

(No Model.)

E. N. MOORE & T. N. ANDERSON.

SPRING FOOT BOARD.

No. 271,256.

Patented Jan. 30, 1883.

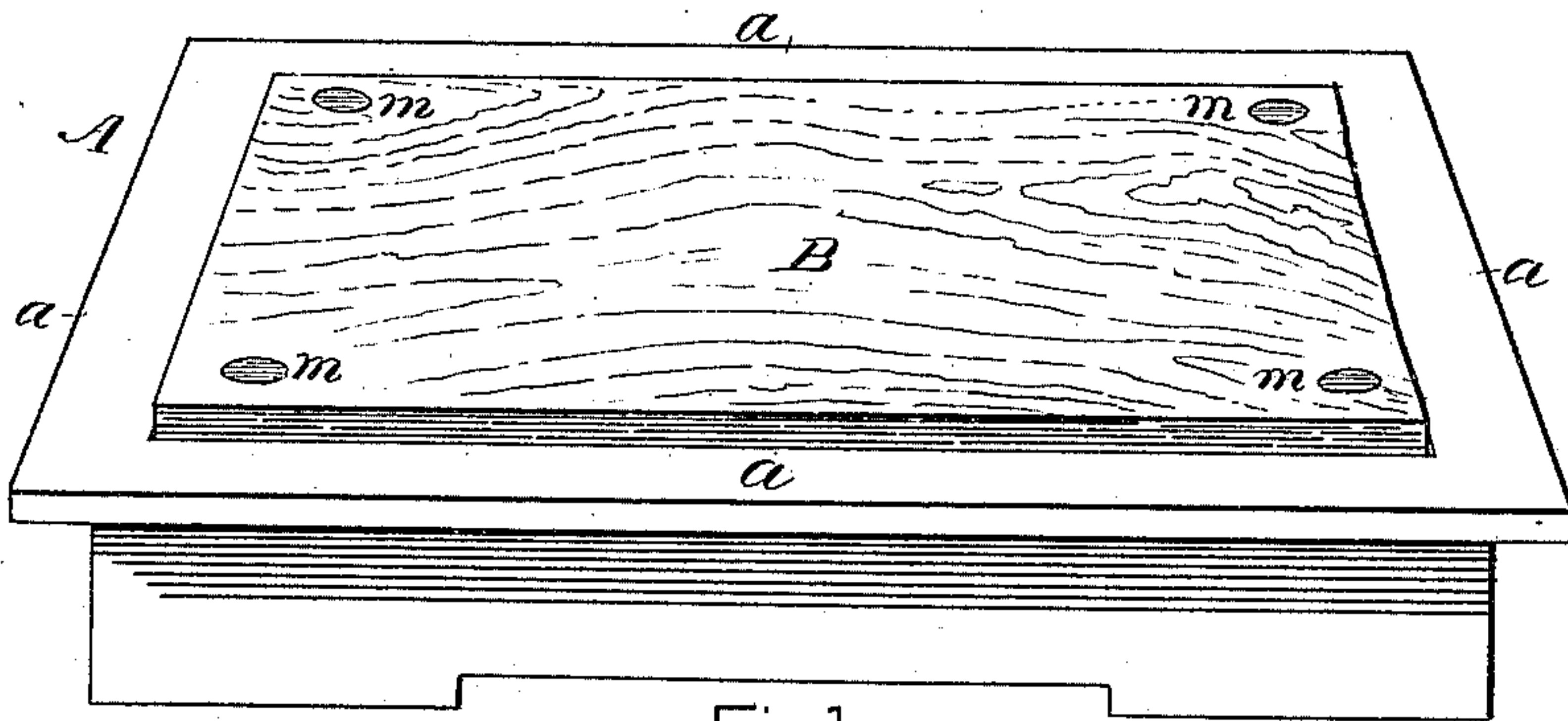


Fig. 1.

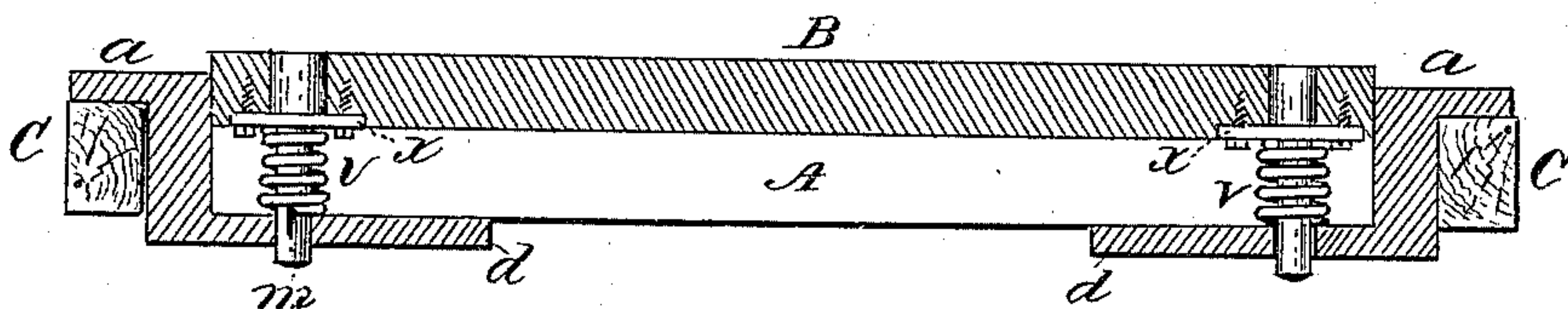


Fig. 2.

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UNITED STATES PATENT OFFICE.

EMERY N. MOORE AND THOMAS N. ANDERSON, OF BOSTON, MASS.

SPRING FOOT-BOARD.

SPECIFICATION forming part of Letters Patent No. 271,256, dated January 30, 1883.

Application filed June 23, 1882. (No model.)

To all whom it may concern:

Be it known that we, EMERY N. MOORE and THOMAS N. ANDERSON, of Boston, in the county of Suffolk, State of Massachusetts, have invented a certain new and useful Improvement in Spring Foot-Boards, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is an isometrical perspective view, and Fig. 2 a vertical longitudinal section.

Like letters of reference indicate corresponding parts in the different figures of the drawings.

Our invention relates to a new article of manufacture designed principally for the use of horse-car drivers, locomotive-engineers, &c., the nature of which will be readily understood by the following brief explanation, its extreme simplicity rendering an elaborate description unnecessary.

In the drawings, A represents the body or casing, and B the platform, which are preferably rectangular in shape, and may be constructed of either metal or wood, as desired.

The body is provided with an outwardly-projecting lip or horizontal flange, *a a*, at its upper side, and on its lower side with the inwardly-projecting flange *d d*, the flange *a* being designed to rest upon the frame-work or floor *e* of the car, locomotive, or other vehicle on which it is used, and support the board.

Projecting vertically from the under side of the platform B are four studs, *m m*, provided with coiled springs *v v*, the lower ends of the springs resting on the top of the flange *d*, and the upper ends abutting against the under side of the platform or against the flanges *x x* on

the studs *m m*. The springs act expansively, and are designed to keep the platform B elevated slightly above the plane of the body A when there is no pressure on the same.

It is well known that the drivers of horse-cars, locomotive-engineers, &c., receive serious bodily injury and become greatly impaired in health from being constantly subjected to the jarring or vibratory movements of those vehicles—a difficulty which our invention is designed to obviate. In its use the body A is preferably let into the floor or platform of the car, locomotive, or other vehicle until the flange *a* is flush with the same, the person using it standing on the platform B, the springs *v v* neutralizing or taking up the jarring or vibratory movements in a manner which will be readily obvious to all conversant with such matters without a more explicit description.

It will be obvious that our improvement is not confined in its use to horse-cars or locomotive-engines, but may be employed as a standing platform or spring foot-board wherever it is necessary to obviate the disagreeable or injurious effects arising from vibratory or jarring movements similar to those experienced by the drivers of horse-cars and locomotive-engineers in the performance of their duties.

Having thus explained our improvement, what we claim is—

As a new article of manufacture, the improved spring foot-board described, the same consisting of the body A, springs *v v*, and platform B, provided with the studs *m m*, constructed and arranged to operate substantially as set forth.

EMERY N. MOORE.
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Witnesses:
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