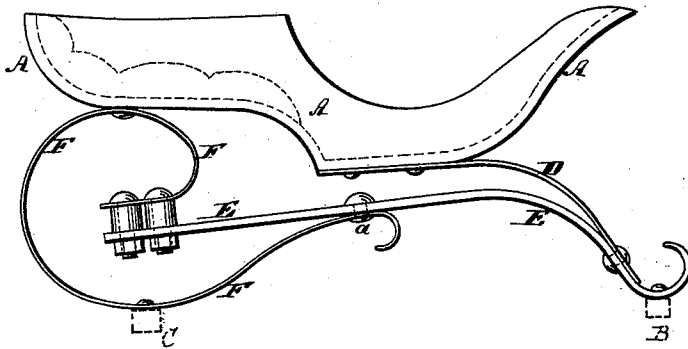


C. W. F. DARE.

SPRING FOR CHILDREN'S CARRIAGES.

No. 175,856.

Patented April 11, 1876.



Witnesses:

A. Moraga

O. A. Weidner

Inventor:

C. W. F. Dare

by his attorney

A. V. Briesen

UNITED STATES PATENT OFFICE.

CHARLES W. F. DARE, OF BROOKLYN, NEW YORK.

IMPROVEMENT IN SPRINGS FOR CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **175,856**, dated April 11, 1876; application filed February 17, 1876.

To all whom it may concern:

Be it known that I, CHARLES W. F. DARE, of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Spring for Children's and other Carriages; of which the following is a specification:

The drawing represents a side view of my improved spring.

This invention has for its object to improve the construction and appearance of the springs used on children's and other carriages; and consists, principally, in the application of a peculiar scroll-spring to the under side of the carriage-body, said spring being also bolted to the rear axle and to the reach, as hereinafter more fully described.

The letter A represents the carriage-body; B, the front axle, and C the rear axle. The front part of the carriage-body is supported by a spring, D, which connects with the front axle or with the reach E, as shown. This reach is firmly secured to the front axle, and extends thence backward to some distance above the rear axle, as shown. The reach E may either be rigid or elastic, but I prefer to make it pretty stiff. The rear portion of the carriage-body rests on a scroll-spring, F, of which the upper end is bolted to the back of the reach. From this end the spring F is

bent upward into contact with the carriage-body, to which it is bolted; then downward into contact with the rear axle, to which it is also bolted, and thence forward under the reach, to which it is again bolted at *a*. Thus the spring F has actually four points of support—one on the carriage-body, two on the reach, and one on the rear axle.

By this construction and arrangement a support is obtained for the carriage-body sufficiently yielding, and yet sufficiently firm and very graceful.

It is obvious that the parts D, E, and F are double on every carriage. For greater effect a cross-bar may be used to connect the rear ends of the two reaches.

I claim as my invention—

1. On a carriage, the scroll-spring F, fastened with its two ends to opposite sides of the reach E, and connected also to the rear axle and to the carriage-body, substantially as herein shown and described.

2. In combination with the scroll-spring F, which is applied as specified, the elevated reach E and front spring D, substantially as herein shown and described.

C. W. F. DARE.

Witnesses:

ERNEST C. WEBB,
A. MORAGA.