

*J.C. Spencer
Running Gear*

Nº 8,120.

Patented May 27, 1851.

Fig: 1.

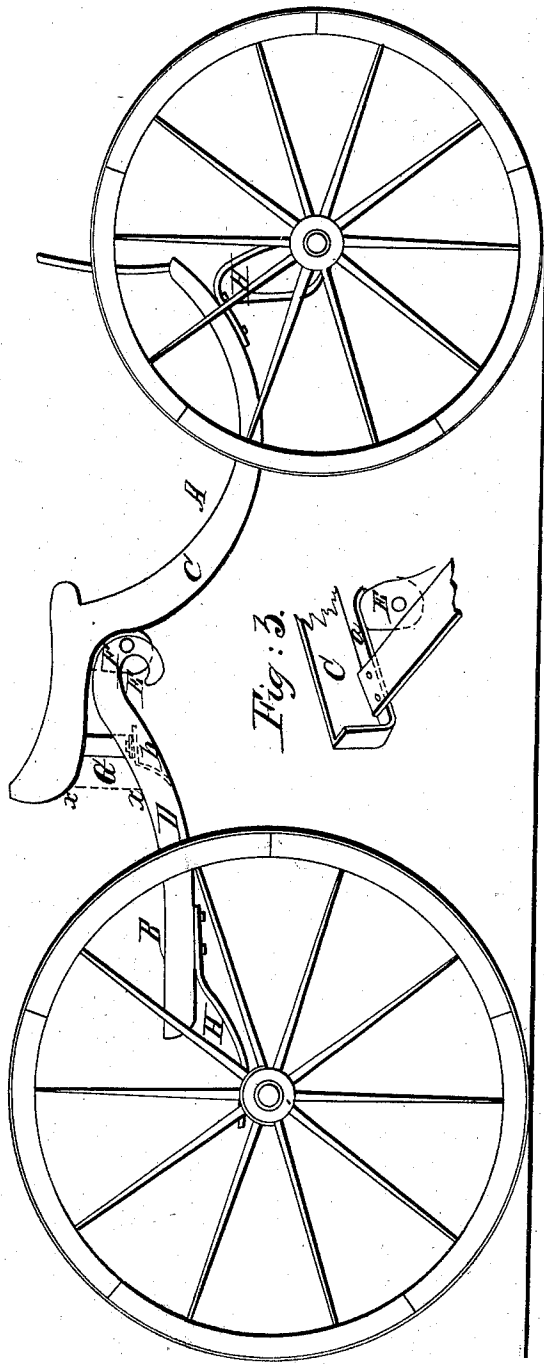


Fig: 2.

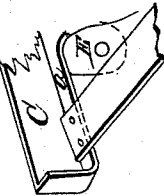
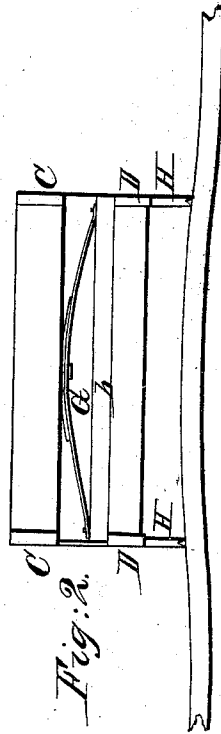


Fig: 2.



UNITED STATES PATENT OFFICE.

JAMES C. SPENCER, OF PHELPS, NEW YORK.

CARRIAGE.

Specification of Letters Patent No. 8,120, dated May 27, 1851.

To all whom it may concern:

Be it known that I, JAMES C. SPENCER, of Phelps, in the county of Ontario, and State of New York, have invented a new and Improved Mode of Constructing Carriages; and I do hereby declare that the following is a full, clear, and exact description of the construction of the same, reference being had to the accompanying drawings, making
10 part of this specification, in which—

Figure 1, is a side elevation. Fig. 2, is a back view of the body in elevation. Fig. 3, is a section in perspective, that part of one of the side pieces that forms the seat showing the manner in which the side pieces may be constructed.

Similar letters of reference indicate corresponding parts in each of the several figures.

20 The nature of my invention consists in forming the body of the carriage of two separate parts and uniting them by side pieces or any other suitable way, in such a manner as to form a joint at about the center of the body, the front part of the body projects some distance over the back part and is somewhat elevated so as to form the seat, and to allow a spring to be placed under it resting upon the back part underneath, the front and back parts are directly
30 attached to the axles by body loops, the body is allowed to vibrate and act upon the spring by means of the joint. By this arrangement the construction of a carriage is simplified to a considerable extent and can consequently be built at a much less cost, while at the same time it is equally as good, both for ease and durability as the ordinary ones in use.

40 To enable others skilled in the art to construct a carriage upon my improved plan, I will proceed to describe it.

A, represents the front and B, the back part of the body—these parts may be constructed in the following manner: Side
45 pieces C, D, are cast the required shape with flanges or projections *a*, on the inner and lower sides, see Fig. 3, on which the pieces forming the bottom are bolted. The front side pieces C, (only one side of the carriage is seen in the drawing) must be so arranged as to project some distance over the back side pieces D, and be elevated some distance

above them. This elevation forms the seat, see Fig. 1. Lips E, are attached to the 55 front side pieces through which and the back side pieces D, bolts or pins F, pass, thus forming a joint and the two parts of the carriage body A, B, are united.

G, is a spring placed under and attached 60 to the seat on the front part of the body. The lower parts of the spring rest on a small elevation or step *b*, on the back part D, of the body; it will thus be seen that the body may vibrate by means of the joints and act 65 upon the spring. The distance that the body may vibrate will depend upon the space between the under part of the seat and upper part of the back side pieces D, see the dotted lines *x, x*, Fig. 1. This space 70 may be made greater or less, according to the form or curve that may be given to the side pieces C, D.

H, H, are body loops by which the front and back parts A, B, are directly attached to 75 the axles, thus avoiding the perch or reach used in ordinary carriages.

The side pieces C, D, may be cast of any ornamental pattern, very elaborate designs may be provided for them, the cost of the 80 pattern not being much of an object when a large quantity is required.

I do not confine myself to any particular material for the different parts specified. Castings for the side pieces would probably 85 be preferable, being cheap and ornamental.

The advantage of this mode of construction will be readily seen. But one spring is required, and as the body is directly attached to the axles the ordinary perch or 90 reach is avoided with its necessary appendages and the whole affair constructed in a cheap, durable and ornamental manner.

What I claim as my invention and desire to secure by Letters Patent, is— 95

The manner of construction as described, viz, forming the body of two separate parts A, B, united by a joint which allows the body to vibrate and act upon a single spring and also admits of a direct attachment of 100 the body to the axles substantially as set forth.

JAMES C. SPENCER.

Witnesses:

W. H. SHANNOCK,
ABEL SPENCER.