

J. W. GOSLING.
Carriage-Springs.

No. 148,208.

Patented March 3, 1874.

Fig. 2.

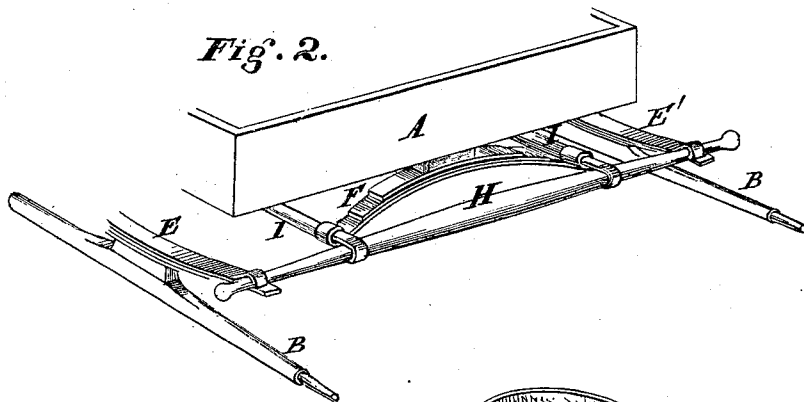
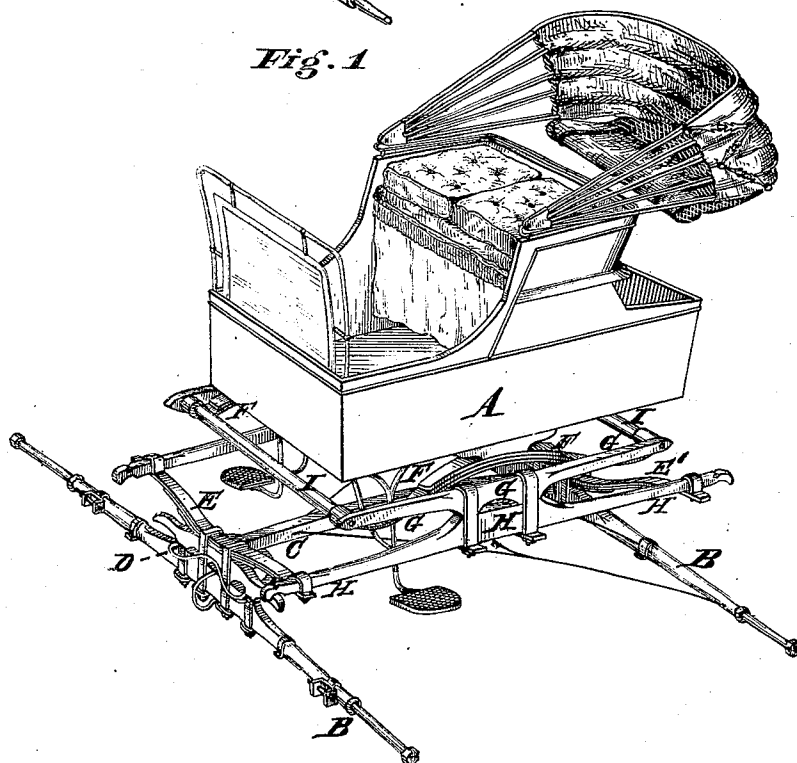


Fig. 1



Attest

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JOHN W. GOSLING, OF CINCINNATI, OHIO.

IMPROVEMENT IN CARRIAGE-SPRINGS.

Specification forming part of Letters Patent No. 148,208, dated March 3, 1874; application filed October 20, 1873.

To all whom it may concern:

Be it known that I, JOHN W. GOSLING, of Cincinnati, Hamilton county, State of Ohio, have invented a certain new and useful Improvement in Carriages, of which the following is a specification:

My invention relates to the class of flexible carriage-frames designed to connect the body of a carriage with its axles; and my invention consists in such a combination and arrangement of the springs and bars composing the frame that a movement of uniform flexibility is effected and lateral support provided for the body of the carriage.

Figure 1 is a perspective view of a carriage, minus the wheels, embodying my invention, in which double side bars are used in the construction of the frame. Fig. 2 illustrates my invention as applied to a carriage in which the frame has single side bars.

A is the body of the carriage, and B the axles. C is the customary perch, connecting the axles together through the ordinary king-bolt in fifth-wheel D. Spring E is attached to the perch-frame C and spring E' over the rear axle. Side springs F are secured to the body of the carriage at the center, and the outer ends are connected together longitudinally by

upper side bars G, in the manner shown in Fig. 1. The bars G are connected to lower side bars H at the center, so that both bars may act as flexible connections, the ends of the lower bars H being secured to the outer ends of the springs E E'. Bars I connect the outer ends of the two springs F and the two bars G together. By this peculiar combination of flexible bars and springs, great and uniform flexibility is obtained, and lateral support is afforded for the body of the carriage. The upper side bars G may be omitted, and the transverse bars I connected immediately to the side bars H, all as clearly exhibited in Fig. 2 of the drawings.

I claim—

The combination of springs E E', springs F, cross-bars I, and single or double side bars, all connected to the body of the carriage and axles, substantially in the manner and for the purpose specified.

In testimony of which invention I hereunto set my hand.

JOHN W. GOSLING.

Witnesses:

FRANK MILLWARD,
J. L. WARTMANN.