

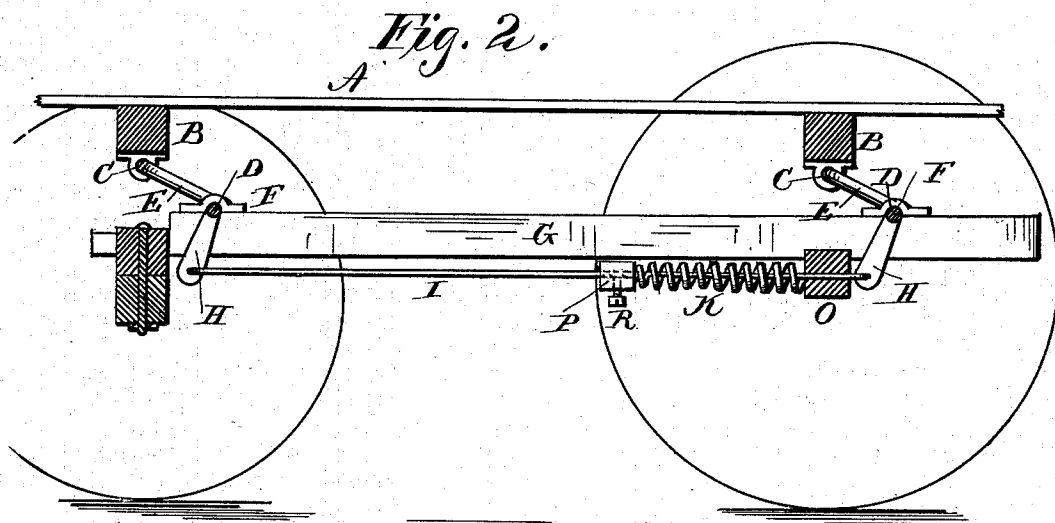
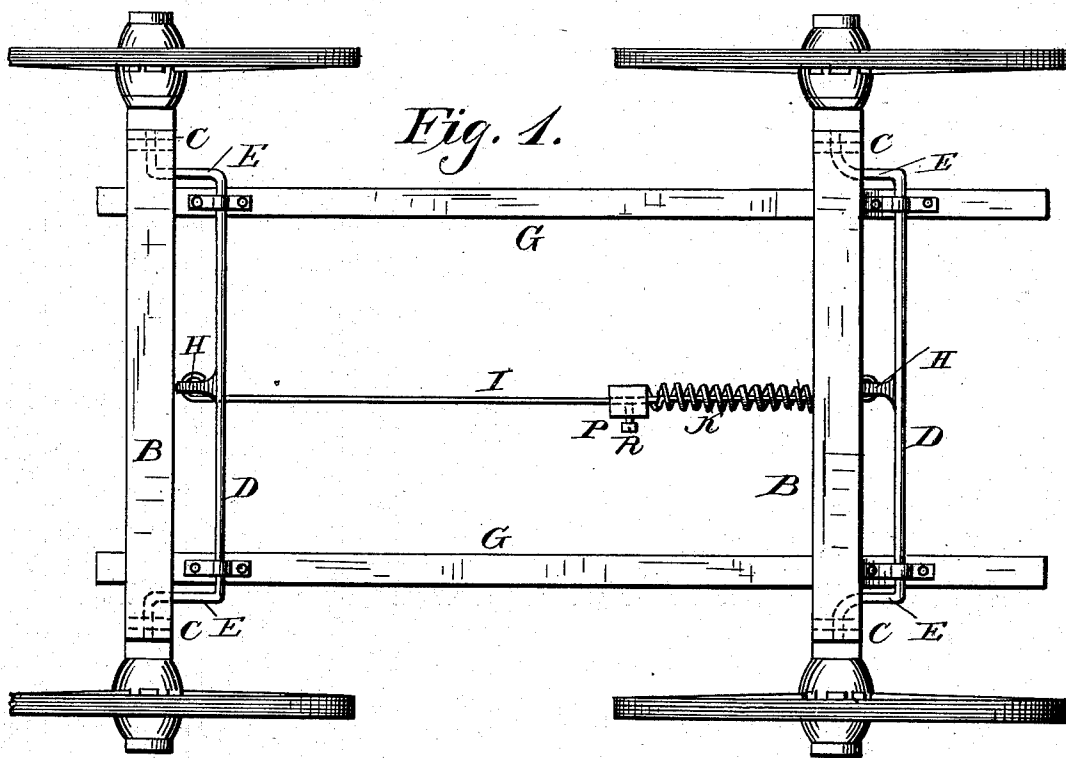
(No Model.)

W. WEBBER, Jr.

WAGON SPRING.

No. 251,663.

Patented Dec. 27, 1881.



Witnesses:
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Jas. L. Haller

Inventor:
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Atty.

UNITED STATES PATENT OFFICE.

WILLIAM WEBBER, JR., OF ROCKTON, ILLINOIS.

WAGON-SPRING.

SPECIFICATION forming part of Letters Patent No. 251,663, dated December 27, 1881.

Application filed October 12, 1881. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM WEBBER, JR., a citizen of the United States, residing at Rockton, in the county of Winnebago and State of Illinois, have invented certain new and useful Improvements in Wagon-Springs, of which the following is a specification, reference being had therein to the accompanying drawings.

Figure 1 is a plan view; and Fig. 2, a side elevation, partly in section.

In the accompanying drawings similar letters of reference indicate like parts of the invention.

This invention has relation to vehicle-springs, and more particularly to that class of vehicles used for carrying freight—such as lumber and hay wagons, and the like; and the object of the invention is to provide a spring that shall be inexpensive and effective, and so constructed that the load will be evenly distributed, no matter in what part of the body of the wagon it may be placed; and to that end the invention consists in a series of rocking crank-shafts, provided with suitable connecting mechanism, combined with a spring of proper length or capacity, and so arranged that its tension may be increased or diminished, as desired, all of which will be hereinafter more fully set forth, and particularly pointed out in the claims.

Referring to the drawings, A is the platform, resting upon the cross-cleats B B, to the under side of which, at the outer ends, are secured boxes C.

D D are rock-shafts, provided at their outer ends with cranks E, the ends of said cranks E being journaled in the boxes C, while the shaft itself is supported in bearings F on the running-gear G G.

H H are cranks, secured to or forming a part of the shaft D, about midway of its length, and the said cranks H extend downwardly and approximately at a right angle to the cranks E. I is a connecting-rod, connecting the re-

spective cranks H H on the shafts D D, so that any motion given to either shaft will be communicated to the other.

K is a spring, of any suitable size and material, one end of which abuts against the axle O and the other end against the collar P, adjustably secured to the connecting-rod I. The collar P is provided with a set-screw, R, by means of which it may be secured at any suitable point upon the rod I. It will be seen that any weight or load upon the platform A will be transmitted through the cranks E to the shafts D and cranks H H, and thence to the spring through the connecting-rod I. Should the spring become weakened, or if it is necessary to increase or diminish its tension to adapt it to different weights or loads, it can readily be done by changing the position of the collar P.

A particular feature in the construction of this invention is that the weight or load may be placed on any part of the platform, even upon one corner of it, and it will be as equally and evenly transmitted to the spring as if it had been distributed over the whole surface of the platform.

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

1. In a vehicle-spring, the rocking crank-shafts D E H and single connecting-rod I, encircled by the spring K, substantially as and for the purpose set forth.

2. In a vehicle-spring, the rocking crank-shafts D E H, connecting-rod I, spring K, and collar P, provided with the set-screw R, substantially as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM WEBBER, JR.

Witnesses:

E. H. BRADFORD,
H. J. ENNIS.