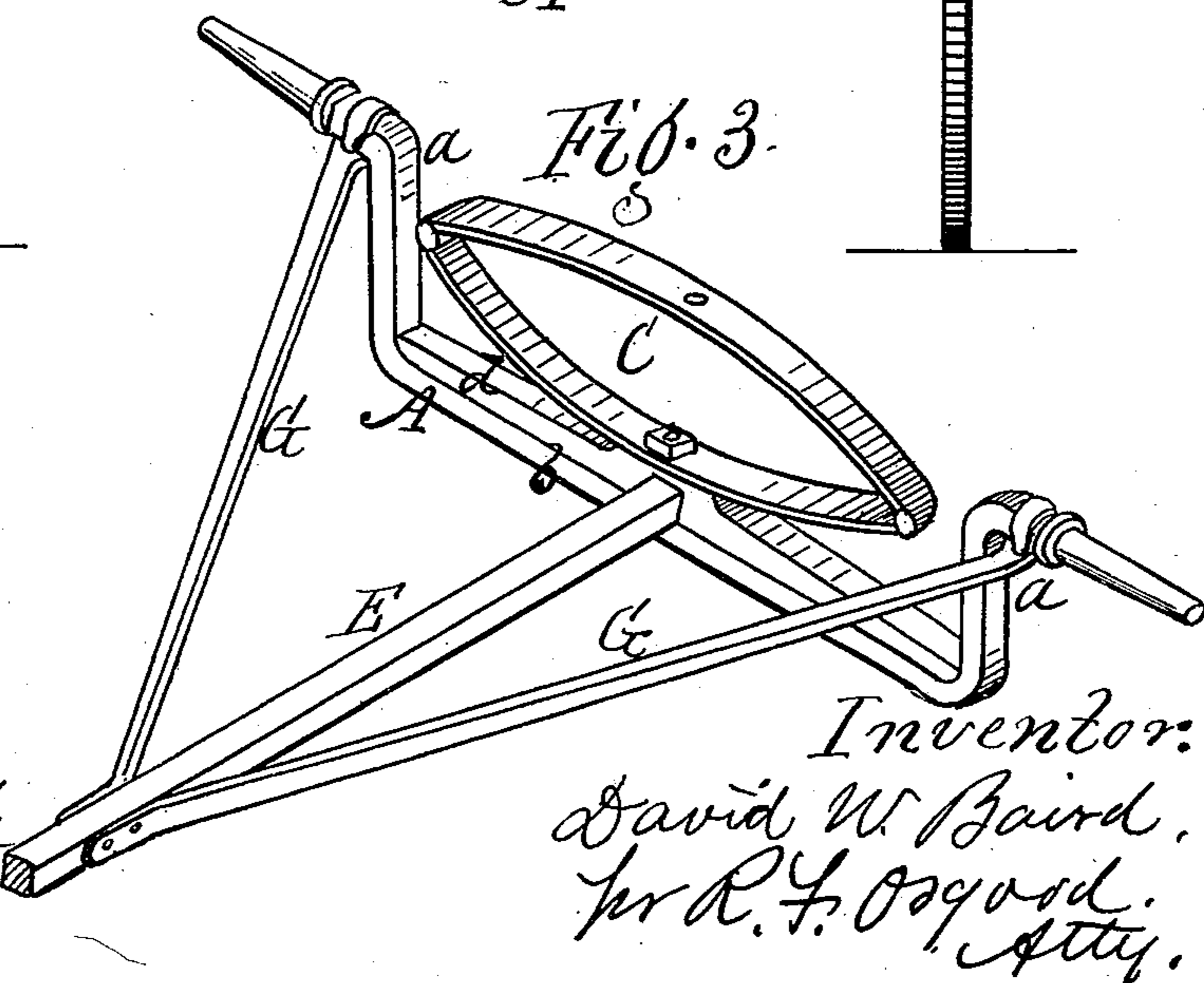
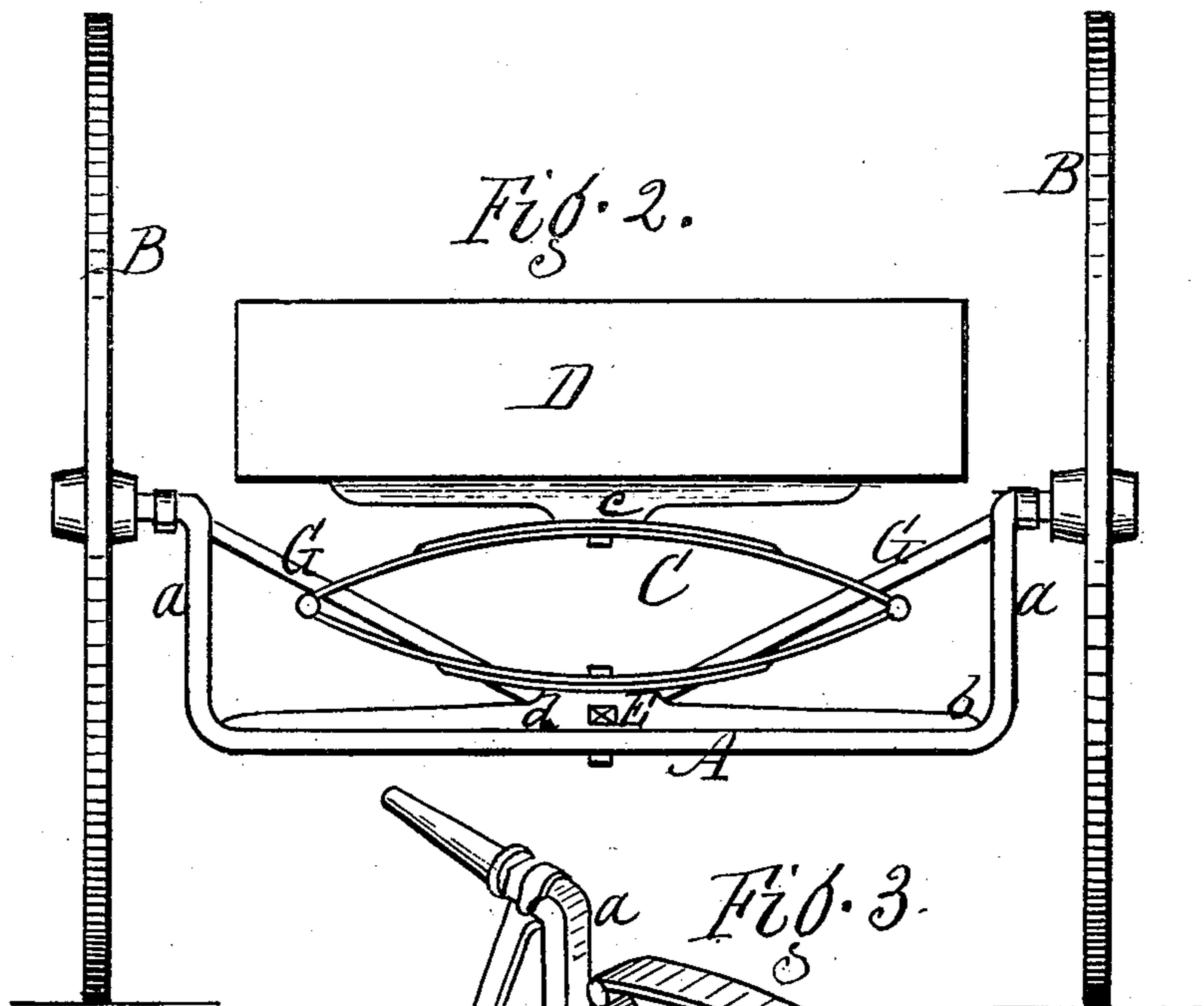
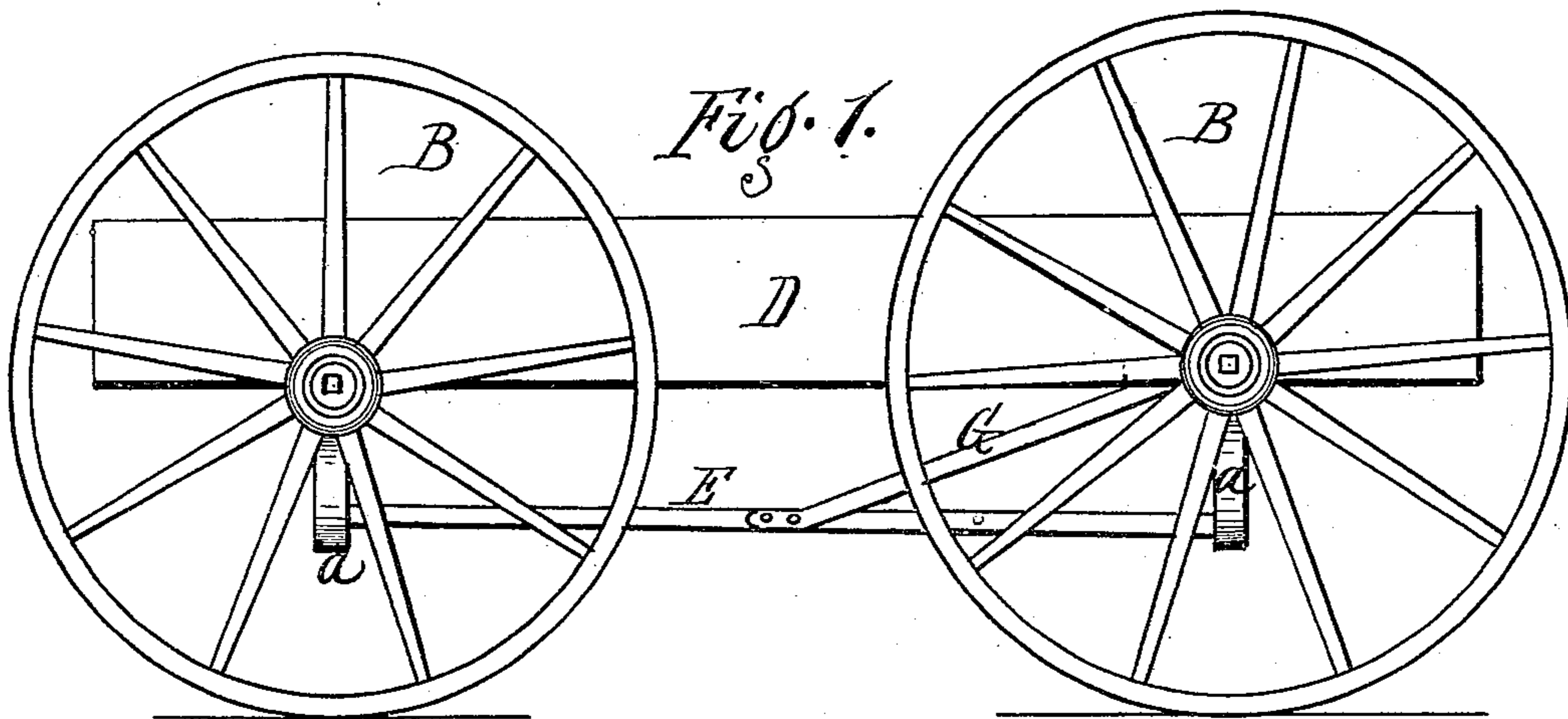


D. W. BAIRD.

CARRIAGE.

No. 246,705.

Patented Sept. 6, 1881.



Witnesses.
Edwin Scott.
R. E. White

Inventor:
David W. Baird.
per R. F. Osgood.
Atty.

UNITED STATES PATENT OFFICE.

DAVID W. BAIRD, OF GENEVA, NEW YORK.

CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 246,705, dated September 6, 1881.

Application filed May 20, 1876.

To all whom it may concern:

Be it known that I, DAVID W. BAIRD, of Geneva, in the county of Ontario and State of New York, have invented a certain new and useful Improvement in Carriages; 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 accompanying drawings.

10 This invention relates to improvements in running-gears for low-bodied wagons and other vehicles; and it consists in the construction and arrangement of parts, as hereinafter more fully described and claimed.

15 In the annexed drawings, Figure 1 is a side view. Fig. 2 is an end view; and Fig. 3 shows the manner in which the axles are braced.

Like letters indicate like parts in the several views.

20 The letter A represents the axles, which are each bent twice at right angles near the wheels, in order to bring their central horizontal portions near the ground, and thus allow the wagon-body to be suspended between the
25 wheels B B at such an elevation as to facilitate loading and unloading, and at the same time be enabled to descend upon the springs C C without strain or jar. The elliptical springs C are arranged longitudinally with the axle
30 and within the bend between the vertical arms *a a* of the same. They rest upon the lower bolsters, *d*, which are clipped to and form part of the axles, and each spring supports an upper bolster, *e*, upon which rests the wagon-body D. The reach E connects with a head-
35 block, as usual, and at its rear end is connected

by braces G G with that portion of the bent axle above the bend *a* on each side. The axle is thus securely braced and prevented from turning or swinging, while all liability of strain- 40 ing or breaking the fastenings of the springs is at the same time obviated.

By this construction the weight of the wagon-body and its contents is supported below the axles of the wheels, thereby securing an 45 easy draft and rendering the vehicle more comfortable for its occupants. The braces, being arranged to extend upward on each side and at an angle from the reach to those portions of the bent axle above its vertical arms, are en- 50 abled to serve more efficiently in preventing twisting or straining of the parts.

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

55 In a low-bodied vehicle, the combination, with bent axles and springs arranged longitudinally within the bends of the same, of a wagon-body supported on said springs, a reach connecting the lower horizontal portions of the 60 axles, and braces extending upward from the reach to the upper portions of the rear axle above its bends, whereby the said axle is prevented from swinging or turning, substantially as set forth. 65

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

DAVID W. BAIRD.

Witnesses:

S. SOUTHWORTH,
CHARLES H. RUSH.