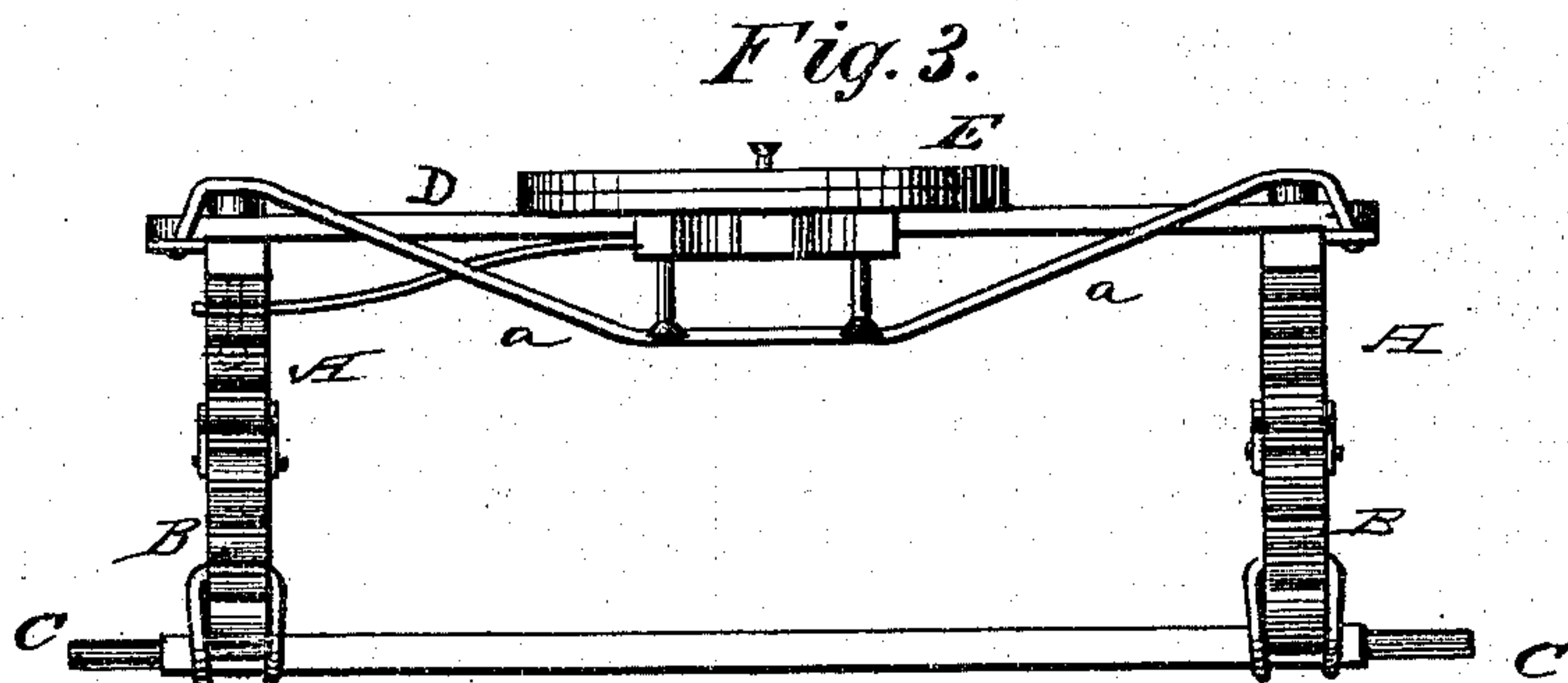
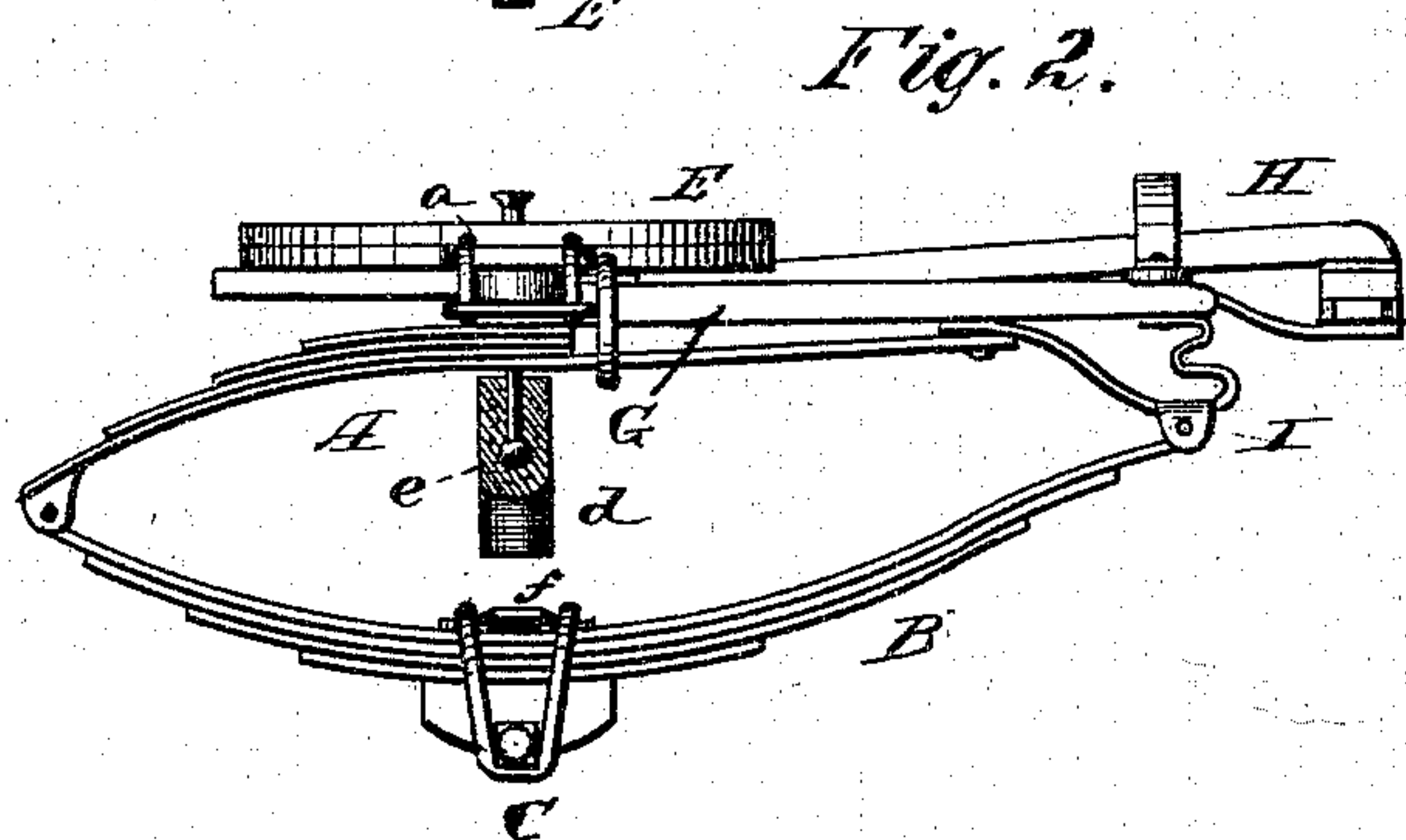
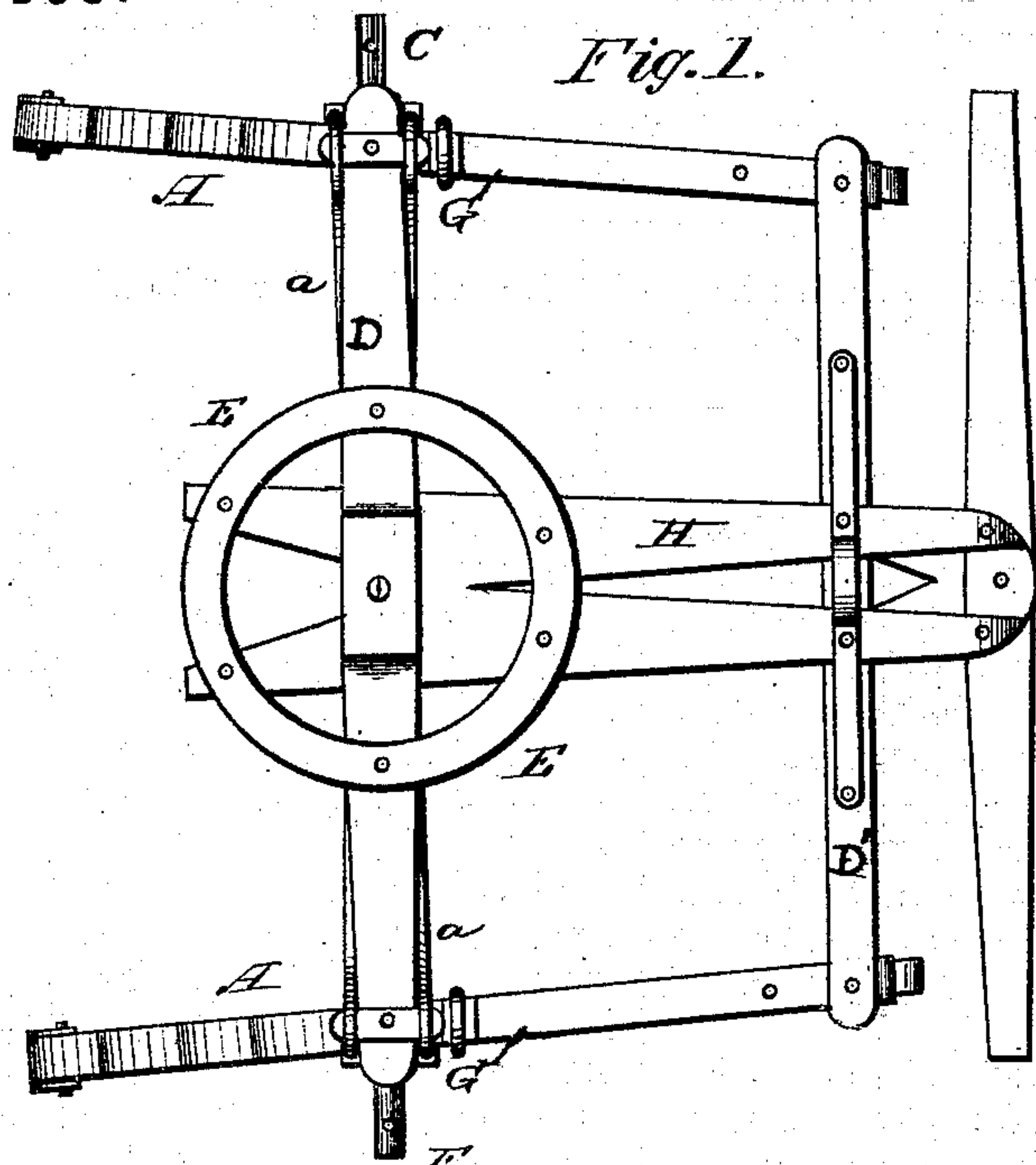


J. E. SHERFEY.
VEHICLE PLATFORM SPRINGS.

No. 182,488.

Patented Sept. 19, 1876.



Witnesses:
P. C. Dieterich
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UNITED STATES PATENT OFFICE.

JOSEPH E. SHERFEY, OF BRAZIL, INDIANA.

IMPROVEMENT IN VEHICLE-PLATFORM SPRINGS.

Specification forming part of Letters Patent No. 182,488, dated September 19, 1876; application filed June 27, 1876.

To all whom it may concern:

Be it known that I, JOSEPH E. SHERFEY, of the city of Brazil, in the county of Clay and State of Indiana, have invented certain new and useful Improvements in Wagon-Platforms; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The nature of my invention consists in the construction and arrangement of a platform and beds or bodies for spring wagons or carriages, as will be hereinafter more fully set forth.

In the annexed drawing, Fig. 1 is a plan view, Fig. 2 is a side elevation, and Fig. 3 is a rear view, of my invention.

The object of my invention is to dispense with the use of the cross-spring and shackles as ordinarily used back of the axles, substituting in their place two half-springs, A A, fastened to the lower springs B B in the usual manner, back of the axle C, and fastened at the top to a spring bar or bars, D, of the wood-work of the platform. This spring bar D extends from spring to spring under the fifth-wheel E, and is braced at or near each end by a cross-bar, G, with the front spring-bar D'. The springs may be set at right angles with the large spring-bar D and axle, or they may be drawn together in front to any angle required, making the front spring-bar D' shorter than the large spring-bar D. The spring-bar D is also braced and strengthened by one or more iron rods, a, fastened in any suitable manner to its ends, and drawn down and underneath it, as shown, forming a solid brace. The hounds H may be fastened either above or below the spring-bar D, or the bar may be made of two flat pieces of springy wood fastened together at the ends, and sprung apart far enough in the center for the hounds to be fastened in between them. The spring-bars D, G, and D' may be connected in any suitable manner.

To the under side of the upper spring A is attached a rubber supporter, d, by means of

a bolt, e, extending down a short distance with a swell or head on the end, so that when forced into the cavity of the rubber it will be held firm to its place. On the spring B, below, is a plate, f, to form a smooth rest for the rubber d when the wagon is heavily loaded. The bolt and rubber may be placed on the lower spring, and the plate on the upper, if desired.

The front ends of the springs A and B are connected together by means of a shackle, I, which may be formed by extending the bottom leaf of the upper spring, or it may be made of a separate plate, as shown. The end of the shackle, which connects with the front end of the bar G, is bent in S or similar form, so that when a heavy weight comes on the spring it will be moved forward as the springs come together, thereby keeping the centers of the spring exactly over each other. This arrangement will not be necessary when the springs are at right angles with the axle, as the upper part of the spring can be set steeper than the lower, to regulate the backward motion of the axle when the front part of the spring is fastened to a solid shackle, as in the usual manner.

The rear end of the shackle, where it is fastened to the cross-spring bar, may be hinged so that its motion will be more free than when fastened without a hinge. The front end of it may also extend far enough back to receive an axle-clip for fastening it to the bar G.

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

1. The half-springs A and spring-bar D, in combination with the springs B, as and for the purposes set forth.

2. The spring-bars D D' and cross-spring bars G G, in combination with the springs A A and B B, as and for the purposes herein set forth.

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

JOSEPH E. SHERFEY.

Witnesses:

A. J. KIDD,
WINSON D. DUNN.