

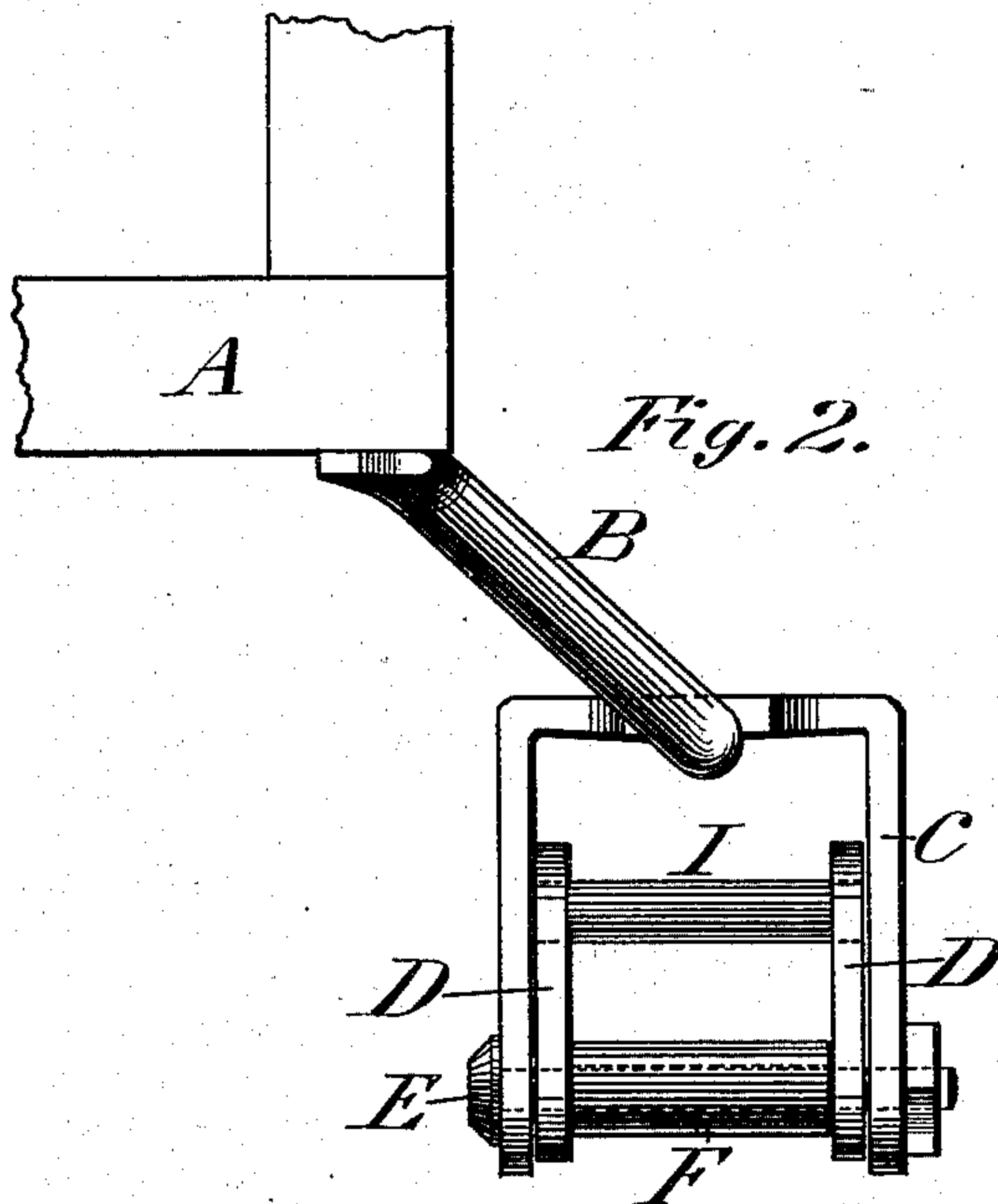
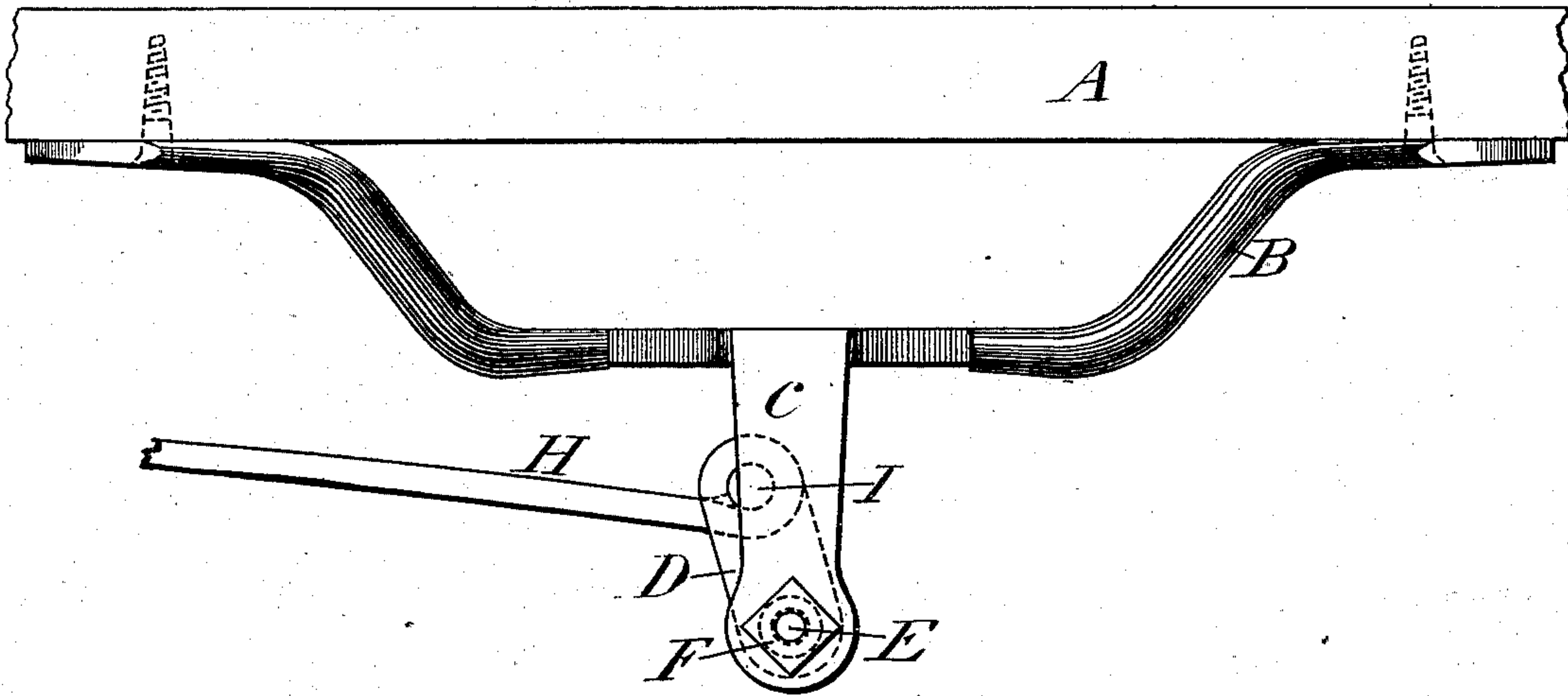
(No Model.)

J. ELFRINK.

PLATFORM SPRING EQUALIZER.

No. 282,972.

Fig. 1. Patented Aug. 14, 1883.



WITNESSES:

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JACOB ELFRINK, OF BARRINGTON, ILLINOIS.

PLATFORM-SPRING EQUALIZER.

SPECIFICATION forming part of Letters Patent No. 282,972, dated August 14, 1883.

Application filed June 11, 1883. (No model.)

To all whom it may concern:

Be it known that I, JACOB ELFRINK, a citizen of the United States, residing at the town of Barrington, in the county of Cook, in the State of Illinois, have made a new and useful Improvement in Equalizers on Platform-Springs on Half-Platform Wagons, of which the following is the specification.

The nature and object of this invention is to construct equalizers on platform-springs on half-platform wagons that will be cheap in construction and effective in use, as hereinafter described.

Figure 1 is an upright view of the equalizing attachment and the method of attaching it to the spring and to the wagon-box. Fig. 2 is a front view, showing the bracket, stirrup, and connecting-link in the stirrup.

Similar letters of reference refer to similar parts in the different drawings.

A is the bottom of the wagon-box.

B is a bracket attached to the box and extending outwardly therefrom at an angle of about forty-five degrees, as shown in Fig. 2, for the purpose of suspending the spring outside of the box.

C is the stirrup attached to and extending downwardly from the bracket B.

D is the connecting-link placed within the stirrup C, and connected with it by means of

the bolt E. On the bolt E is a revolving sleeve, F, between the sides of the connecting-link D.

I is a bolt at upper ends of the side pieces of connecting-link D, and to which the spring H is attached. The link D works within the stirrup C, and is connected to it at its lower end, resting in a slightly oblique position, as shown in Fig. 1. The inclination of the connecting-link D is toward the spring H, so that when the spring is depressed the elongation of the spring urges it toward a vertical position.

The style of spring upon which it is designed to use this improvement is the ordinary platform-spring used on half-platform wagons, and the connection with the spring is at the upper end of the link, and the link is connected to the stirrup at the lower ends of the link and stirrup, and the end of the spring works within the stirrup.

What I claim is—

In combination with the spring H, the bracket B, stirrup C, connecting-link D, having bolts I and E, and revolving sleeve F, all constructed and arranged substantially as and for the purpose shown.

JACOB ELFRINK.

Witnesses:

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