HENRY JEFFREY & HENRY FISHER.

Improvement in Springs for Railway-Cars.

No. 125,959. Patented April 23, 1872.

Fig. 1.

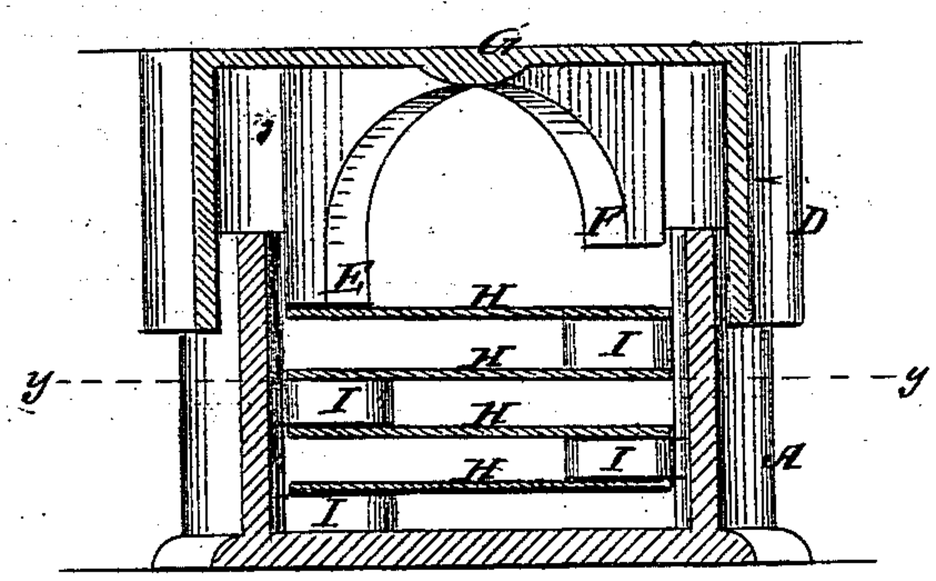


Fig. 2.

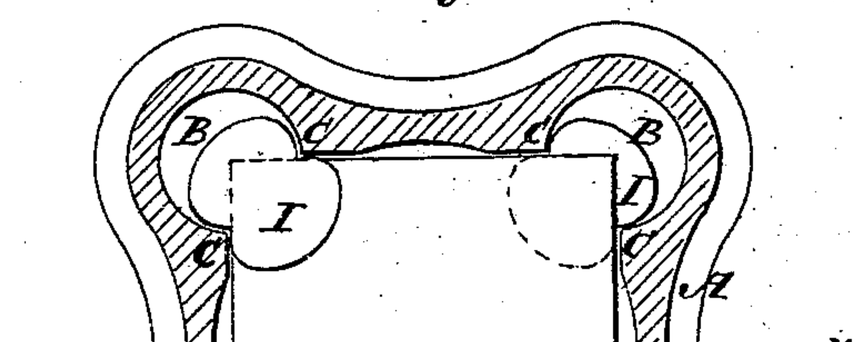
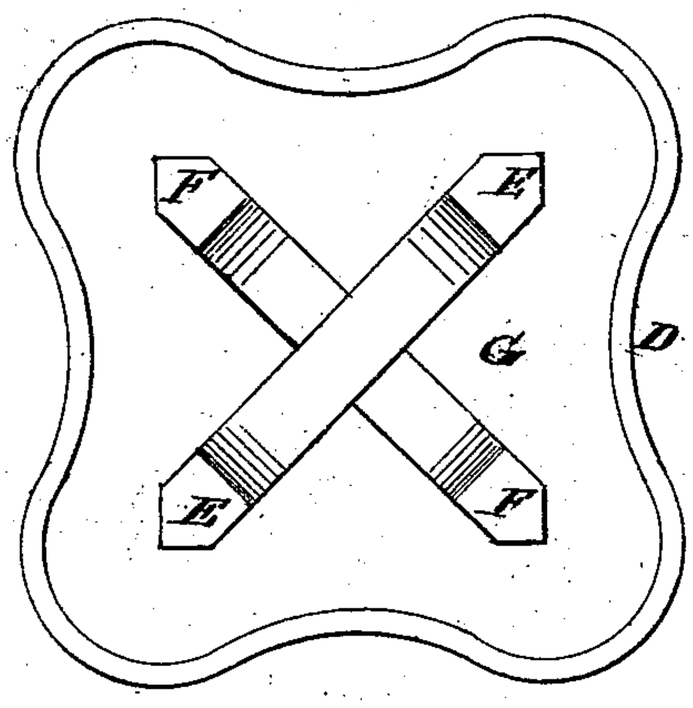


Fig. 3.



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125,959

UNITED STATES PATENT OFFICE.

HENRY JEFFREY AND HENRY FISHER, OF AURORA STATION, INDIANA.

IMPROVEMENT IN SPRINGS FOR RAILWAY CARS.

Specification forming part of Letters Patent No. 125,959, dated April 23, 1872.

Specification describing a new and useful Improvement in Springs, invented by HENRY JEFFREY and HENRY FISHER, of Aurora Station, in the county of Dearborn and State of Indiana.

The invention consists in improvements connected with car-springs, which will first be fully described and then clearly pointed out in the claims.

In the accompanying drawing, Figure 1 is a vertical section taken on the line *x x* of Fig. 2. Fig. 2 is a horizontal section of Fig. 1 taken on the line *y y*. Fig. 3 is a view of the reverse side of the cap.

Similar letters of reference indicate corresponding parts.

A is the bed or box with circular corners B, which have two obtuse angles, C, at each corner, as shown in Fig. 2. D is the cap which incloses the top of the box, having four bearing-lugs, E E and F F, hanging down from its top plate G. H represents the springs, which are straight flat plates of steel, or of any suitable material, and used in any desired shape and number to form a spring. These plates rest upon bearing-blocks I placed in opposite corners of the box A diagonally with each other, as seen in Fig. 2. The bearing-blocks have a groove in each side, and they are made to fit the angles C of the box, by which angles they are held in place between the spring-plates. The two opposite diagonal corners of the first spring-plate rest upon two blocks placed in the bottom of the box. Two blocks are then placed upon the two other corners of this first plate and another plate is laid on them, and so on until the required number of spring-plates have been placed. The cap D is now placed on, as seen in Fig. 1. Two of the bearing-lugs which hang from the top plate of the cap, E E for instance, are longer than the two marked F F, so that E E bear upon the upper spring first; and for all light weights these two lugs form the only bearing. In case a greater weight or pressure is brought upon the spring the other two lugs F F will bear.

It will be seen that the bearing-blocks I between the plates are kept in position by the angles C of the box. The flat straight plates are dropped in as the blocks are placed, and each plate is made to spring from a diagonal line, and the cap and the box being pressed together by the weight a most elastic and durable spring is formed, and in the most cheap and simple manner.

We do not confine ourselves to the precise form or arrangement of any of the parts described, as they may be varied in many ways without departing from our invention.

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

1. The blocks I, located as described in the angles of the box, and suitably held in place, as and for the purpose set forth.

2. A cap, D, combined with plates, H, supported alternately at opposite corners, as and for the purpose described.

3. The cap D with bearing lugs E E and F F therein, substantially as and for the purposes described.

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