R. W. PARKER.

Carriage-Spring.

No. 45,265. Patented Nov. 29, 1864.

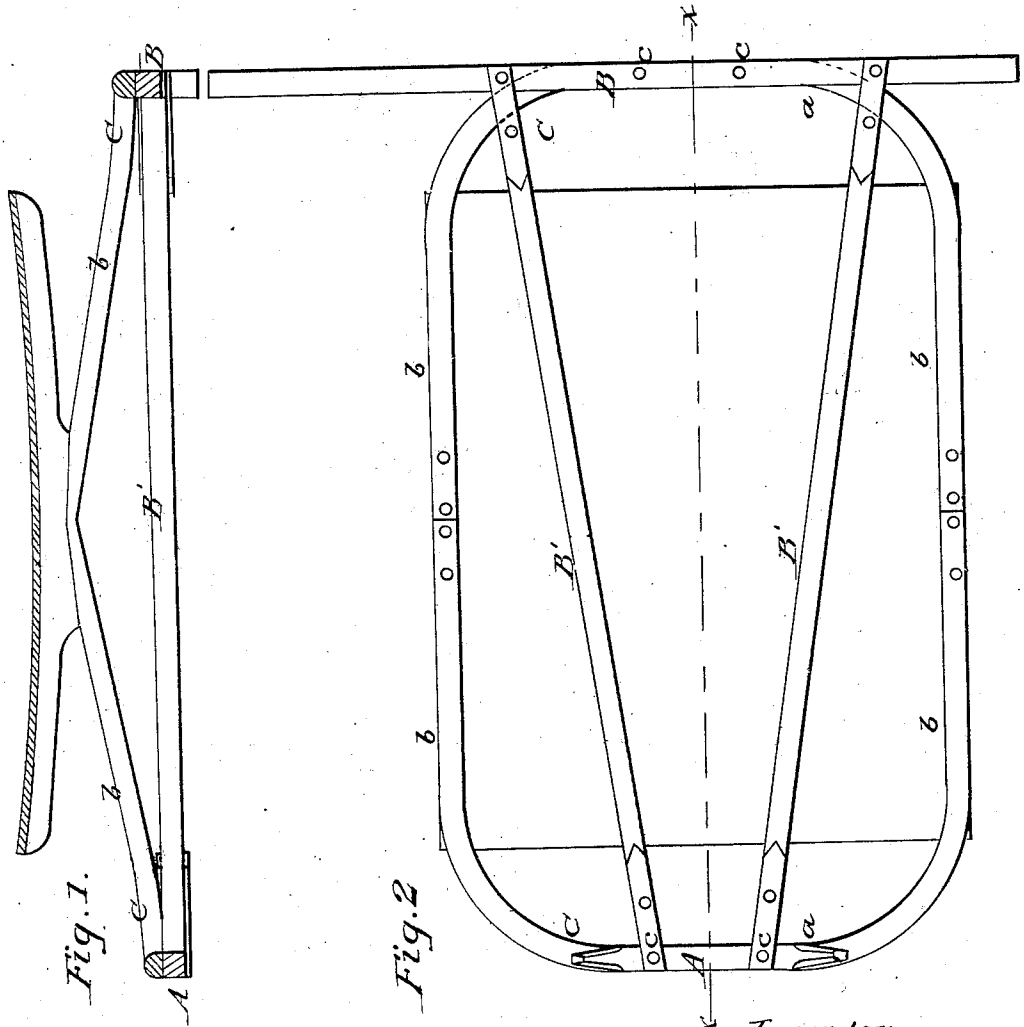


Fig. 1.

Fig. 2.

Witnesses:
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UNITED STATES PATENT OFFICE.

R. W. PARKER, OF WOBURN, MASSACHUSETTS.

IMPROVEMENT IN CARRIAGE-SPRINGS.

Specification forming part of Letters Patent No. **45,265**, dated November 29, 1864.

To all whom it may concern:

Be it known that I, R. W. PARKER, of Woburn, in the county of Middlesex and State of Massachusetts, have invented a new and Improved Spring for Wheel-Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side sectional view of my invention, taken in the line *x x*, Fig. 2; Fig. 2, an inverted plan of the same.

Similar letters of reference indicate corresponding parts in the two figures.

This invention consists in having springs constructed either of metal or wood and bent or curved in bow shape, with parallel or nearly parallel sides, said springs being attached to the front and back bolsters of the vehicle, with their sides underneath the sides of the body of the latter, the body resting on the sides of the springs, and all arranged as hereinafter set forth, whereby it is believed that several advantages are obtained over the ordinary spring in present use.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A represents the front, and B the back-bolster of a wheel-vehicle. B′ B′ are the reaches connected to said bolsters. These parts may be of usual construction, and therefore do not require a minute description.

C C represent two springs, which may be constructed of either metal or wood. These springs are bent or curved in bow form, as shown at *a* in Fig. 2, and their sides *b* are parallel with each other, or about so, and they may incline upward toward the center of the body of the vehicle, at each side of it, as shown in Fig. 1.

The bow parts *a* of the springs are firmly secured by bolts *c* to the bolsters A B, (see Fig. 2,) and the sides *d*, on which the body rests, are secured to the inner parts of the sides *b* of the springs, as shown in Fig. 1.

By this arrangement of springs the vehicle is rendered much lighter, cheaper, and stronger than when provided with the ordinary springs. There is no rattling or side surging or swaying of the body of the vehicle. Neither is there any forward or backward movement of the same, and the body will be retained in nearly a level or horizontal position, even when one person only is in a vehicle and sitting at one side of the seat.

Springs constructed on this principle and weighing about three pounds will sustain a weight of sixteen hundred pounds, whereas the ordinary elliptic springs will sustain with safety only about thirty times their weight.

In going over rough places my improved springs have no quick "trap" motion, as is common with others, and they are therefore well adapted for ambulances. They may also be applied to railroad-cars with advantage.

I do not confine myself to the inclined sides *b* of the springs, for they may have a horizontal position, if desired.

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

The springs C C, constructed with bowed ends and parallel or nearly parallel sides, attached at their ends to the front and rear bolsters of a carriage, and supporting the seat or body upon their sides between the said bolsters. all substantially as herein shown and described.

R. W. PARKER.

Witnesses:

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SHERMAN CONVERSE.