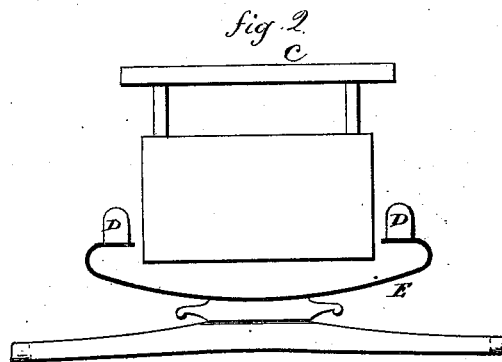
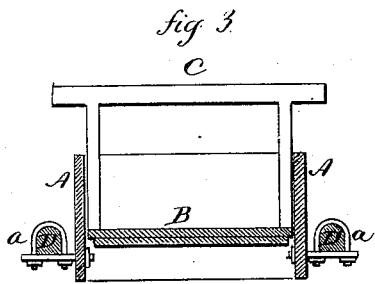
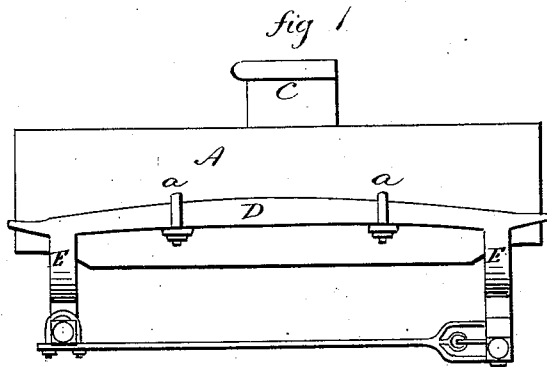


S. N. BEECHER.
Hanging Carriage-Bodies.

No. 161,738.

Patented April 6, 1875.



Witnesses
J. H. Shannon
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UNITED STATES PATENT OFFICE.

SAMUEL N. BEECHER, OF MILFORD, CONNECTICUT.

IMPROVEMENT IN HANGING CARRIAGE-BODIES.

Specification forming part of Letters Patent No. **161,738**, dated April 6, 1875; application filed January 22, 1875.

To all whom it may concern:

Be it known that I, SAMUEL N. BEECHER, of Milford, in the county of New Haven and State of Connecticut, have invented a new Improvement in Hanging Carriage-Bodies; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, side view, Fig. 2, end view, Fig. 3, transverse section.

This invention relates to an improvement in the manner of hanging the body of what is known as the "Cramer wagon"—that is, a body in which the bottom is secured at each end, and free upon both sides, so as to serve as the spring, the seat resting on the bottom independent of the sides; but this improvement is applicable to hanging other wagon-bodies.

This invention consists in attaching the elastic bottom of the body to a longitudinal bar at each side, and these bars upon a spring at each end, as more fully hereinafter described.

A A, the two sides of the body; B, the bottom, hung to the body at both ends, and free

upon the sides, and of elastic material, so as to afford a spring for the seat C, which rests directly on the bottom independent of the sides, as seen in Fig. 3. This is the "Cramer" construction. On each side of the body I arrange an elastic bar, D, attached to the body by rigid connections midway, as at *a a*, but free at each end. Over each axle is a half-elliptic spring, E, on the ends of which the bars D rest, as in Figs. 1 and 2.

Heretofore the ends of the bars D have been set directly upon the rear axle and pivot-rocker bar. In such construction there is a disagreeable jar to the elastic bottom, making a serious objection to this otherwise desirable wagon; but by the combination of the springs E to take the bars D from direct contact with the axle, thereby combining the elasticity of the end springs with the elastic bottom, this difficulty is entirely overcome.

I claim—

The combination of the body A, elastic bottom B, elastic side bars D, rigidly attached to the body, and the end springs E, substantially as described.

SAMUEL N. BEECHER.

Witnesses:

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