

(No Model.)

G. S. HOSMER.

EQUALIZER FOR VEHICLE SPRINGS.

No. 315,291.

Patented Apr. 7, 1885.

Fig. 1.

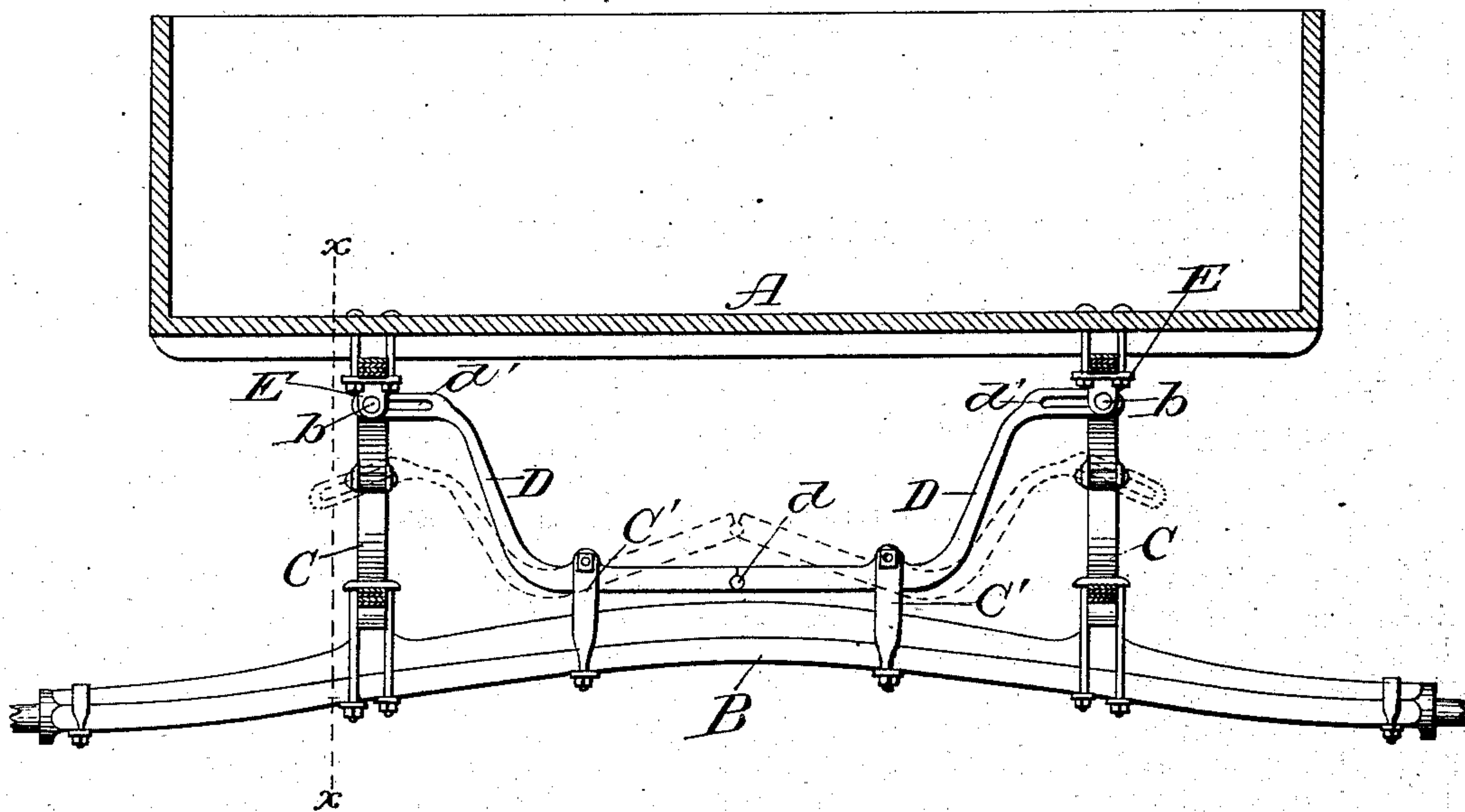
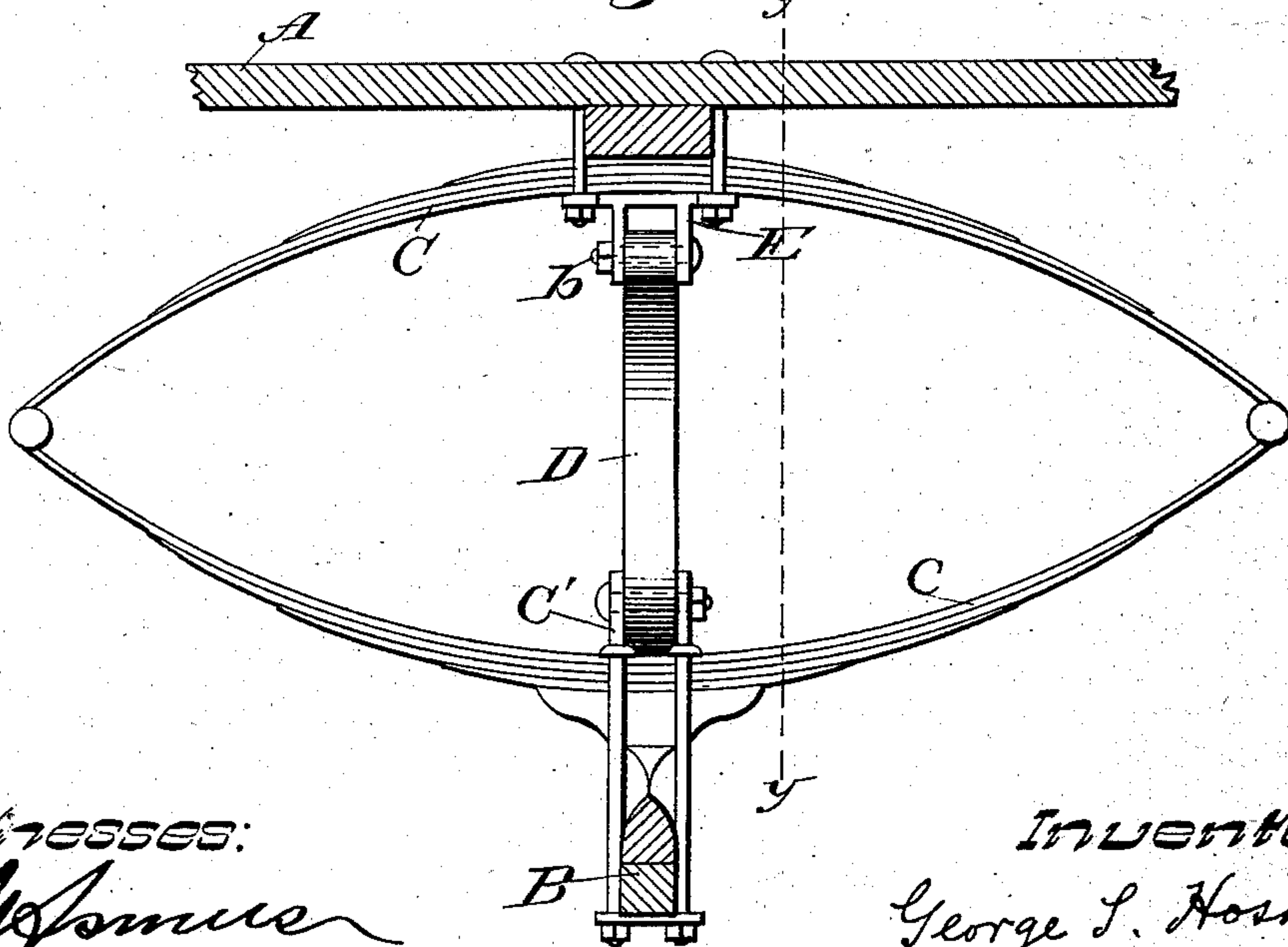


Fig. 2.



Witnesses:

E. Hosmer

R. Platz

Inventor:

George S. Hosmer

By Stout & Underwood
Attorneys.

UNITED STATES PATENT OFFICE.

GEORGE S. HOSMER, OF RACINE, WISCONSIN.

EQUALIZER FOR VEHICLE-SPRINGS.

SPECIFICATION forming part of Letters Patent No. 315,291, dated April 7, 1885.

Application filed February 24, 1885. (No model.)

To all whom it may concern:

Be it known that I, GEORGE S. HOSMER, of Racine, in the county of Racine, and in the State of Wisconsin, have invented certain new and useful Improvements in Equalizers for Vehicle-Springs; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to vehicle-springs, and will be fully described hereinafter.

In the drawings, Figure 1 is a vertical transverse section through a wagon and a pair of elliptic springs on line *yy* of Fig. 2, and Fig. 2 is a section on line *xx* of Fig. 1.

A is the body, and B the axle. C are the springs. D D are braces that are joined at *d* by a hinge or pivot, and form together an equalizer for the springs. The form of these braces is shown clearly in Fig. 1, each consisting of a nearly horizontal portion that is pivoted between the sides of a clip, C', and an upwardly-inclined portion terminating in a nearly horizontal lug that is slotted at *d'* to receive a bolt, *b*, of a clip, E, at about the center of the upper half of each spring C, upon which the body is secured.

The operation of my device is very simple. When one side of the wagon has a heavier weight to bear than the other, its sinking will depress the upper member of the spring C on that side, which will carry with it the slotted end of the brace D on that side, and cause its inner end to tip up, and correspondingly depress the slotted end of the other brace by lifting its inner end, which, by drawing upon

the upper half of its spring, will depress it as its companion is depressed, and thus the springs will act together and the level of the body will be maintained, though much the heavier weight may be on one side.

My invention applies to any style of wagon, and may be adapted to any style of spring.

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

1. In an equalizer for vehicle-springs, the braces D, connected together at their inner ends by the pivot *d*, and with each of their outer ends bent upward and provided with the slot *d'*, substantially as shown and described, and for the purpose set forth.

2. In an equalizer for vehicle-springs, the combination of braces D, connected at their inner ends by the pivot *d*, each of the said braces having its outer end bent upward and provided with the slot *d'*, the axle-clips C', in which the said braces are pivoted, springs C, between the body of the vehicle and its axle, and the clips E, provided with bolts *b* for connecting them to the slots *d'* of braces D, substantially as described and shown, and for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

GEORGE S. HOSMER.

Witnesses:

S. S. STOUT,

H. G. UNDERWOOD.