convenience, and are moreover more expensive than those having single springs. On the other side such carriages as are at present supported on single transverse springs, whose ends connect with side bars rigidly secured to the wagon-bodies, are not sufficiently elastic and yielding to suit the rapid motion to which they are frequently subjected. The invention consists in the improvement of light vehicles, as hereinafter described and pointed out in the claim.

In the accompanying drawing, the letter A represents the body of a light carriage of suitable style. B and C are the axles of the carriage, and D D the wheels. Upon the axles are fastened the middle portions of transverse springs E E, whose ends are secured to side bars F F. These side bars are made of hickory wood or other material, and aid, with whatever elasticity they may possess, in making the support of the body A yielding. To the under side of the carriage body A are secured transverse springs G G, whose ends connect, by suitable couplings, with the side bars F F, as is clearly shown in the drawing. The springs G G and E E can be made of metal or wood or other material, and are semi-elliptic or flat springs in contradistinction to the full elliptic spring heretofore used as direct supports for carriage bodies on their axles.

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

A frame, consisting of the longitudinal side bars F F, downwardly-bowed end springs E E, and upwardly-bowed middle springs G G, constructed, arranged, and applied as and for the purpose described.

THOS. H. WOOD.

Witnesses:

C. SEDGWICK,  
T. B. MOSHER.

550  
MOSHER.