

GOULD & WICKHAM.

Carriage Spring.

No. 107,173.

Patented Sept. 6, 1870.

Fig 1

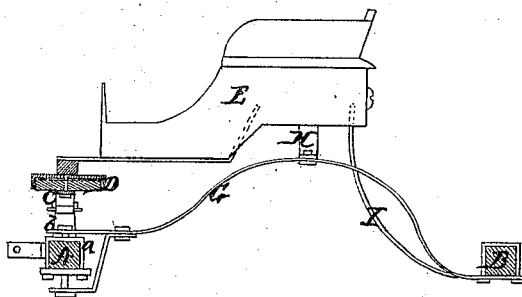


Fig 2

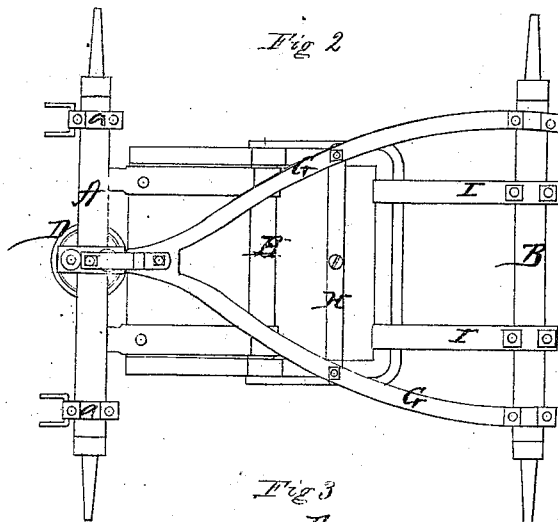
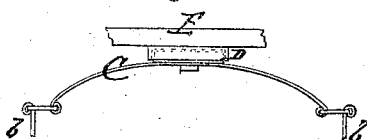


Fig 3



Witnesses  
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# United States Patent Office.

DEMON R. GOULD AND WARREN S. WICKHAM, OF CHESTERTOWN, NEW YORK, ASSIGNORS TO THEMSELVES AND NELSON B. MALLORY, OF SAME PLACE.

*Letters Patent No. 107,173, dated September 6, 1870.*

## IMPROVEMENT IN SPRING CARRIAGES.

The Schedule referred to in these Letters Patent and making part of the same.

### *To all whom it may concern:*

Be it known that we, DEMON R. GOULD and WARREN S. WICKHAM, of Chestertown, in the county of Warren and in the State of New York, have invented certain new and useful Improvements in Spring Vehicles; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, and to the letters of reference marked thereon, making a part of this specification.

The nature of our invention consists in the construction and arrangement of a "spring vehicle," as will be hereinafter fully set forth.

In order to enable others skilled in the art to which our invention appertains to make and use the same, we will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a side elevation, and

Figure 2, a bottom view of my invention.

Figure 3 is a front view, showing the spring upon which the front end of the buggy-seat rests.

A represents the front axle, and

B, the rear axle.

On the front axle A are two clips, *a*, having ears at their front side, for attaching the shafts, and small standards *b* on their upper sides.

To the upper ends of the standards *b* *b* is hinged the front spring C, upon the upper side of which, in the center, is the fifth-wheel D, the buggy-body E resting upon the same.

G G are the reaches, which connect the two axles A and B.

These reaches are springs of themselves, and are of the peculiar formation shown in fig. 1, being attached to a curved bar, H, secured on the under side of the body E.

Two other springs, I I, connect the wagon-body E with the hind axle B, which makes the vehicle perfectly safe, in case of the breaking of either reach.

It will be observed, from the peculiar construction and arrangement of the reaches and springs, the lurching motion always experienced in all wagons, to a greater or lesser degree, is entirely obviated.

Having thus fully described our invention,

What we claim as new, and desire to secure by Letters Patent, is—

1. The divided spring reach G G, constructed substantially as shown, connecting the front and rear axles, and also the body of a vehicle, as and for the purposes herein set forth.

2. In combination with the spring reaches G G, the springs I I, connecting the body with the rear axle, substantially as set forth.

3. The combination of the axles A B, spring C, body E, spring reaches G G, bar H, and springs I I, all constructed and arranged substantially as and for the purposes herein set forth.

In testimony that we claim the foregoing, we have hereunto set our hands this 27th day of January, 1870.

D. R. GOULD.

WARREN S. WICKHAM.

Witnesses:

J. H. WALKER,

F. G. DUDLEY.