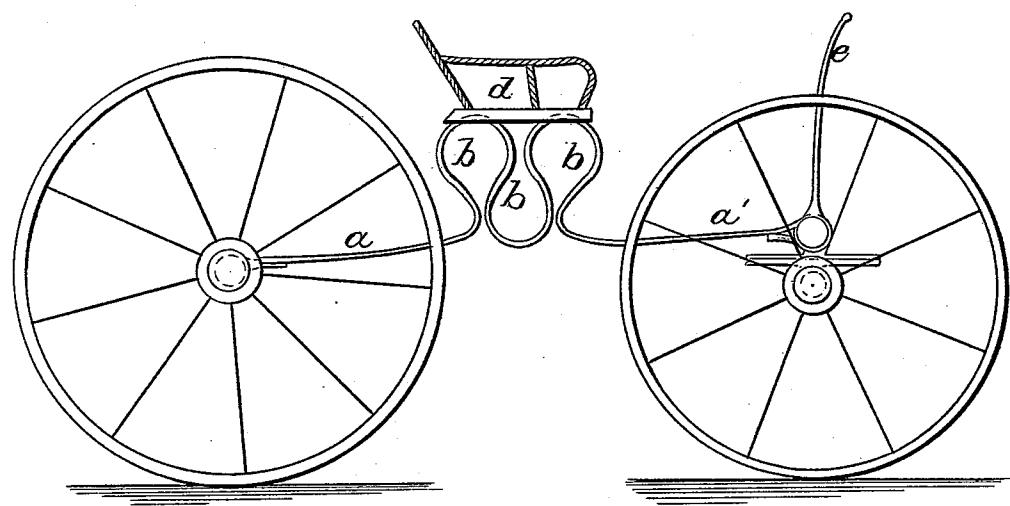


A. MOFFITT.

Carriage-Spring.

No. 11,490.

Patented Aug. 8, 1854.



# UNITED STATES PATENT OFFICE.

ALEXR. MOFFITT, OF BROWNSVILLE, PENNSYLVANIA.

## SPRING-BODY CARRIAGE.

Specification of Letters Patent No. 11,490, dated August 8, 1854.

*To all whom it may concern:*

Be it known that I, ALEXANDER MOFFITT, of Brownsville, in the county of Fayette and State of Pennsylvania, have invented a new and Improved Mode of Constructing Spring-Body Carriages; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making part of this specification.

The nature of my invention consists in so constructing the springs forming a constituent part of the body, that the curved portions of these springs, supporting the seat, shall admit of greater flexion and of easy motion, in connection with the nearly horizontal portion of the same springs united to the axle at the rear, and bolster of the front axle, thus making a cheap, light, tastey, and easy riding vehicle.

The springs are formed of a continuous plate, of the form given in the accompanying drawing, and the nearly horizontal portions  $a'$ ,  $a$ , may be strengthened in the manner of elliptical springs by several plates, (only one of which is secured at the ends) while the curved portions  $b$ ,  $b$ ,  $b$ , or those supporting the seat are best made of single plate for greater flexion, the object being to give a continuous spring throughout all the parts, not only in the horizontal but also in the curved portions thereof. These springs are two in number, extending between the front and hind axle and are secured by being bent around the axle in the rear and bolster of the front axle; being placed at the desired distance apart, the curved portions  $b$  are

connected with a seat  $d$  by suitable bolts; between the front portions  $a'$  of the springs, is secured the foot board, and a strong piece 40 of leather or painted canvass between the rear portions  $a$  of the springs completes the body;  $e$ , represents the dash board.

It will readily be appreciated at what small cost these carriages may be manufactured, and how considerably the weight may be reduced; it is found that in practical application of this invention, that a first rate, handsomely finished buggy can be sold at a profit for \$50 and having been 50 tried at Bridgeport Pennsylvania, has been found to be strong and durable although there is no connecting perch.

Having described the nature of my improvement what I claim as my invention 55 and desire to secure by Letters Patent is—

The construction of the body of wheeled carriages of a pair of metal springs so formed and arranged that the curved portions  $b$   $b$   $b$  thereof, supporting the seat shall 60 admit of greater flexion, while their connection with the horizontal portions  $a$ ,  $a'$  of said springs is kept up, thus uniting the hind axle and front bolster as set forth, for the purpose of reducing the weight and expense of construction.

In testimony whereof I have hereunto signed my name before two subscribing witnesses.

ALEXANDER MOFFITT.

Witnessses:

JOHN L. SMITH,  
JOHN F. CLARK.