

C. L. FISHER.
Carriage-Bodies.

No. 154,749.

Patented Sept. 8, 1874.

FIG 1.

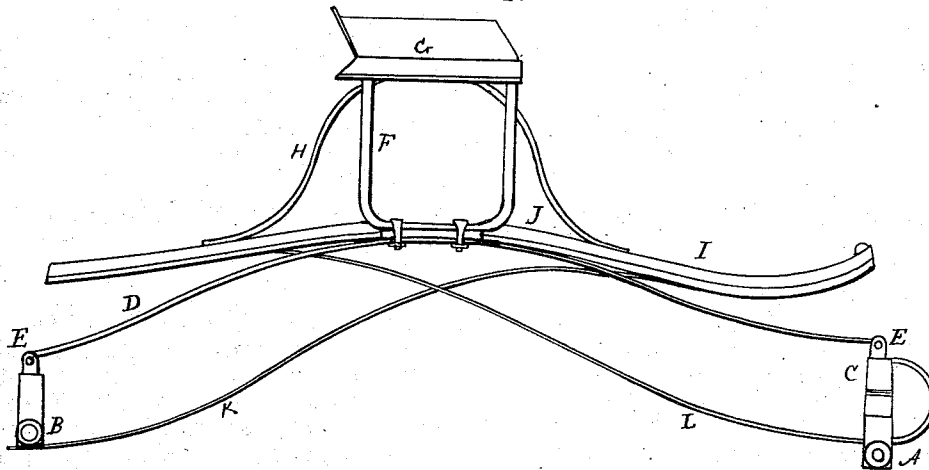
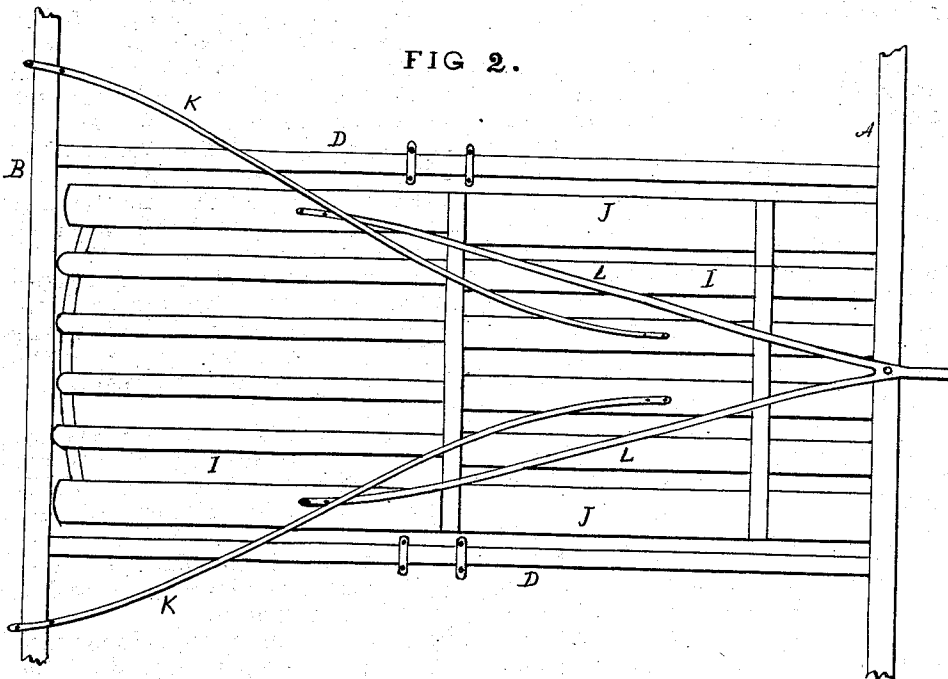


FIG 2.



WITNESSES.

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UNITED STATES PATENT OFFICE.

CALVIN L. FISHER, OF SPRING, PENNSYLVANIA.

IMPROVEMENT IN CARRIAGE-BODIES.

Specification forming part of Letters Patent No. **154,749**, dated September 8, 1874; application filed June 26, 1874.

To all whom it may concern:

Be it known that I, CALVIN L. FISHER, of Spring, Crawford county, in the State of Pennsylvania, have invented certain new and useful Improvements in Carriages; and I hereby declare the following to be a full and exact description thereof, reference being had to the accompanying drawings forming part of this specification.

The nature or essence of my invention consists in the particular construction, combination, and arrangement of devices forming the improvements described in the following specification, and represented in the drawings.

In the accompanying drawings, Figure 1 is a side elevation of such parts of a carriage as are necessary to show my improvements. Fig. 2 is a plan of the under side of the same.

In the above-mentioned drawings, A is the front and B the rear axle, and C the rocker on the front axle A. The rocker C and rear axle B are connected by the semi-elliptic springs D D, which are connected to them by the usual stands and clips at E E. The bow-standards F are fastened to the middle of the springs D to support the seat G, which is fastened to the standards F. I fasten some brackets H to the under side of the seat G, which brackets extend down in front and rear of the seat to support the platform I of the carriage, the lower ends of the brackets being fastened to the side rails J J of the platform. This platform I is made of bars and slats fastened firmly together, and is supported entirely by the brackets H from the seat G. I make some spring-braces K K, Fig. 2, and fasten their rear ends to the hind axle B, and their forward ends to some of the middle slats in the platform I, as shown in the drawing. I also

make two other spring-braces, L L, and fasten them under or in the front axle A, and extend them back and fasten them to the side rails J J of the platform. The two braces L L may be united under the front axle and extend forward around in front of the axle to the top of the rocker C, if preferred that way. The braces K K and L L may be hung at the axles by hinge or knuckle joints, if preferred that way. The platform I may be boarded over instead of being made with slats, in which case the braces may be fastened in about the same position on the under side. I make the side rails of platform I of two pieces, bent or sawed, and screwed or bolted together, and make it to correspond in shape somewhat to spring D, as shown in the drawings.

It may be seen from the foregoing description that the rear axle B and rocker C are connected by the springs D D, and by the springs D D only, which springs support the seat G, and the seat G supports the platform I.

I claim—

1. The combination of the rear axle B, rocker C, springs D D, seat G, and platform I, the springs made to support the seat G, and the seat to support the platform I, as set forth.

2. In combination with the platform I, supported by the seat G, the braces K K and L L, substantially as described.

3. The braces L L, united at their forward ends, and extended around forward of the axle A to the rocker C, all combined as set forth.

CALVIN L. FISHER.

Witnesses:

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