

(No Model.)

H. W. HAMELLE.
SIDE SPRING BUGGY.

No. 303,931.

Patented Aug. 19, 1884.

Fig. 1.

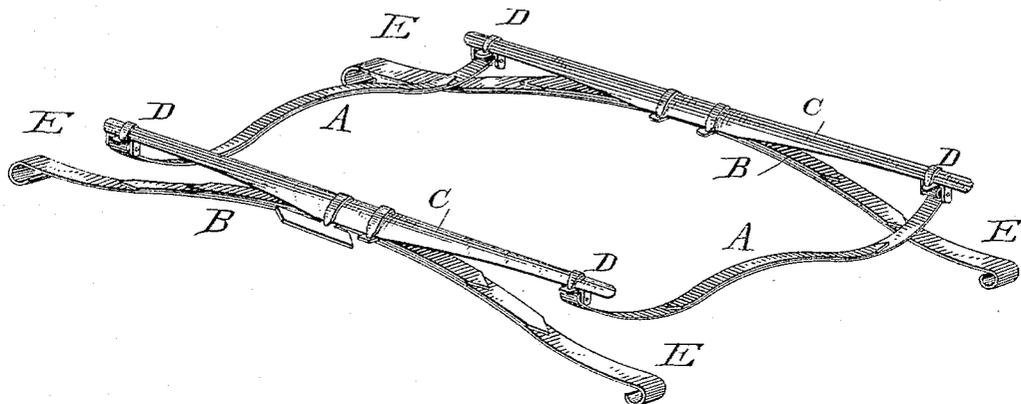
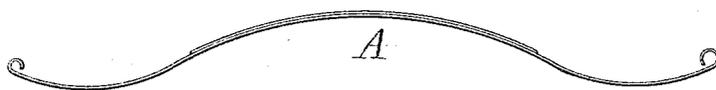


Fig. 2.



Witnesses:
Paul J. Sullivan
Alex. Scott

Inventor:
H. W. Hamelle

UNITED STATES PATENT OFFICE.

HENRY W. HAMELLE, OF NORFOLK, NEW YORK.

SIDE-SPRING BUGGY.

SPECIFICATION forming part of Letters Patent No. 303,931, dated August 19, 1884.

Application filed June 4, 1884. (No model.) Patented in Canada July 8, 1884, No. 19,764.

To all whom it may concern:

Be it known that I, HENRY W. HAMELLE, a citizen of the United States, residing at Norfolk, in the county of St. Lawrence and State of New York, have invented a new and useful Improvement on Side-Spring Buggies, forming a combination of springs, of which the following is a specification.

My invention relates to improvements on side-spring buggies or wagons by the use of end springs attached to side-spring bars; and the objects of my improvements are to increase the elasticity of the springs by using weaker side springs, and increasing the strength of same by the use of end springs attached to side-spring bars by means of clips and bolts, spring-shackles, or other mode of attachment. By the use of said end springs attached to side-spring bars the side motion of the buggy-body is mostly avoided. The body of the buggy being attached to the center of end springs throws the greatest portion of the bearing to the center of the side springs, by which the greater share of the end motion of the body of the buggy is avoided in crossing crossings or traveling on rough roads. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the entire combination of springs. Fig. 2 is a detached view of one of the end springs. Said springs can be used on any buggy or wagon gear, with straight or any other kind of reaches.

B B represent side semi-elliptic or arched springs, which are attached to the rear axle and head-block by means of buckle or shackles secured in the eyes E; or they may be secured to equalizing-bars carried by side perches; or said bars may be secured upon the rear axle and head-block in any common or well-known manner. Upon the arched springs B B are secured the side bars, C C, by clips, in the usual manner. These side bars are designed to be about the length of the body of the vehicle, and to the ends of the side bars are secured cross-springs A A in the manner shown, and upon which the body is supported.

What I claim is—

The combination of the side springs, B B, spring-bars C C, and end springs, A A, substantially as described.

HENRY W. HAMELLE.

Witnesses:

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