C. G. POLLEYS.

RESILIENT APPARATUS FOR VEHICLES.

APPLICATION FILED APR. 23, 1910.

979,695. Patented Dec. 27, 1910.

Fig. 1.

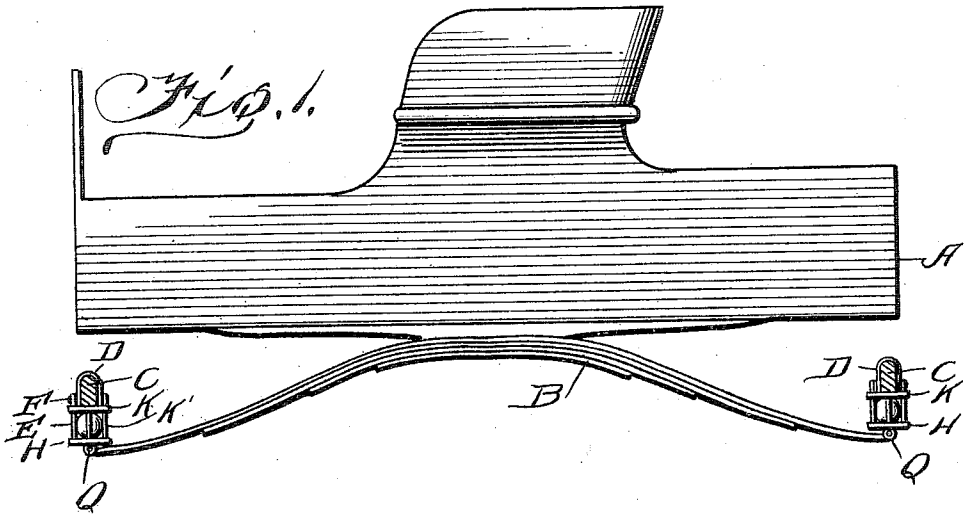


Fig. 2.

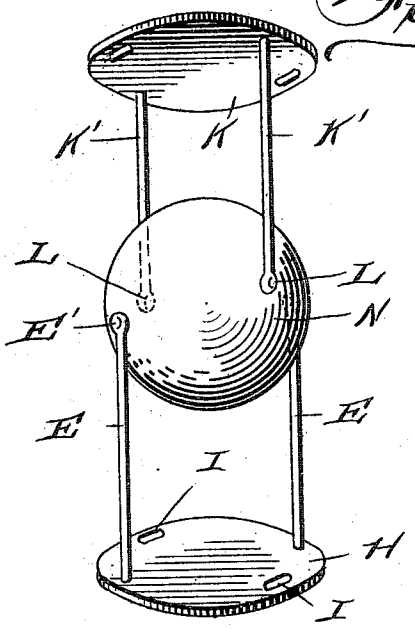
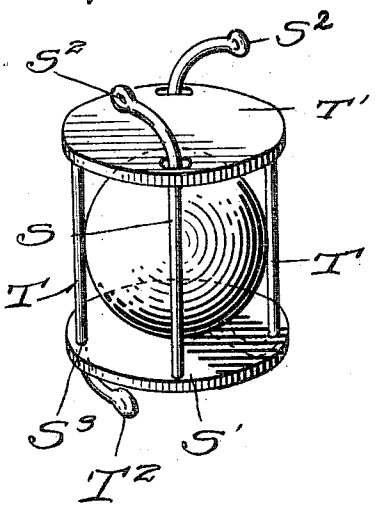


Fig. 3.



Witnesses
Jes. L. Thom
A. L. Hough

Inventor
C. G. Polleys.
By Franklin H. Hough
Attorney

UNITED STATES PATENT OFFICE.

CHARLES G. POLLEYS, OF MALDEN, MASSACHUSETTS, ASSIGNOR OF ONE-HALF TO F. C. TAFT, OF UXBRIDGE, MASSACHUSETTS.

RESILIENT APPARATUS FOR VEHICLES.

979,695. Specification of Letters Patent. Patented Dec. 27, 1910.

Application filed April 23, 1910. Serial No. 557,271.

To all whom it may concern:

Be it known that I, CHARLES G. POLLEYS, a citizen of the United States, residing at Malden, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Resilient Apparatus for Vehicles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in resilient apparatus for taking up vibrations upon vehicles of various kinds and comprises a simple and efficient device of this nature having various details of construction and combinations and arrangements of parts which will be hereinafter fully described and then specifically defined in the appended claim.

My invention is illustrated in the accompanying drawings, in which:—

Figure 1 is a side elevation of a body of a buggy and side spring and showing the invention as applied thereto. Fig. 2 is a detail perspective view of the resilient means, and Fig. 3 is a view of a modified form of the apparatus.

I have shown my invention as applied to the running gear of an ordinary buggy, in which A designates the body of a buggy and B one of the side springs, and C, C designate the front and rear axles. Clips D pass about said axles and have connected thereto the upper ends of the rods E having eyes E′ therein for the reception of the bolts F. The rods E are fastened to a disk or plate H provided with elongated slots I, and upon said disk H the cushion ball N is adapted to rest. A second disk, designated by letter K, has rods K′ fastened thereto which have eyes L in their ends, said rods K′ being adapted to be passed through the slots I and connected to the bolt Q fastened to the end of the spring B. Said disk K is limited in its upper movement by the under edge of the axle and moved downward under weight of the box and contents and is held yieldingly against the ball N and adapted to take up vibrations.

It will be noted that underneath each axle and at the ends of the spring B is a similarly constructed apparatus adapted to hold a cushion ball of any suitable construction and provided for the purpose of taking up vibrations incident to the vehicle passing over rough or uneven surfaces.

In Fig. 3 of the drawings, I have shown a slight modification of the invention in which the rods S, which are fastened to the disk S′ have their upper ends laterally curved as at S^2, while the rods T, which are fastened to the disk T′, extend through openings S^3 in the disk S′ and have eyes T^2 formed at their lower ends, said modified form being adapted to be connected to the parts of the running gear in a similar manner as before described of Figs. 1 and 2.

While I have shown my invention as applied to the ends of said springs and underneath the axle, it will be understood that the apparatus may be applied at any other suitable location, if desired, the purpose of the invention being to assist the usual springs of the vehicle in taking up vibrations, thereby making a much easier riding carriage than where the ordinary metallic springs are employed.

What I claim to be new is:—

In combination with the running gear of a vehicle having axles and side spring, disks, rods secured thereto and fastened to the axles, said disks being slotted, a ball resting upon each of said disks, other disks, one resting upon each of said balls and slotted, rods secured to the disks resting upon said balls, the rods of one disk movable through the slots in the other disk, the rods upon the disks which rest upon said balls connected to the ends of the side spring of the running gear.

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

CHARLES G. POLLEYS.

Witnesses:
ROY E. POLLEYS,
EDITH R. BARLOW.