J. H. FLAGG.

Improvement in the Modes of Connecting Springs to Children's Carriages.

No. 132,150. Patented Oct. 15, 1872.

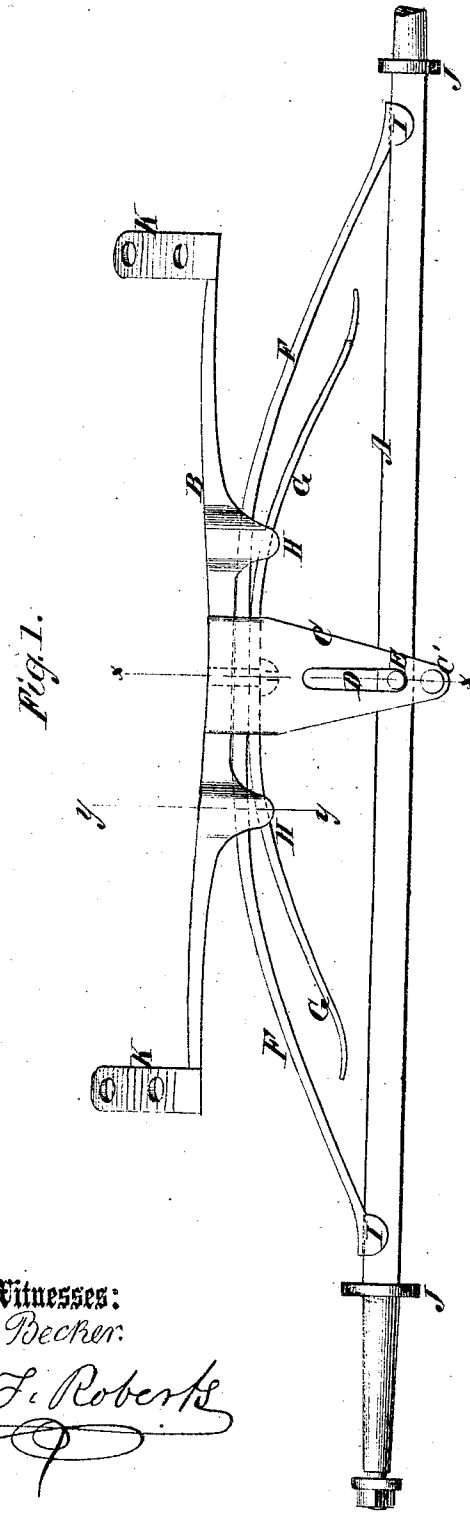


Fig. 1.

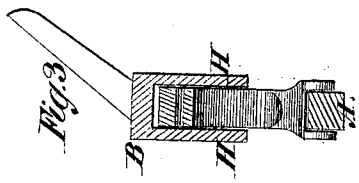


Fig. 3

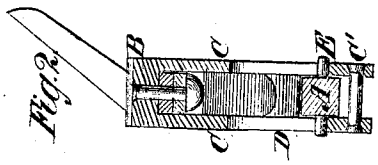


Fig. 2

Witnesses:

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AM. PHOTO-LITHOGRAPHIC CO. N.Y. (OSBORNE'S PROCESS.)

UNITED STATES PATENT OFFICE.

JAMES H. FLAGG, OF NEW YORK, N. Y.

IMPROVEMENT IN THE MODES OF CONNECTING SPRINGS TO CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **132,150**, dated October 15, 1872; antedated October 10, 1872.

To all whom it may concern:

Be it known that I, JAMES H. FLAGG, of the city, county, and State of New York, have invented a new and useful Improvement in Children's Carriages, of which the following is a specification:

The invention will first be fully described and then clearly pointed out in the claims.

In the accompanying drawing, Figure 1 represents a front view; Fig. 2 is a vertical section of Fig. 1 taken on the line *x x;* and Fig. 3 is a vertical section of Fig. 1 taken on the line *y y.*

Similar letters of reference indicate corresponding parts.

A is the axle. B is the spring-bar. C represents a plate upon each side of the center of the spring-bar, which extends down upon the side and below the axle, where the two are connected together by a rivet, C′, as seen in the drawing. D is a slot in each of these plates, and E is a pin which passes through the axle and the slots. F represents the principal spring, and G an inferior spring, both of which are attached to the spring-bar between the plates C C by a bolt, seen in dotted lines. The springs are guided and kept in place by flanges H H on the opposite sides of the spring-bar. The ends of the principal spring F rest upon the axle, and are guided by lips I I thereon; or any other arrangement may be made whereby the ends of this spring may rest upon the axle and be allowed to play or expand as weight is placed upon it. J J represent the collars of the axle. The inferior spring G is not designed to act or to touch the axle except when the carriage is overloaded. The principal spring F is designed to be light and elastic and sufficiently strong for ordinary purposes. The other spring is only to bear when the carriage is heavily loaded. There may be three or more springs, the inferior ones being arranged to bear in succession, one after the other. As the springs are depressed, either one or more, the central plates C C will be depressed also, and they will play up and down on the pin E and be confined to the axle by the rivet C′. In this example of my invention the plates C C form a part of the spring-bar, but they may be made separate and attached to the spring-bar by bolt or rivet, or in any other suitable manner. K K are lugs on the ends of the spring-bar for attaching the carriage-body.

I do not limit or confine myself to the precise form or arrangement of any of the parts described, as they may be varied in many ways without departing from my invention.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The spring-bar B, provided with central plates C C and flanges H H to embrace and confine springs and axle together, as described.

2. The plates C C of a spring-bar, B, provided with parallel vertical slots D D and rivets C′, in combination with an axle having the pin E, as described, for the purpose of compelling the springs to always move perpendicularly up and down on the axle and thus to prevent sagging in any direction.

JAMES H. FLAGG.

Witnesses:

T. B. MOSHER,

ALEX. F. ROBERTS.