

S. TOMLINSON.

Carriage-Spring

No. 2,624.

Patented May 16. 1842

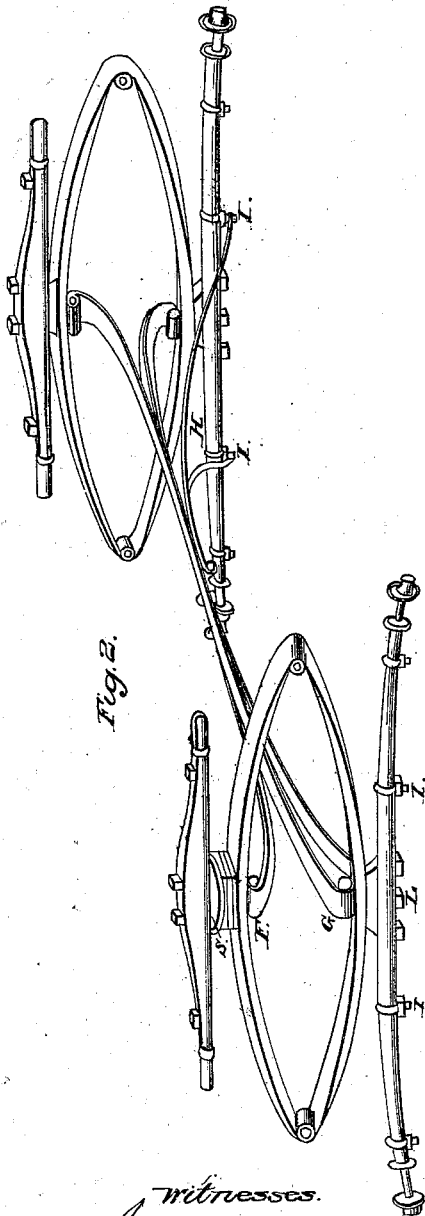


Fig. 2.

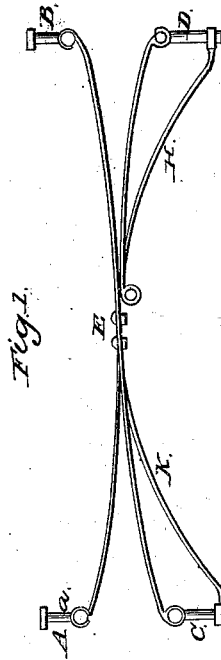


Fig. 1.

Witnesses.

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UNITED STATES PATENT OFFICE.

STEPHEN TOMLINSON, OF BRIDGEPORT, CONNECTICUT.

SPRING-PERCH FOR CARRIAGES.

Specification of Letters Patent No. 2,624, dated May 16, 1842.

To all whom it may concern:

Be it known that I, STEPHEN TOMLINSON, of Bridgeport, in the county of Fairfield and State of Connecticut, have invented a new and useful Spring-Perch for Carriages, and do hereby declare that the following is a full and exact description of the same.

The nature of my invention consists in providing a spring perch for carriages having elliptic springs by which they can be constructed with less weight, with greater strength and durability, with an increased amount of spring, and with the fifth wheel *s* above the elliptic spring.

To enable others skilled in the art of carriage making to make and use my invention I will proceed to describe the operation and construction of the same.

I construct my perch with plates of steel, or other proper material, of proportions suitable to the size and intended use of the carriage to which it is to be applied.

It consists mainly of two springs which are corresponding arcs of circles, placed opposite each other, (something like an elliptic spring reversed) and fastened together at or near the center of the same by a bolt or bolts as represented in the accompanying drawing at E in Figure 1. Each of the springs which compose the perch may be constructed of a single bar, plate or piece of steel or other material or of several bars, plates or pieces. The perch is connected with the axletrees of the carriage by being attached to each of the elliptic springs on the front and rear axletree at the points A, B, C, D, in the perch in Fig. 1, and at the points F and G in each of the elliptic springs as in Fig. 2. The point A is fastened into the shackle under the upper half of the elliptic spring at the point F by the bolt represented in Fig. 2, by *a* passing through the elliptic spring and being then fastened or properly secured by a nut or nuts. In the same manner the point C, in Fig. 1, is fastened upon the upper side of the lower half of the elliptic spring upon

the front axletree at the point G in Fig. 2. The points B and D, in Fig. 1, are fastened in the same manner precisely upon the elliptic spring upon the rear axletree.

K, in Fig. 1, represents a single brace which extends from a point at or near E in Fig. 1, and may be fastened under the front axletree at the point L.

H represents double braces which also extend from a point at or near E and may be fastened upon the rear axletree at the clips, marked by the letters I. These braces are for the purpose of giving strength and security to the perch chiefly.

The operation and effect of the spring perch is to give greater amount of spring to the carriage with less weight of material and to diminish the sudden and unusual resistances which the wheels may meet with by permitting a retreating motion to the axletree by means of the spring in the perch, thus lessening the shock, producing greater durability to the carriage and additional ease and comfort to the rider.

The effect of placing the fifth wheel *s* above the elliptic spring is to enable the elliptic spring to be permanently fixed upon the forward axletree so that it will always turn with the same (which cannot be done in the common perch) thus removing the elliptic spring from the horse on turning the carriage, and thereby enabling the horse to be placed nearer the carriage itself if desired.

What I claim as my invention and what I desire to secure by Letters Patent is—

The application of a spring perch as above described to carriages of any size and description, which will combine the advantages above described, using for that purpose any material which may accomplish that purpose.

STEPHEN TOMLINSON.

Witnesses:

MARK MOORE,
JAMES C. LOOMIS.