

J.C. Hilsabeck Buggy-Reach.

No. 120,644.

Patented Nov. 7, 1871.

Fig. 1

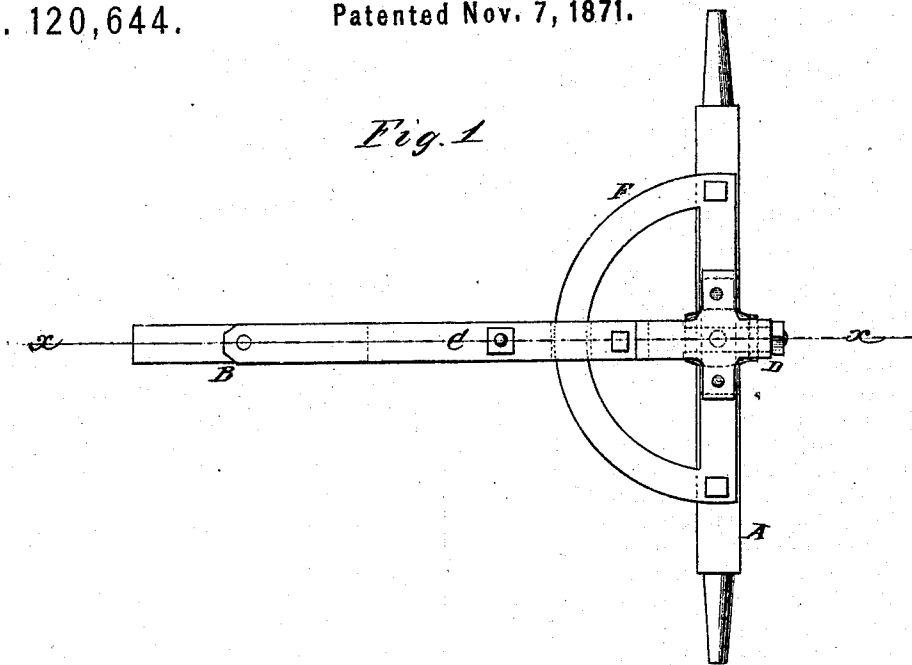
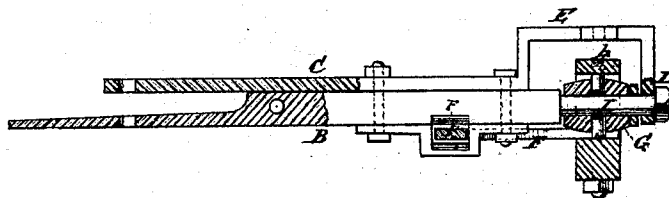


Fig. 2



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN CLINTON HILSABECK, OF MONTVALLO, MISSOURI.

IMPROVEMENT IN BUGGY-REACHES.

Specification forming part of Letters Patent No. 120,644, dated November 7, 1871.

To all whom it may concern:

Be it known that I, JOHN CLINTON HILSABECK, of Montvallo, in the county of Vernon and State of Missouri, have invented a new and useful Improvement in Buggy-Reach; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

My invention consists in improving the construction of buggy running-gear, as hereinafter fully described and subsequently pointed out in the claim.

In the accompanying drawing, Figure 1 represents a top or plan view. Fig. 2 is a vertical longitudinal section taken on the line *xx* of Fig. 1.

Similar letters of reference indicate corresponding parts.

A is the axle. B is the reach or the iron with which a wooden reach is connected. C is the upper strap, the forward end of which is bent and passed over the axle and down, so as to receive the end of the reach, as seen at D. The buggy spring is attached to the elevated portion E of this strap. F represents what is usually called the "fifth-wheel," which, in this instance, is a half circle, the ends of which are united by a plate which is bent up and passes over the end

of the reach. G is a box, through which the end of the reach passes and in which it freely turns. This box is confined between the bent-up portion of F and upper side of the axle by pivots *h*, as plainly seen in Fig. 2. The journal I on the end of the reach through the box G allows either end of either of the axles to drop down or rise upward, so that either wheel of the buggy will pass through a hole or over an obstruction in the road without in any manner straining either the axle or any portion of the running gear of the vehicle. The box being pivoted at top and bottom allows any required amount of lateral play. A degree of flexibility is thus given to the vehicle which preserves it from damage, and by which the sudden jerks imparted to the body by a more rigid running gear are avoided.

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

In combination with buggy-axle A, fifth-wheel F, and reach B, the upper strap C having elevated part E for the spring, and the box G, all constructed, arranged, and applied together as and for the purpose specified.

JOHN CLINTON HILSABECK.

Witnesses:

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