

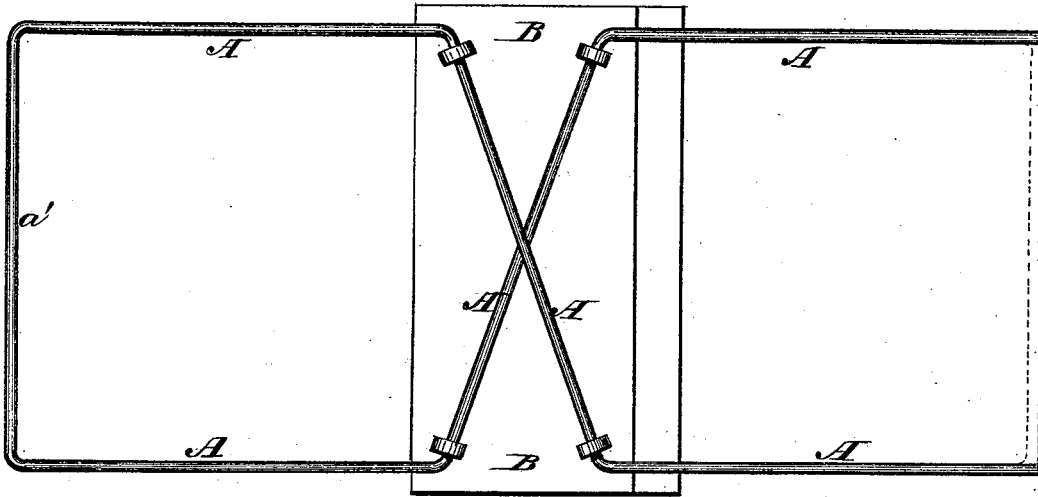
L. B. DEVENDORF.

Wagon-Spring.

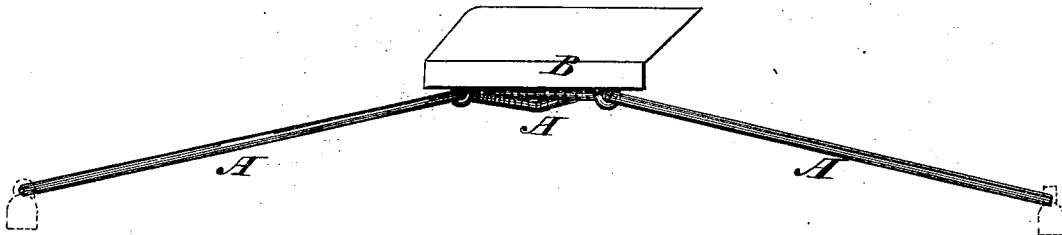
No. 167,877.

Patented Sept. 21, 1875.

*Fig. 1*



*Fig. 2*



WITNESSES:

*Francis W. Shale,*  
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# UNITED STATES PATENT OFFICE.

LUCIEN B. DEVENDORF, OF UTICA, NEW YORK.

## IMPROVEMENT IN WAGON-SPRINGS.

Specification forming part of Letters Patent No. **167,877**, dated September 21, 1875; application filed August 21, 1875.

*To all whom it may concern:*

Be it known that I, LUCIEN B. DEVENDORF, of Utica, Oneida county, New York, have invented a new and useful Improvement in Wagon-Springs, of which the following is a specification:

Figure 1 is a bottom view of my improved wagon-spring, and Fig. 2 is a side view of the same.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish improved springs for wagons, which shall be so constructed as to prevent the box from tipping when getting into and out of the wagon, and which may also serve as a reach in skeleton wagons.

The invention consists in the springs inclined or curved upward from the ends toward the middle, and bent inward so that their middle parts may cross each other, to adapt them to be attached to the axles and to the box or seat of a wagon, as hereinafter fully described.

A represents the springs, the side bars of which are straight at their ends, and near their middle are bent inward and cross each other, as shown in Fig. 1. The springs A may be

connected with each other by a cross-bar, *a'*, at one end, as shown in Fig. 1, or at both ends. The springs A may be connected with the axles by clips, in which case they may serve also as a reach, or they may be connected with the axles by links, in which case they should be connected at both ends by cross-bars. The seat or box B is secured to the springs A by clips at or near the angles of said springs, as shown in Figs. 1 and 2. The springs A should incline or curve upward from their ends toward the middle, as shown in Fig. 2. With this construction the springs A will act as torsion-springs to prevent tipping when a person is getting into and out of the wagon.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The springs A, inclined or curved upward from the ends toward the middle, and bent inward, crossing each other, for attachment to wagon axles and box or seat, substantially as set forth.

LUCIEN B. DEVENDORF.

Witnesses:

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