(No Model.)

G. JOHNSON.

STEADYING DEVICE FOR VEHICLE BODIES.

No. 411,036. Patented Sept. 17, 1889.

Fig. 2.

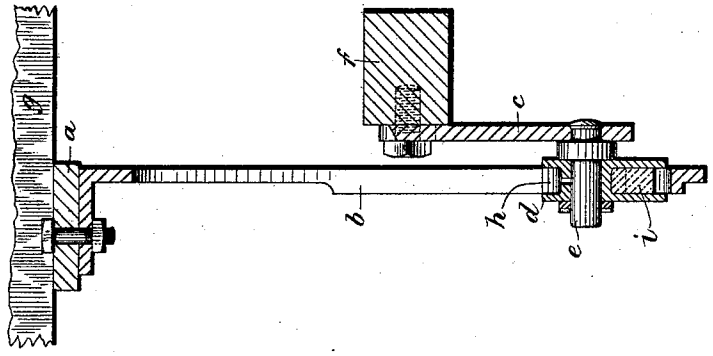
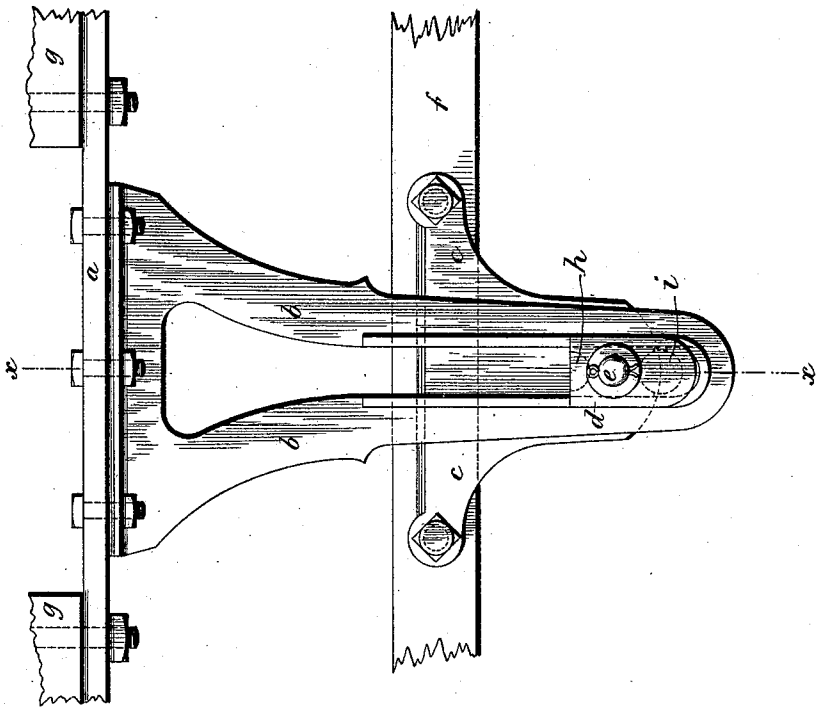


Fig. 1.



Witnesses.
Walter D. Isaacson
W. P. Keene.

Inventor:
George Johnson
by Ellis Spear
Atty.

N. PETERS. Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

GEORGE JOHNSON, OF ST. JOHN'S HILL, BATTERSEA, COUNTY OF SURREY, ENGLAND.

STEADYING DEVICE FOR VEHICLE-BODIES.

SPECIFICATION forming part of Letters Patent No. 411,036, dated September 17, 1889.

Application filed April 15, 1889. Serial No. 307,313. (No model.)

To all whom it may concern:

Be it known that I, GEORGE JOHNSON, a subject of Her Majesty the Queen of Great Britain, residing at St. John's Hill, Battersea, in the county of Surrey, England, have invented a new and useful Improved Steadying Device for Vehicle-Bodies, of which the following is a specification.

This invention relates to an appliance for limiting, diminishing, or checking the oscillatory movements produced in the bodies of vehicles on springs when traveling upon uneven roads or when turning corners. To that end I affix unto and underneath the body of the vehicle a pendent guide having a slot, and which extends downward a distance of some inches below the axle-tree line, and to the axle-tree I fix or weld one or a pair of brackets, which reach down nearly to the end of the pendant. These brackets support a center pin, which carries a friction-roller or guide-block, which works within the slot in the pendent guide. The pendent guide is free to move upward and downward, while the friction-roller or guide-block will have a slight play upon the center pin, allowing either end of the axle-tree to rise or fall, according to the inequalities in the surface of the road; but the lateral movements of the carriage-body will be checked, diminished, and limited by the action of this appliance.

To clearly explain how my invention may be carried into effect, reference is made to the accompanying drawings, which form part of this specification, and in which—

Figure 1 is an elevation of part of the rear axle and body-frame of a vehicle to which my invention has been applied, and Fig. 2 is a side sectional elevation on line *x x* of Fig. 1.

To the bar *a*, fixed under and across the body of the vehicle *g*, is attached the slotted pendent guide *b*, which may be rigidly fixed, as shown, or hinged lineally to the cross-bar *a*.

Fixed or welded onto the axle-tree *f* is a bracket *c*, carrying a center pin or pivot *e*, upon which is mounted the friction or guide block *d*, which may be provided with a suitable oiling-cup *h*, if thought necessary, and may also be cushioned with a suitable elastic substance—such as the rubber *i*—if desired.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is—

In combination, the wagon-body, the axle, the pendant secured rigidly to the body and extending to a point below the axle and having its lower portion slotted, the bracket secured rigidly to the axle and also extending to a point below the same, the pin projecting from said bracket through the slotted lower end of the pendant, and the block on the pin and within the slot.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

GEORGE JOHNSON.

Witnesses:

PHILIP M. JUSTICE,

ALLEN P. JONES.