

T. ALSOP.
VEHICLE SPRING.

No. 175,319.

Patented March 28, 1876.

Fig: 1.

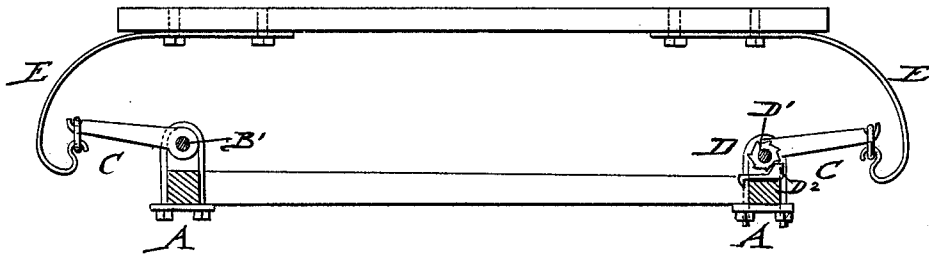
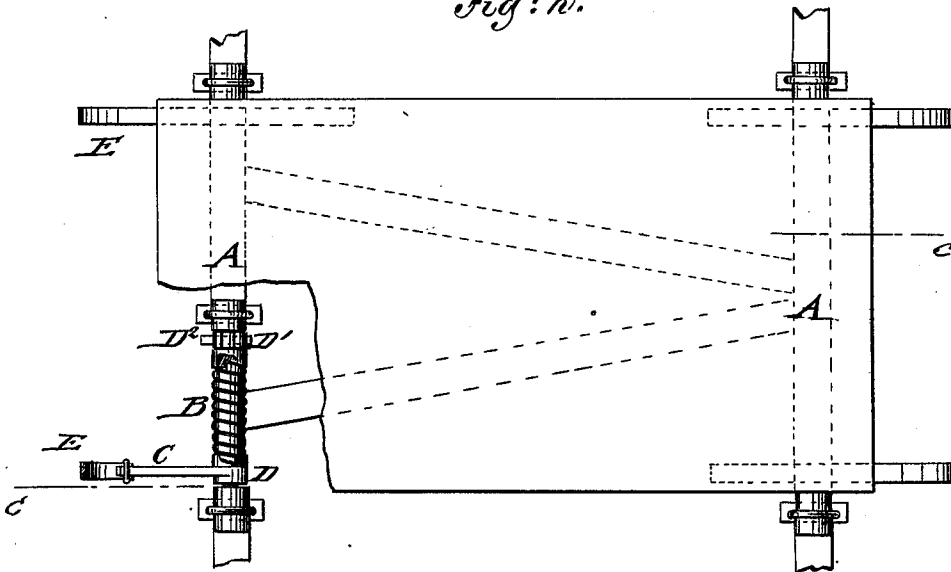


Fig: 2.



WITNESSES:

Chas. Nide.
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INVENTOR:

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BY *mm*
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UNITED STATES PATENT OFFICE.

THOMAS ALSOP, OF ELKHART CITY, ILLINOIS.

IMPROVEMENT IN VEHICLE-SPRINGS.

Specification forming part of Letters Patent No. **175,319**, dated March 28, 1876; application filed January 22, 1876.

To all whom it may concern:

Be it known that I, THOMAS ALSOP, of Elkhart City, in the county of Logan and State of Illinois, have invented a new and Improved Vehicle-Spring, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a vertical longitudinal section, on line *c c*, Fig. 2, of a wagon-body placed on my improved springs; and Fig. 2 is a top view of the same, with part broken off to show construction of spring.

Similar letters of reference indicate corresponding parts.

The invention consists in combining a ratchet and pawl with springs arranged on shafts and attached at their inner ends to loose sockets, as hereinafter more fully described.

In the drawing, A represents the axle, and B a backlash-spring, made of one or more spiral springs, arranged upon shafts B' placed on the axles or other part of the wagon, the two hind springs being preferably placed on the rear axle, while the front springs are arranged parallel to each other on the head-block. The spiral springs B are mounted at both ends by sockets D, to which the ends of the springs are seated. The sockets D are

placed loosely upon the shafts B', one having lever-arm C extending therefrom, to which the wagon-body is hung in any suitable manner, the other socket being provided with a ratchet, D', to be held in position by a stationary pawl, D², by which the tension of the spring is adjusted. The pressure of the wagon-body upon the lever-arm is transmitted to the spiral spring and throughout the full length of the same to the fixed socket, the spring being called gradually but entirely into action, avoiding thereby any violent shocks and producing the easy and elastic play of the springs. The wagon-body is by the use of these springs neatly supported, as they play freely and reliably and are not exposed to the danger of breaking as the leaf springs.

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

The combination, with springs B arranged on shafts B' and attached to loose sockets D, of a ratchet and pawl, arranged as and for the purpose set forth.

THOMAS ALSOP.

Witnesses:

WM. H. DAVIS,
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