

(No Model.)

J. M. PAYNE.
VEHICLE SPRING.

No. 280,852.

Patented July 10, 1883.

Fig. 1

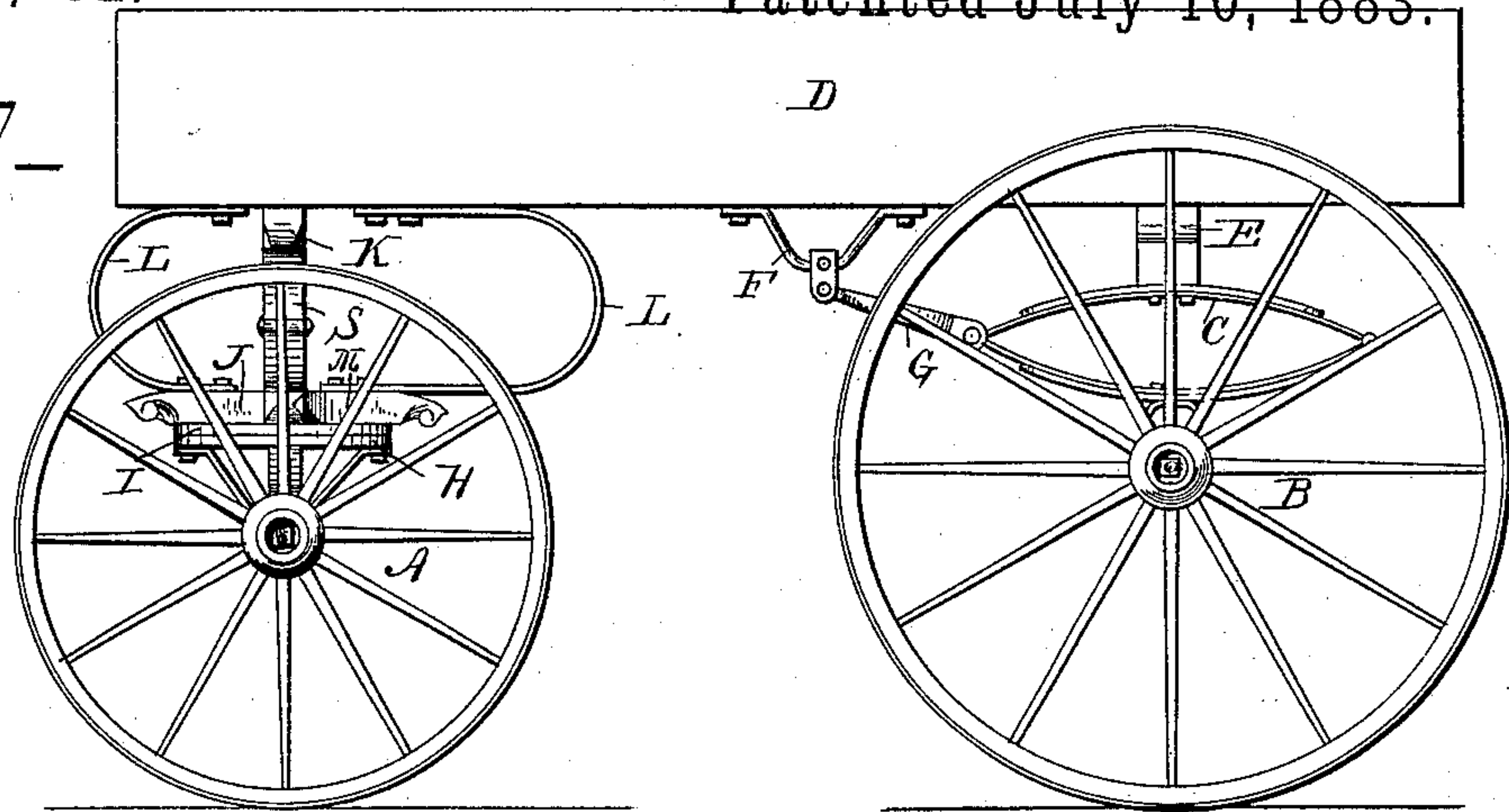


Fig. 2

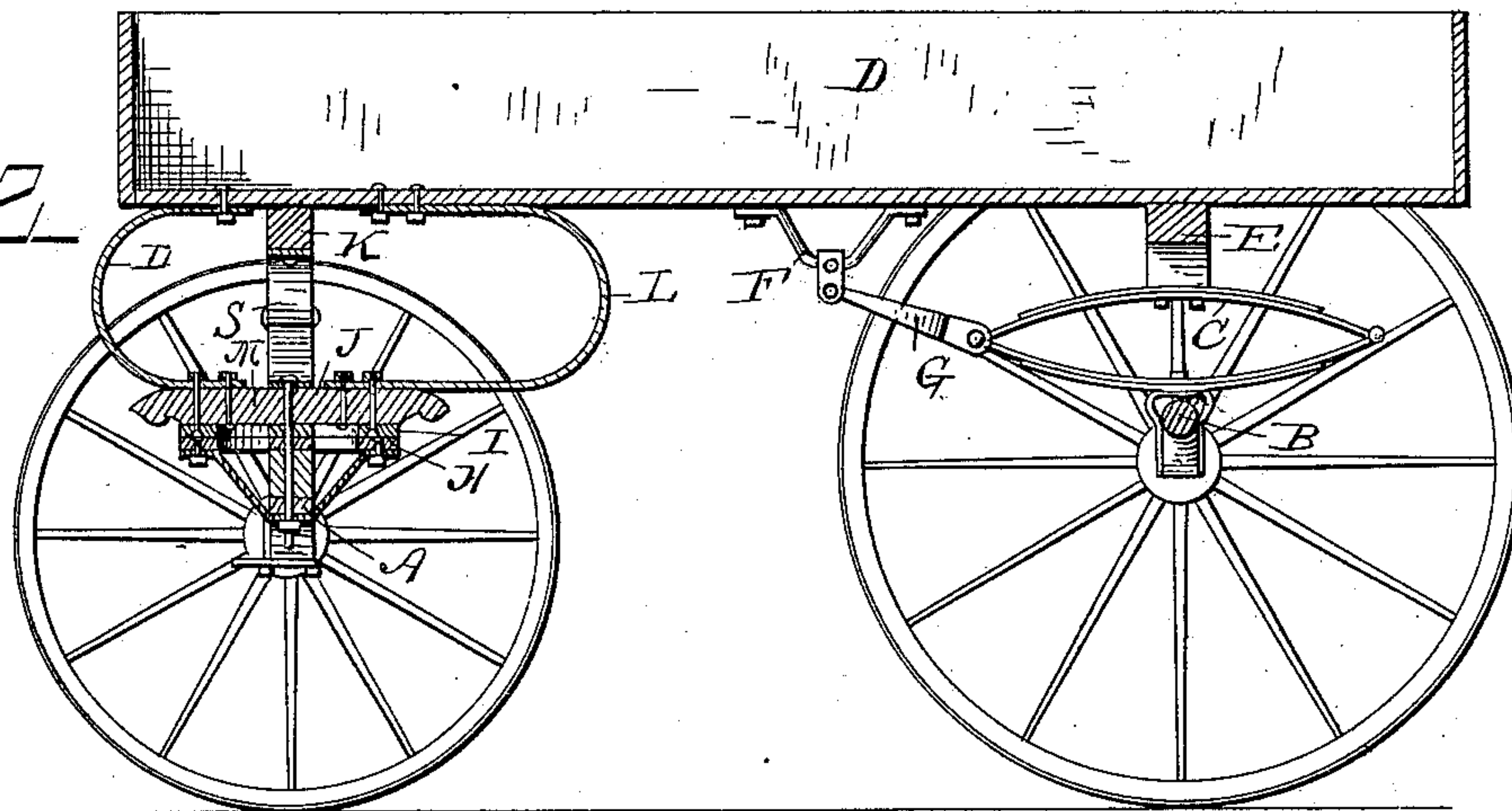
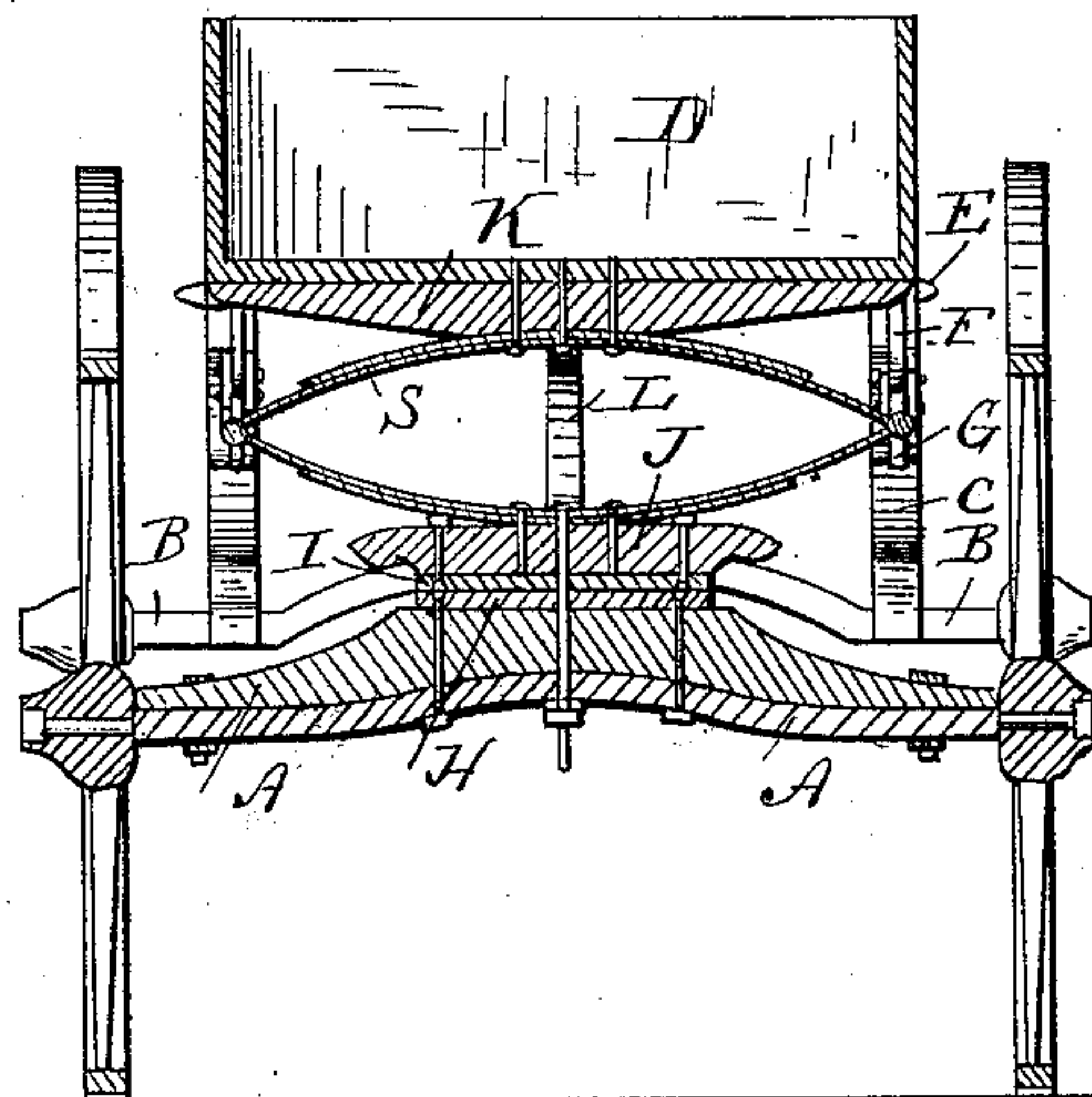


Fig. 3



WITNESSES
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UNITED STATES PATENT OFFICE.

JOSEPH M. PAYNE, OF DALLAS, TEXAS.

VEHICLE-SPRING.

SPECIFICATION forming part of Letters Patent No. 280,852, dated July 10, 1883.

Application filed November 14, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH M. PAYNE, a citizen of the United States, residing at Dallas, in the county of Dallas and State of Texas, have invented a new and useful Vehicle, of which the following is a specification, reference being had to the accompanying drawings.

Figure 1 is a side view of my improved vehicle. Fig. 2 is a longitudinal vertical sectional view; and Fig. 3 is a vertical sectional view on the line *x x*, Figs. 1 and 2.

The same letters refer to the same parts in all the figures.

This invention relates to that class of vehicles which are constructed without a perch or reach; and it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claim.

In the drawings hereto annexed, A represents the front and B the rear axle. The latter supports a pair of ordinary elliptic springs, C, supporting the rear end of the wagon-bed or frame D, which has a cross-piece, E, resting upon said springs. The sides of the wagon-bed have downward-depending hangers or brackets F, connected by hinged arms G with the front ends of the springs C, thus supporting the latter and holding them steady without impairing their elasticity. Mounted centrally upon the front axle, A, is a circular ring or disk, H, forming a track for the fifth-wheel I, which is mounted upon the under side of a cross-head, J. Mounted transversely upon said cross-head is an elliptic spring, S, supporting the front end of the wagon-bed or frame, which is provided with a transverse

block, K, resting upon said spring. L L are C-shaped springs or braces, mounted longitudinally, facing each other, between the longitudinal part M of the cross-head J and the under side of the front end of the frame or wagon-bed. Additional spring-support for the wagon-bed is thus provided, and the elliptic spring S is braced and re-enforced.

By this improved construction a simple, strong, and durable vehicle is provided, in which heavy loads may be carried with ease. The front wheels are set well under the wagon-bed, so as to facilitate turning; and it will be observed that the spring-braces C, while they greatly assist in strengthening the spring S and supporting the load as it grows heavier, do not in any way interfere with the action of said springs.

I claim and desire to secure by Letters Patent of the United States—

The combination of the axle A, the ring or disk H, mounted upon the same, the fifth-wheel I, cross-head J, elliptic spring S, mounted transversely upon the latter, the wagon-body having transverse block K resting upon said elliptic spring, and the longitudinal C-shaped spring-braces L L, secured directly between the cross-head J and the wagon-body, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOSEPH MOTT PAYNE.

Witnesses:

C. F. BOLANZ,
J. S. RAWLINS.