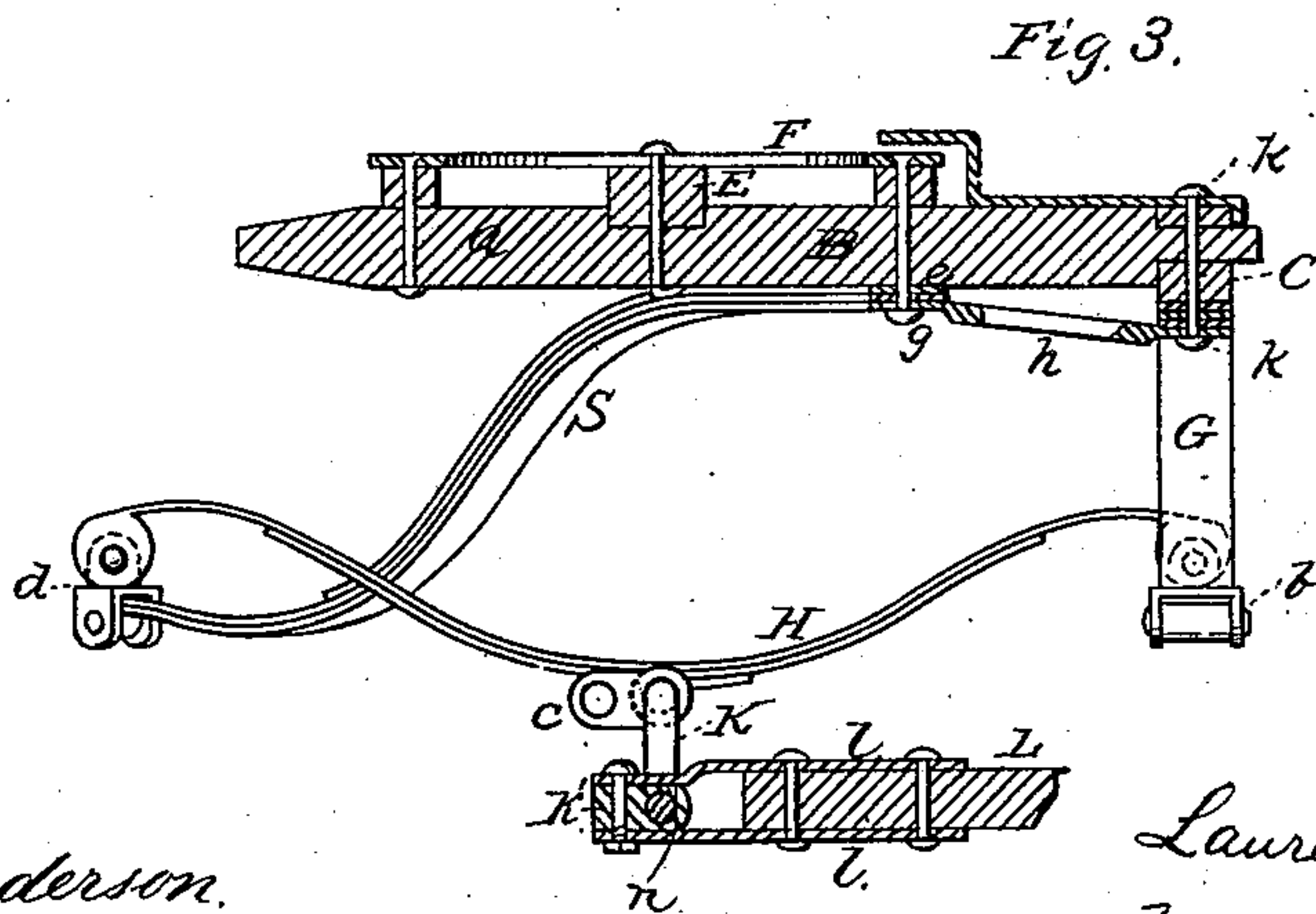
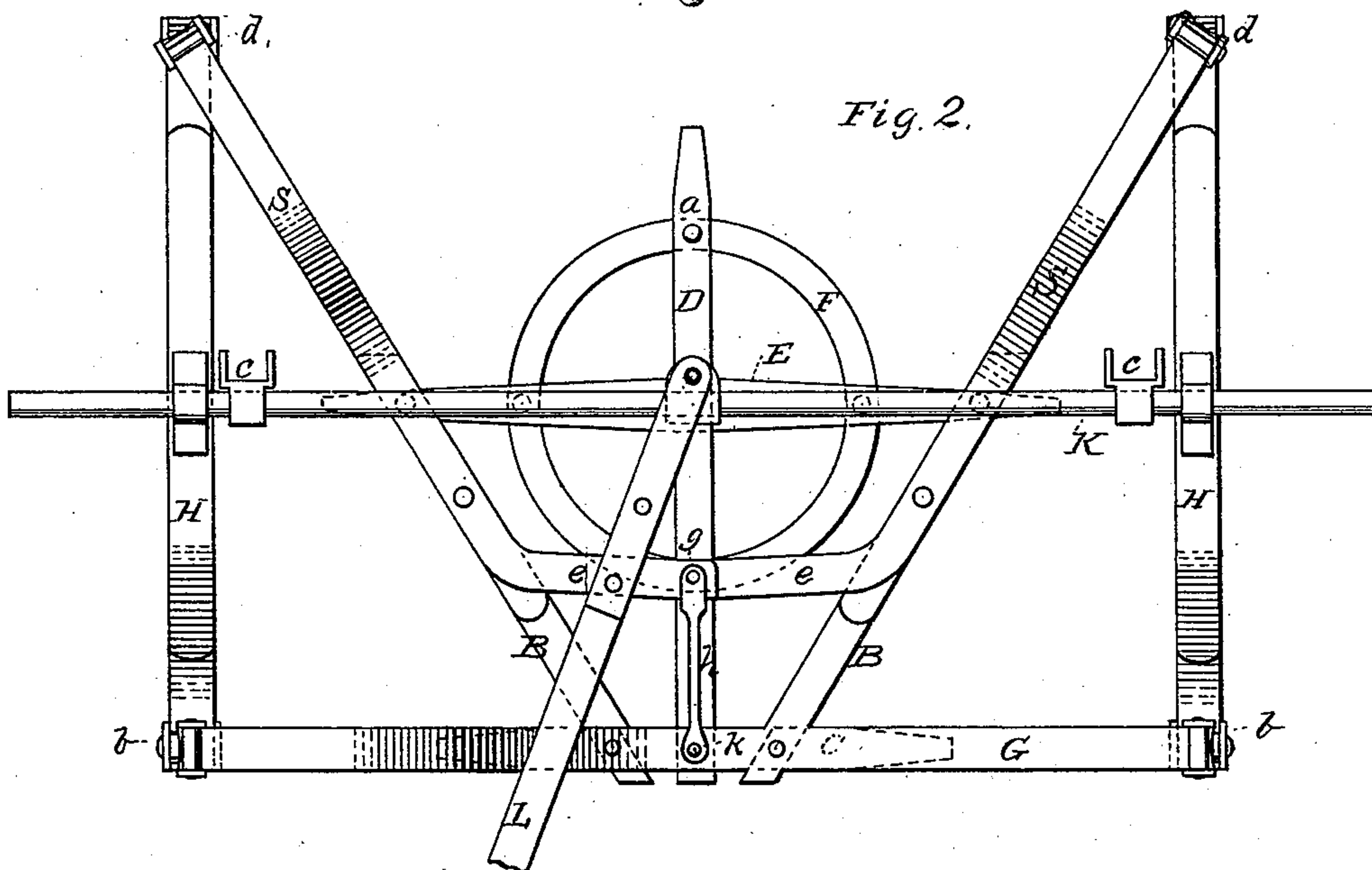
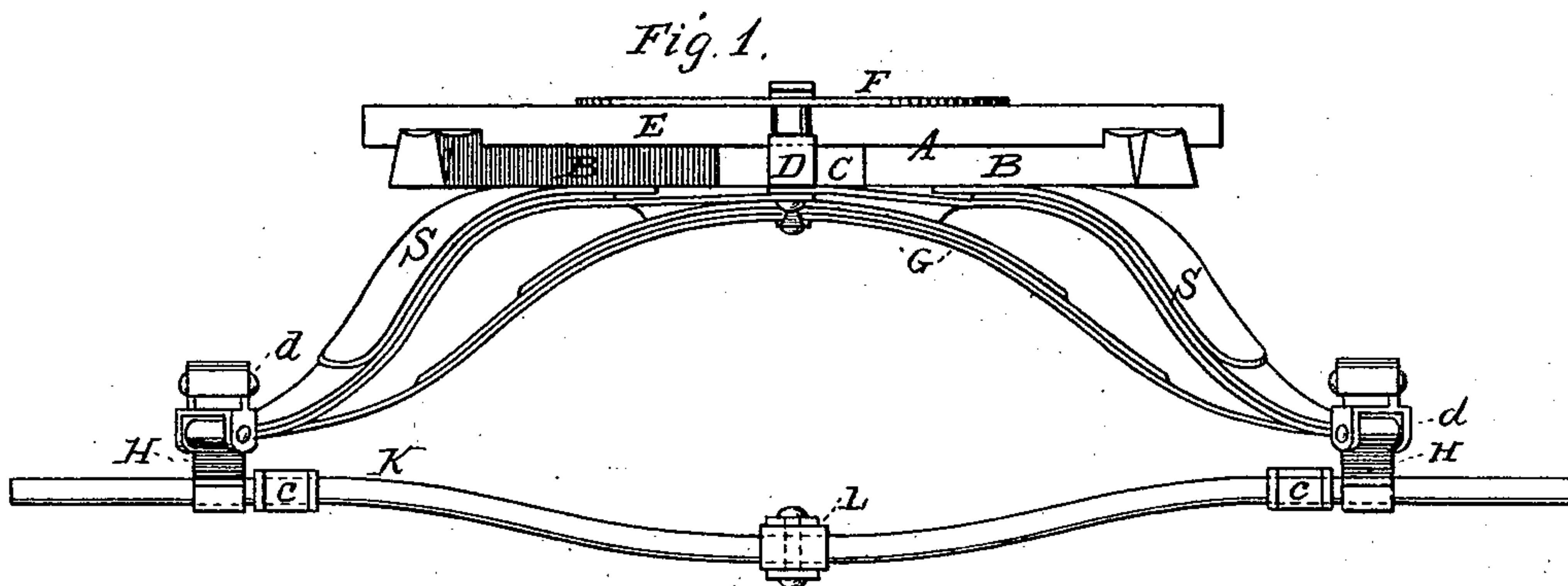


(Model.)

L. M. FITCH.
Platform Spring.

No. 234,974.

Patented Nov. 30, 1880.



WITNESSES

Villette Anderson.
Philip C. Masi

INVENTOR

Lauren M. Fitch
by E. W. Anderson
his ATTORNEY

UNITED STATES PATENT OFFICE

LAUREN M. FITCH, OF ROME, NEW YORK, ASSIGNOR OF ONE-HALF TO LOUIS ROTH, OF SAME PLACE.

PLATFORM-SPRING.

SPECIFICATION forming part of Letters Patent No. 234,974, dated November 30, 1880.

Application filed September 18, 1880. (Model.)

To all whom it may concern:

Be it known that I, LAUREN M. FITCH, of Rome, in the county of Oneida and State of New York, have invented a new and valuable Improvement in Platform-Spring Wagons; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making
10 a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a front view of this invention. Fig. 2 is a bottom view of the same, and Fig. 3 is
15 a central longitudinal vertical section.

My invention relates to spring-trusses for platform-spring wagons; and the novelty consists in the construction hereinafter specified.

In the accompanying drawings, the letter
20 A designates the wood-work or frame of the truss, consisting of two diagonal side bars, B B, approaching each other from front to rear, and connected to each other by means of a rear bearing-block, C, transversely ar-
25 ranged.

D represents a central bar extending longitudinally between said side bars, and also connected to the bearing-block C between the side bars, as shown in the drawings. A
30 transverse bar, E, is arranged to connect the front ends of the side bars, and is also connected to the central bar, D, which projects in front of said transverse bar, as shown at a, to support the forward portion of the fifth-
35 wheel F, whereof the sides are supported by the bar E, and the rear portion by that part of the center bar which is between the bars E and C.

G represents the rear semi-elliptic spring, which is centrally connected by its upwardly-convex center to the bearing-block C, and by end couplings, b, to the rear ends of the lateral semi-elliptic springs H, the downwardly-convex central portions of which are firmly
45 secured to the axle K, which extends under the transverse bar E of the frame.

L indicates the reach, which is pivoted to the axle K, and draft-couplings c are secured

to the axle near the side springs. The coupling for the reach is composed of a block, K',
50 swiveled between the bars l l, made fast to the reach, and having a slot, n, in which is seated the curve of the axle K, whereby the reach has a loose connection with the block and turns therein. Said block remaining firm
55 with the axle, all wear is removed from the axle to the swivel-pin and the block.

S S indicate diagonal side springs, the forward ends of which are connected to the front ends of the side springs by the couplings d, whence said diagonal springs extend
60 in curved form, as shown in the drawings, to the diagonal bars B B, and are secured thereto. The diagonal springs are connected to each other by branches e, which extend trans-
65 versely from their rear ends to the under side of the central bar, D, to which they are bolted, as shown at g; or the two diagonal springs may be made entire, with a connecting transverse portion extending from
70 one to the other. In either case the transverse portion or branches are located about midway between the front bar, E, and the rear block, C, and are connected to the lat-
75 ter and to the rear semi-elliptic spring by means of a brace-rod, h, a bolt, k, passing through the brace, spring, block, and center bar, as shown in the drawings. This
80 brace-connection is designed to afford a material support to the rear semi-elliptic spring, and strengthens the rear portion of the truss against the strain of the draft in a satisfactory manner. This spring-truss is designed
85 especially for use upon platform-wagons having reaches, and drawing directly from the axle.

I am aware of Patent No. 209,755, of November 12, 1878, in which the side, rear, and diagonal springs are shown; but such construction is not sought to be covered in this
90 application.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The diagonal bars B B, central bar, D, bearing-block C, and transverse bar E, in combi-
95

nation with the lateral springs H H, rear
spring, G, diagonal side springs, S S, having
their converging ends turned inward and con-
nected midway between transverse bar E and
5 bearing-block C, and brace h, whereby the
platform is firmly braced at the point of great-
est strain.

In testimony that I claim the above I have
hereunto subscribed my name in the presence
of two witnesses.

LAUREN MEBRIN FITCH.

Witnesses:

JOHN E. TICE,
MORRIS A. PEASE.