

(No. Model.)

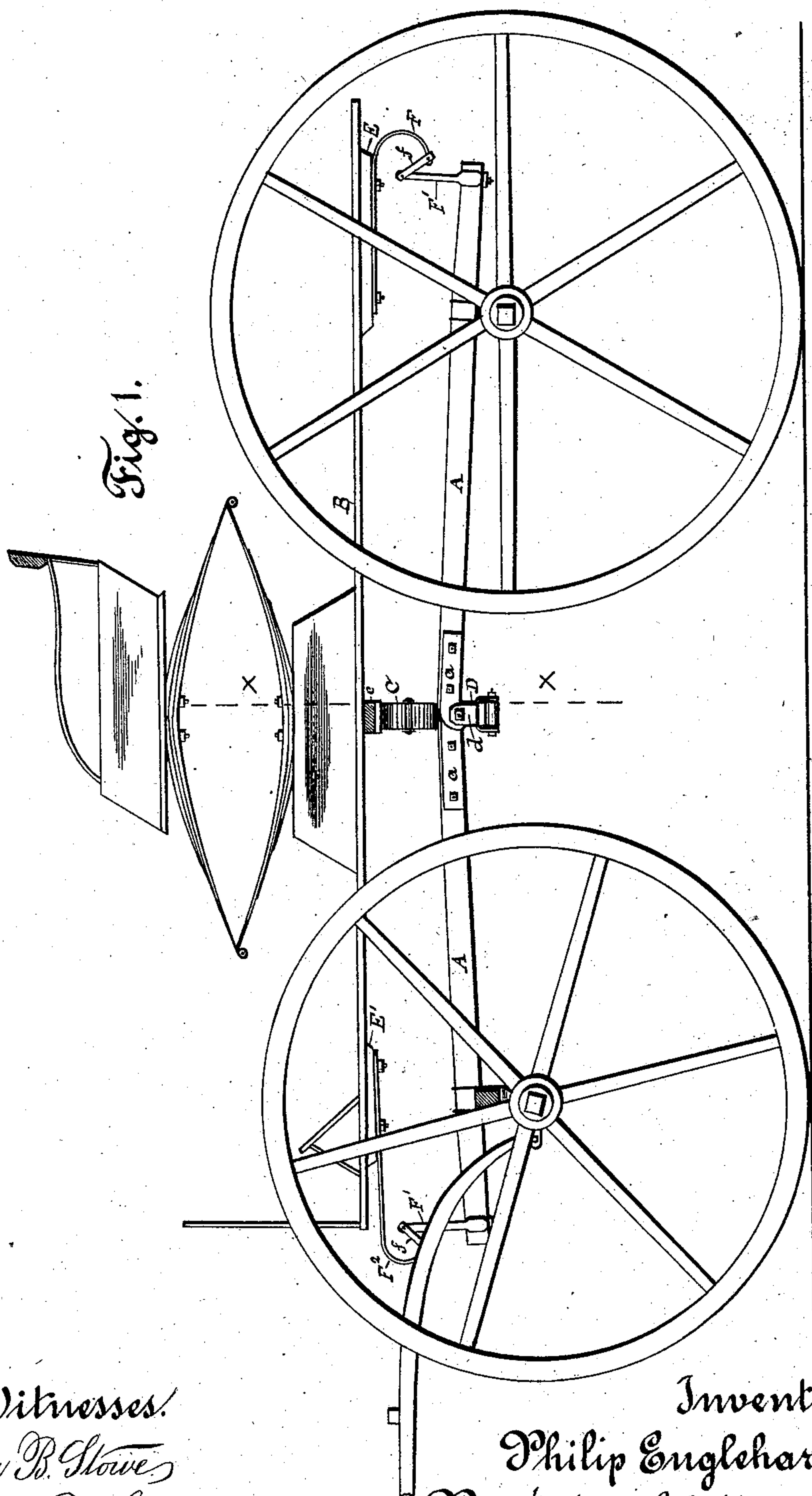
2 Sheets—Sheet 1.

P. ENGLEHART.

SPRING VEHICLE.

No. 292,740.

Patented Jan. 29, 1884.



Witnesses.  
Elihu B. Stowe  
Benjamin F. Kuhlberg.

Inventor.  
Philip Englehart.  
By Joshua B. Webster Atty.

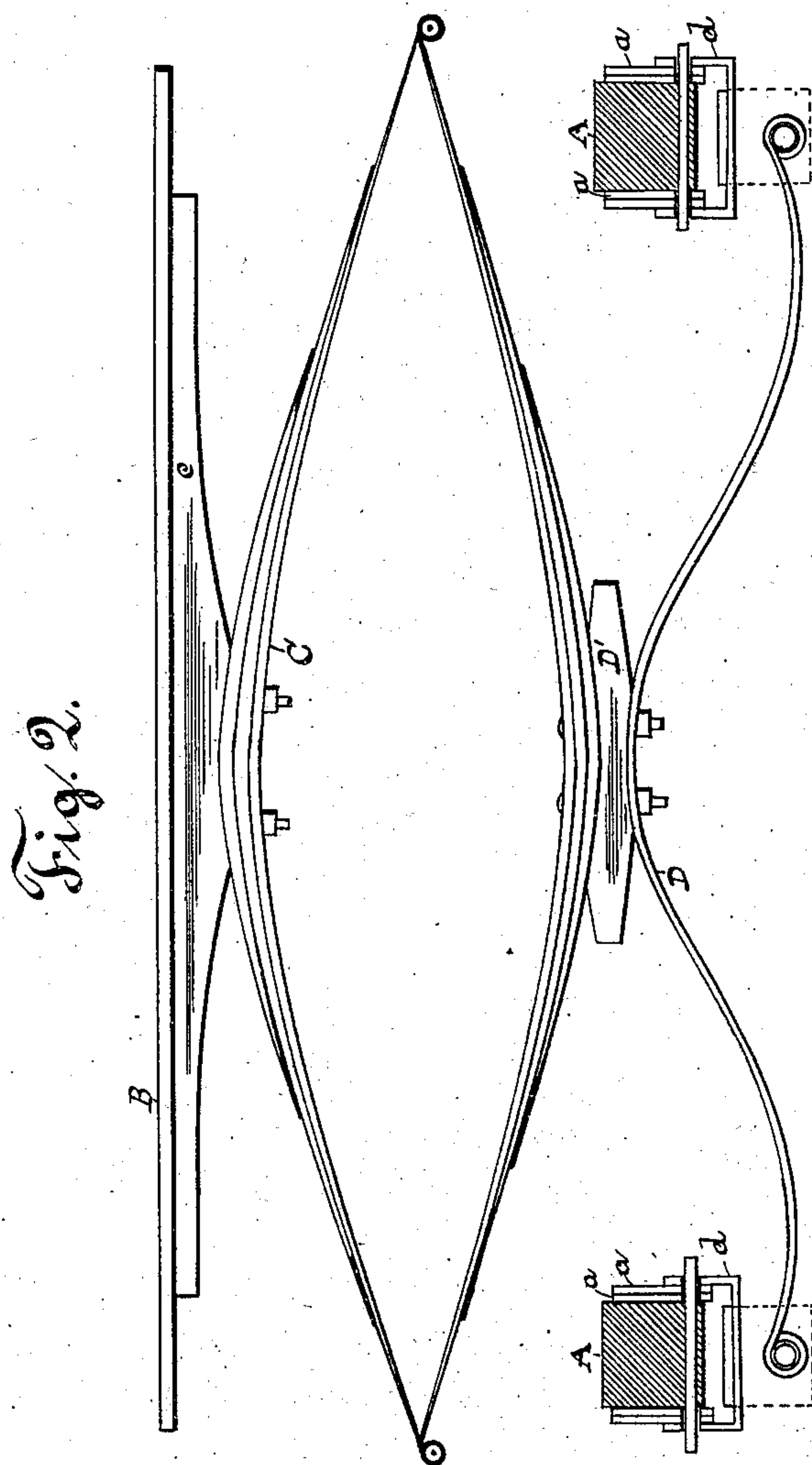
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# UNITED STATES PATENT OFFICE.

PHILIP ENGLEHART, OF MODESTO, CALIFORNIA.

## SPRING-VEHICLE.

SPECIFICATION forming part of Letters Patent No. 292,740, dated January 29, 1884.

Application filed October 18, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, PHILIP ENGLEHART, a citizen of the United States, residing at Modesto, in the county of Stanislaus and State of California, have invented certain new and useful Improvements in Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification, in which—

Figure 1 is a side elevation. Fig. 2 is a sectional view through line X X, Fig. 1.

This invention relates to improvements in light road-vehicles—such as buggies, spring-wagons, &c.; and it consists in certain novel devices and the manner of attaching the ends and center of the body of a vehicle to the side reaches, all of which will be more fully described and set forth in the specification and claim.

Similar letters of reference indicate like parts.

Referring to the drawings, A A represent the sections of each side reach, each reach being in two parts, formed by transversely dividing them at a center. The sections A A are appropriately hinged together by hinge-irons *a a*, united by a pin or bolt. To the outside ends of the reach-sections are attached lower scroll-hangers, F', having eyes at their upper ends. The body-bottom B, at each side of its rear, has a block, E, to each of which is attached an upper scroll-hanger, F, having an eye at its lower end, and being connected to lower scroll-hanger, F', by a shackle, *f*, inserted through the eyes of the respective hangers F and F'. The front of the body B is attached in a similar manner, except the front side blocks, E', are attached somewhat farther back, and the upper scroll-hangers, F<sup>2</sup>, have a base extending farther forward before they are curved, and thus form springs, which

are united to the forward lower scroll-hangers, F', by the shackles *f*.

Transversely of the body-bottom B, at its center, is a block, *c*, to which is attached an elliptical spring, C, the bottom of which rests upon and is attached to a transverse block, D', which has its rest upon and is attached to a yoke, D, extending across from reach to reach, and having an eye in each end, through each of which a pin is inserted, and connects the said eye to a jaw, *d*, the neck of which is hung upon the pin of the hinge-irons *a a*. The front sections of the reaches are attached, as usual, to the vehicle's bolster, and the rear sections to the hind axle. The vehicle's seat is preferably located over the situation of the spring C. The rear and front connections of the body-bottom B permit its descent when the vehicle is jolted, and causes a rising tendency of the reach-sections A A at the points of the center connections by means of hinge-irons *a a*, heretofore described, which tendency, in connection with the spring C, imparts a very easy motion and sway to the body B.

Having thus fully described my invention, what I claim as new is—

In a road-vehicle, the combination of the side reach-sections, A A, hinged together by irons *a a*, as shown, yoke D, attached at its lower ends to jaws *d*, hung to pins of hinge-irons *a a*, and having block D', attached to and resting upon it, and attached to spring C, and spring C attached to block *c* beneath body-bottom B, substantially as and for the purposes shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

PHILIP ENGLEHART.

Witnesses:

JOSHUA B. WEBSTER,  
ELIHU B. STOWE.