

No. 689,123.

Patented Dec. 17, 1901.

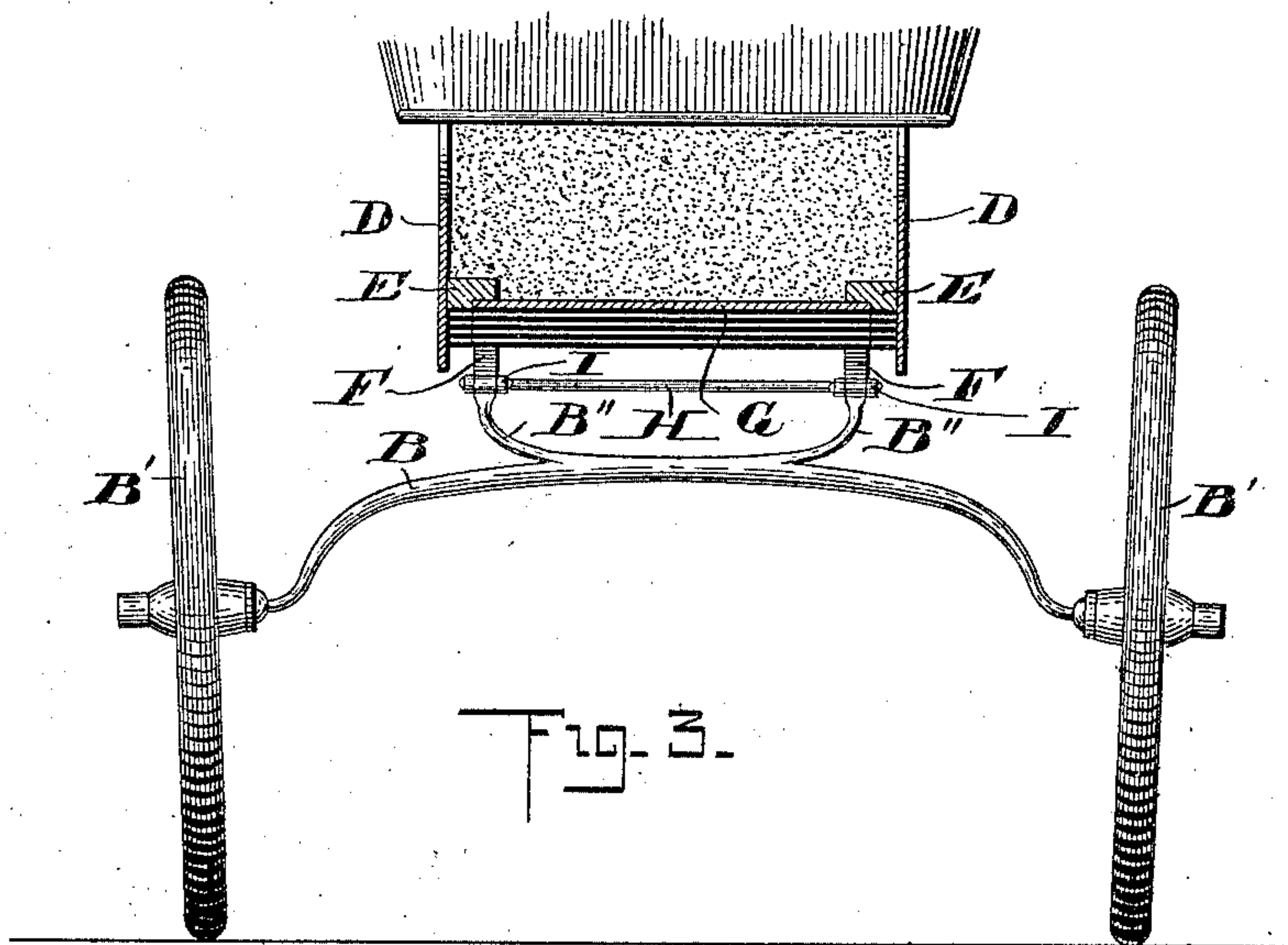
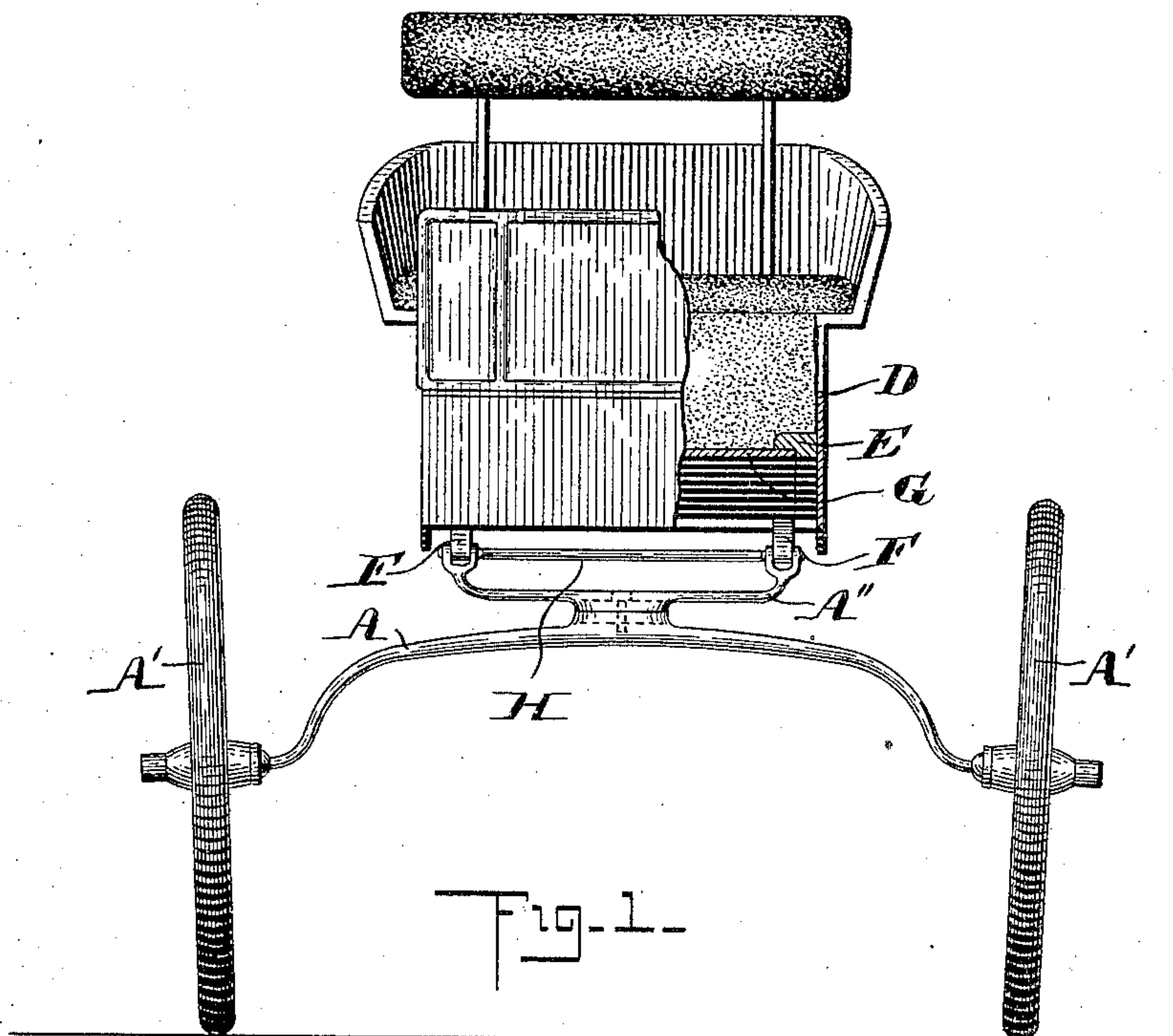
G. J. QUINSLER.

VEHICLE.

(Application filed Sept. 23, 1901.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses=

Charles F. Logan.  
Charles A. Harris.

Inventor=

George J. Quinsler  
by *Alvan Andrieu*  
his Atty.

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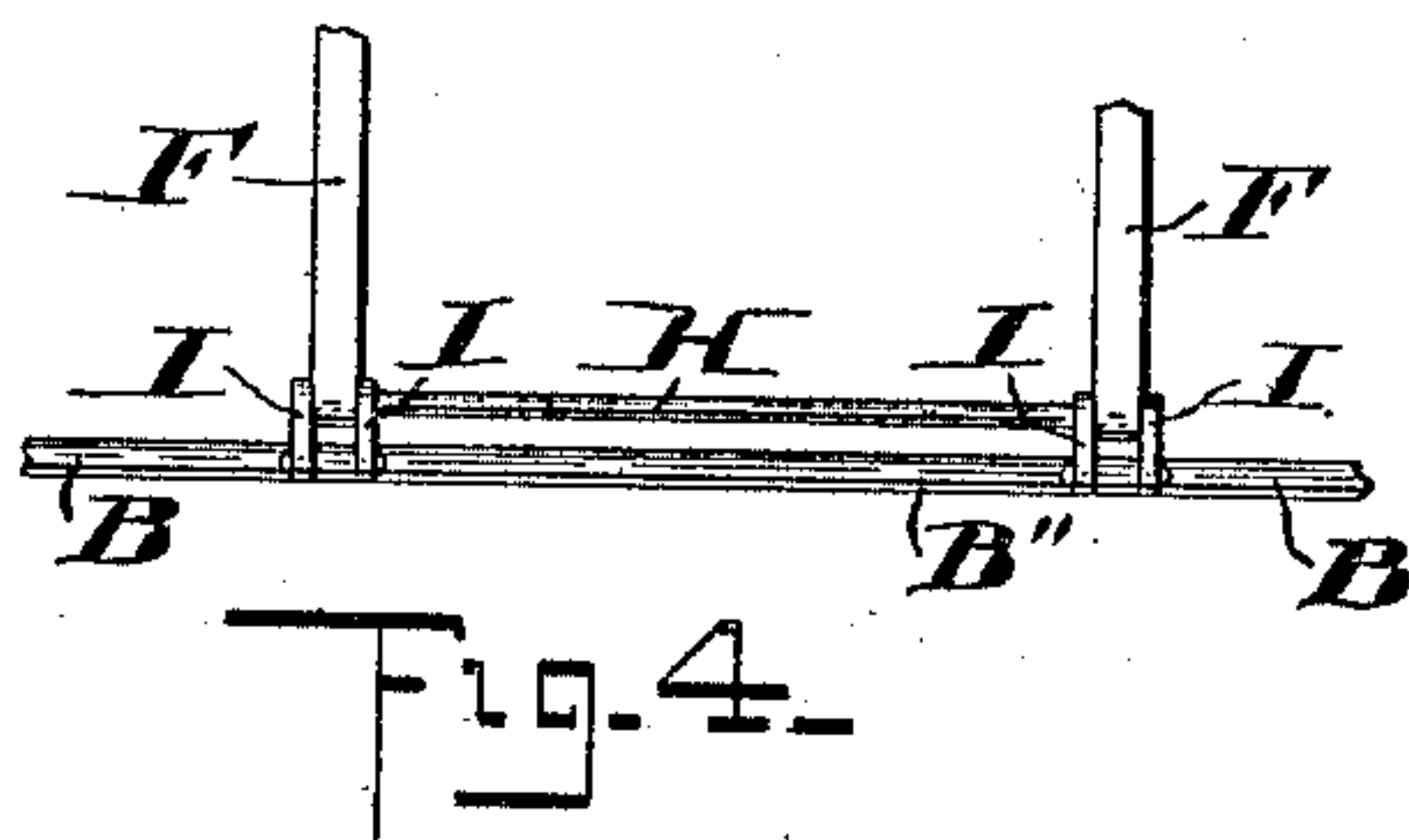
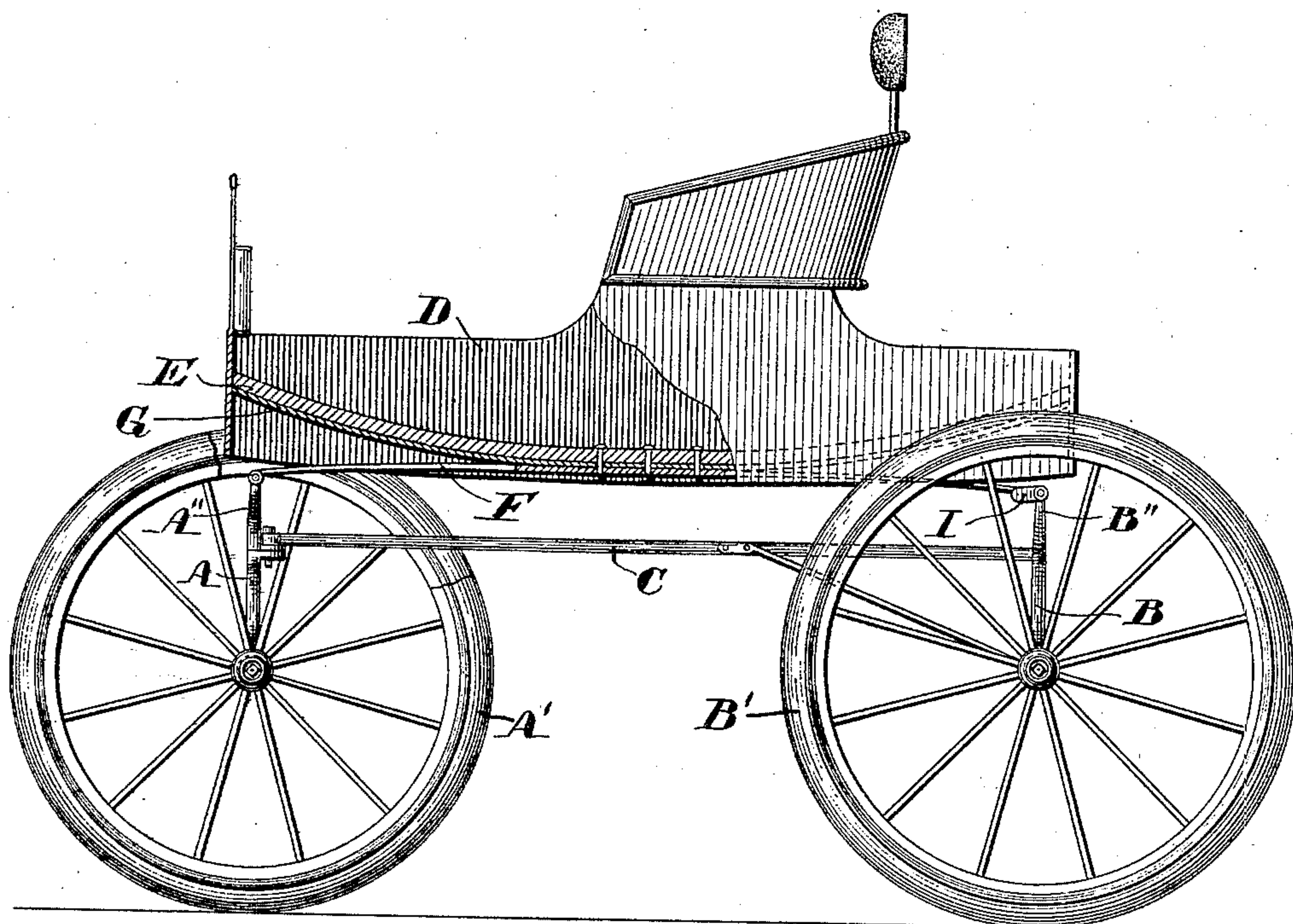
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2 Sheets—Sheet 2.

Fig. 2.



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# UNITED STATES PATENT OFFICE.

GEORGE J. QUINSLER, OF BOSTON, MASSACHUSETTS.

## VEHICLE.

SPECIFICATION forming part of Letters Patent No. 689,123, dated December 17, 1901.

Application filed September 23, 1901. Serial No. 76,193. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE J. QUINSLER, a citizen of the United States, and a resident of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Vehicles, of which the following is a specification.

This invention relates to improvements in vehicles; and it has for its object to provide a carriage having a long body with a relatively short gear and also to provide such carriage-body with convex sills and yielding springs secured about midway on the under side of said sills and having the ends of said springs suitably connected to the bolsters of the front and rear axles or other suitable axle device. By such construction one or more persons may ride in the vehicle with equal comfort, as by the construction of the convex sills the springs will bear against a greater or less portion of such sills in proportion to the weight of the occupants of the vehicle, as will hereinafter be more fully shown and described, reference being had to the accompanying drawings, wherein—

Figure 1 is a front elevation of the improved vehicle, partly shown in section. Fig. 2 is a side elevation of the same, partly shown in section. Fig. 3 is a rear view of the same, showing the body of the vehicle in section; and Fig. 4 is a detail plan view of the rear ends of the springs and the equalizing-bar connecting the same.

Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

In the drawings, A and B represent the respective front and rear axles of a vehicle, as usual, on which A' B' are the wheels.

A'' is the front bolster, pivotally connected to the front axle by a king-bolt, as usual, and B'' is the rear bolster, made integral with or secured to the rear axle, as is common in running-gear for vehicles.

C represents the perch or perches, as usual.

DD represent the side panels of the carriage-body, which latter is provided with curved or convex sills E E, secured firmly on the interior portion of the side panels D D, as shown.

To the under side of the midway portions of

said convex sills E E are secured the flat or slightly-curved springs F F, the forward ends of which are pivotally connected to the ends of the bolster A'', as shown.

G is the bottom board of the carriage-body, which bottom is secured in a suitable manner to the convex sills E E, as shown.

The rear ends of the springs F F are preferably pivotally connected to an equalizer bar or rod H, the ends of which are suitably secured to links I I or made integral therewith, the rear ends of said links being pivotally connected to the upper ends of the rear bolster B''. As shown in Figs. 2, 3, and 4, said equalizer-bar serves to connect the rear ends of the springs F F, so as to distribute the load of the carriage equally on the springs whether one or more persons are occupying the carriage-seat.

It will be noticed that the side panels extend below the convex sills, so as to conceal such sills as well as the springs when the carriage is occupied by one or more persons.

The convex sills E E serve as cushions or curved bearings for the springs F F, and by such construction the latter are caused to be automatically yielding relative to said curved sills in proportion to the load of the carriage, and by such construction one or more persons may ride with equal comfort on this my improved vehicle.

What I wish to secure by Letters Patent and claim is—

In a vehicle, the combination with the body thereof having rigid convex longitudinal sills arranged entirely within said body and rigidly connected thereto, and side panels depending below and entirely concealing said sills, of approximately flat longitudinal springs fixed midway between their ends to the central under sides of the sills and pivotally supported at their ends on the front bolster and rear axle of the vehicle, substantially as described.

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

GEORGE J. QUINSLER.

Witnesses:

ALBAN ANDRÉN,

CHARLES A. HARRIS.