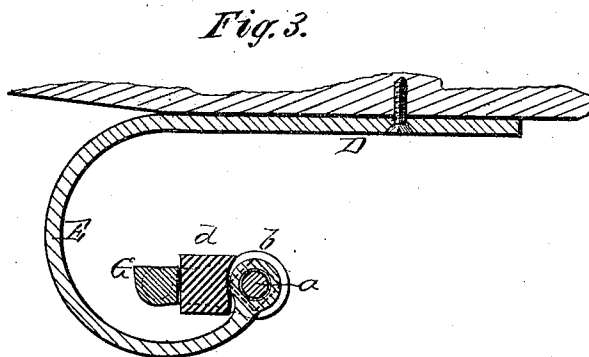
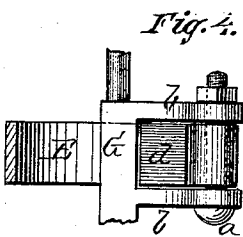
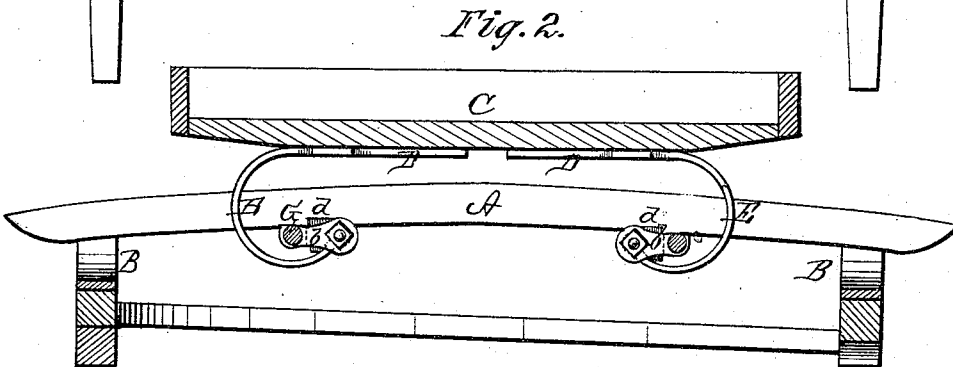
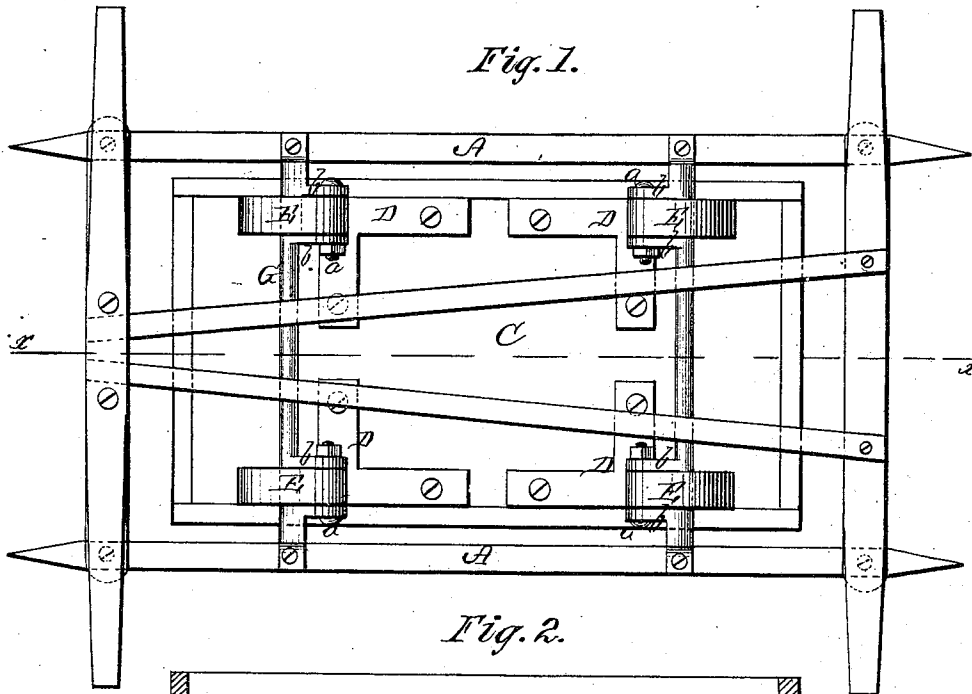


E. CHAMBERLIN.
Vehicle-Springs.

No. 167,066.

Patented Aug. 24, 1875.



WITNESSES:
P. C. Dieterich
Wm. Clipperman.

INVENTOR:
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per.
C. H. Watson & Co.
ATTORNEYS.

UNITED STATES PATENT OFFICE.

EDWIN CHAMBERLIN, OF TROY, NEW YORK.

IMPROVEMENT IN VEHICLE-SPRINGS.

Specification forming part of Letters Patent No. **167,066**, dated August 24, 1875; application filed April 15, 1875.

To all whom it may concern:

Be it known that I, EDWIN CHAMBERLIN, of Troy, in the county of Rensselaer and State of New York, have invented certain new and useful Improvements in Wagons; 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 which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to that class of vehicles in which the body is supported upon side bars; and it consists in the construction and novel arrangement of the side bars with cross-bars having projecting ears on their inner sides, the body with T-shaped irons attached thereto, one arm of each iron being extended and forming a C-shaped spring pivoted in the ears of the cross-bars, with rubber blocks inserted between, all as hereinafter more fully set forth.

In the annexed drawing, Figure 1 is a bottom view of my invention. Fig. 2 is a longitudinal section of the same. Figs. 3 and 4 are detached views of parts thereof.

A A represent the ordinary side bars, supported upon springs B B above the front and rear axles, in the usual manner. C is the body of the vehicle, on the bottom of which, at each

side, are secured two T-shaped irons, D D, as shown in Fig. 1. The outer arm of each iron D is extended, and forms a C-shaped spring, E, which passes under a cross-bar, G, fastened to the side bars A A, and the end of the spring is fastened by a bolt, *a*, between two parallel arms, *b b*, projecting inward from said cross-bar. Between these parallel arms, between the end of the spring and the cross-bar, is inserted a rubber block or spring, *d*, to prevent any noise or rattling.

By this construction and arrangement of parts the body cannot sag or give more on one side than on the other, but remains level. At the same time it is easy riding, durable, and not liable to get out of order.

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

The combination, with the side bars A A and vehicle-body C, of the irons D, with springs E, cross-bars G, with arms *b*, the bolts *a*, and rubber springs *d*, all substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

EDWIN CHAMBERLIN.

Witnesses:

C. H. WATSON,

WILLIAM BRAMHALL.