

W. L. WESTON.
Side-Spring Vehicle.

No. 202,904.

Patented April 23, 1878.

Fig. 3.

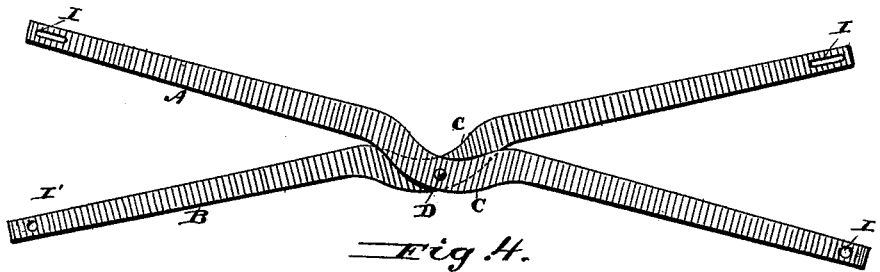
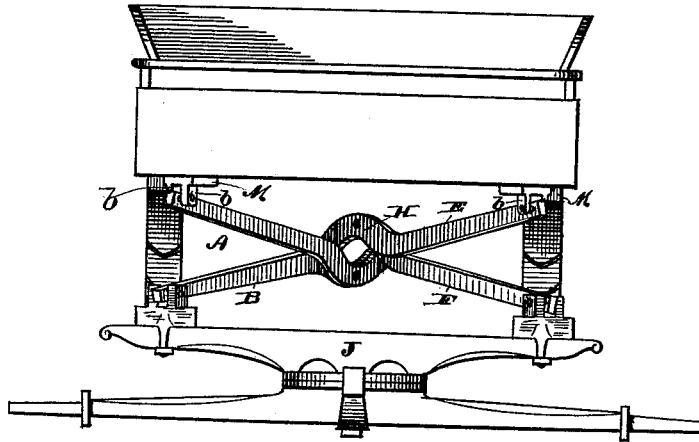


Fig. 4.



Fig. 5.

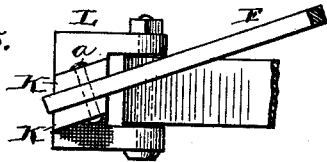


Fig. 6.

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H. C. Perrine,
A. M. Deug.

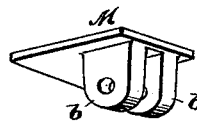
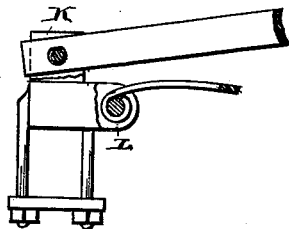


Fig. 7.



W^m L. Weston.
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UNITED STATES PATENT OFFICE.

WILLIAM LE ROY WESTON, OF NEW MILFORD, PENNSYLVANIA.

IMPROVEMENT IN SIDE-SPRING VEHICLES.

Specification forming part of Letters Patent No. **202,904**, dated April 23, 1878; application filed March 19, 1878.

To all whom it may concern:

Be it known that I, WM. LE ROY WESTON, of New Milford, in the county of Susquehanna and State of Pennsylvania, have invented certain new and useful Improvements in Side-Spring Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof.

This invention relates to certain improvements in side-spring wagons; and the invention consists in the combination, construction, and arrangement of parts which will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and arrangement, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a side elevation. Fig. 2 is a top view, with the body removed. Fig. 3 is an end view. Fig. 4 shows side and bottom views of the two lower bars; and Figs. 5, 6, and 7 are views showing detached parts.

A and B denote the two lower bars. These bars are centrally provided with downward curves C, and pivoted together at D, or about the center of the curve, as shown in Fig. 4 of drawings.

E and F denote the upper bars, crossing above the bars A and B at about the center of the curve, provided with an upward curve, G, and pivoted together at H, as shown in Figs. 1 and 3 of drawing. The upper end, or end secured to the body of these bars A B and E F, is constructed with an elongated slot, I, and the lower end, or end secured to the hind axle and spring bar or bolster, is provided with a perforation, I', as shown in Fig. 4 of drawings.

The upper and lower bars cross each other at about half-way between the axles at their curved and pivotal points, and are secured to the axles and bottom of the body in the following manner: The forward end of the bar F is secured between two ears, K, of an iron, L, arranged on the left side of the bolster J, by a pin, *a*, passing through the perforation I', as shown in Figs. 5 and 6. The other end of this bar F is attached between the ears *b* of the iron M, secured to the bottom of the body by a pin passing through the

slot I at this end of the bar. The forward end of the bar E is secured to an iron, M, on the bottom of the body, by a pin passing through the slot I, in a manner similar to that of the back end of the bar F. The other end is secured to an iron, L, on the hind axle, by a pin passing through the perforation I', in a manner similar to that of the forward end of the bar F. One end of the bar A is secured to an iron, M, on the bottom of the body, arranged near the forward right-hand corner, by a pin passing through the slot I, and the other end is secured to an iron, L, at the left side on the hind axle, in a manner similar to that of the lower end of the bar E. The forward end of the bar B is secured to an iron, L, on the bolster J, at the right-hand side, by a pin passing through the perforation I', in a manner similar to that of the forward end of the bar F, and the other end extends back, and is secured to an iron, M, on the bottom of the body at the left side, by a pin passing through the slot J, as shown in Fig. 1.

By this construction and arrangement of parts the body of the vehicle is always kept level and the weight equalized on the springs, no matter where the weight is placed upon the body.

The arrangement of the bars prevents any tipping forward, backward, or sidewise of the body, and serves as a reach.

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

1. In a vehicle, the combination of the bars A B, provided with a downward curve, and pivoted together, as shown, with bars E F, provided with an upward curve, and pivoted together, substantially as described.

2. The combination of the bars A B and E F, constructed and arranged substantially as described, having their upper end provided with an elongated slot, I, and their lower end provided with a perforation, I', with the irons L, having ears K, and irons M, having ears *b*, as and for the purpose set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

WILLIAM LE ROY WESTON.

Witnesses:

A. CORBIN,
L. A. SMITH.

N. WESTCOTT.
Fence.

No. 202,905.

Patented April 23, 1878.

Fig. 1.

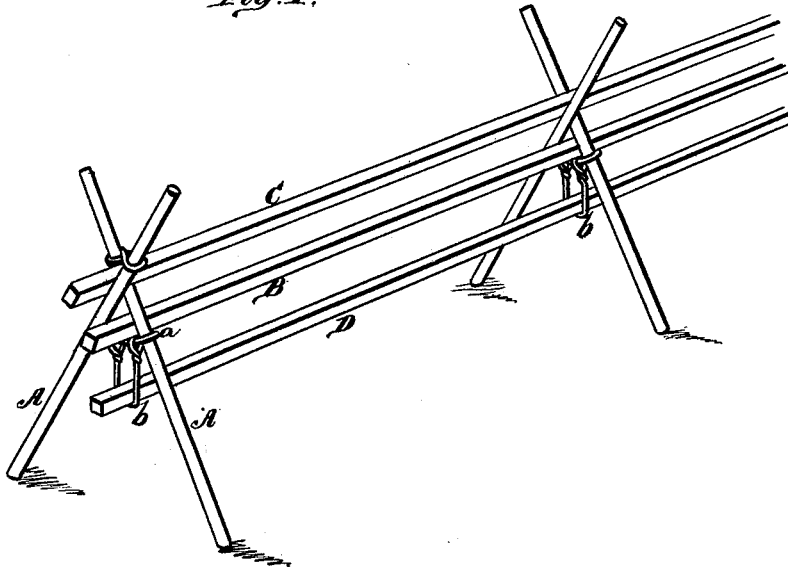
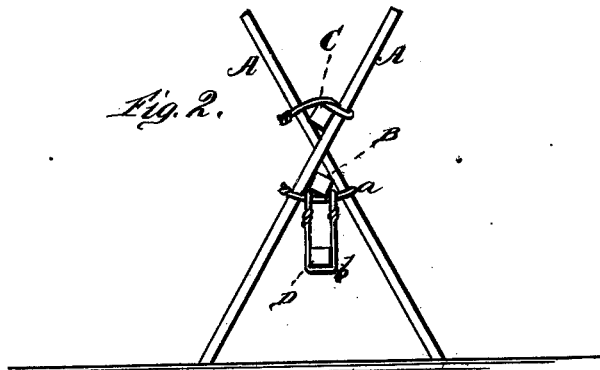


Fig. 2.



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