E. R. FITCH.

Platform-Spring for Vehicles.

No. 209,755. Patented Nov. 12, 1878

FIG.1.

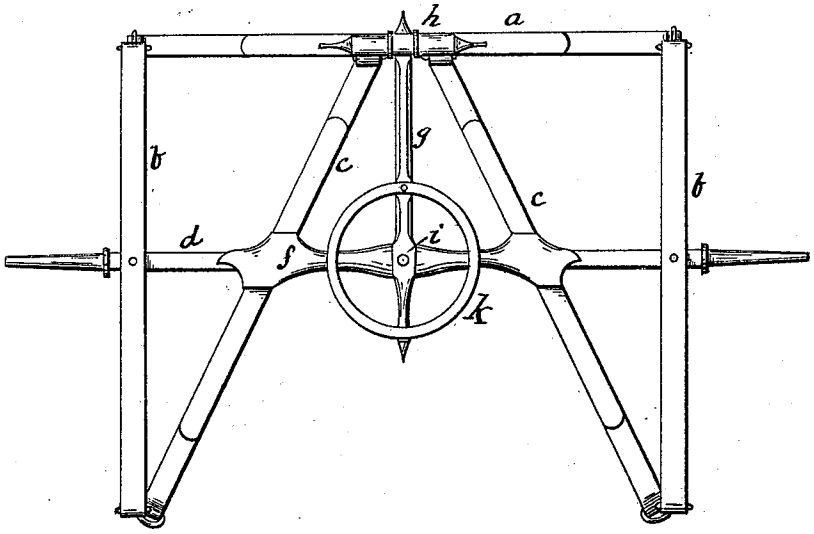


FIG.2.

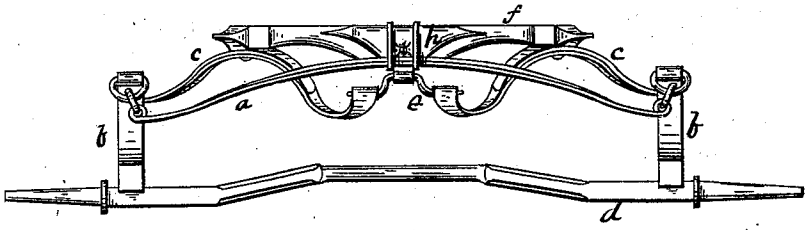
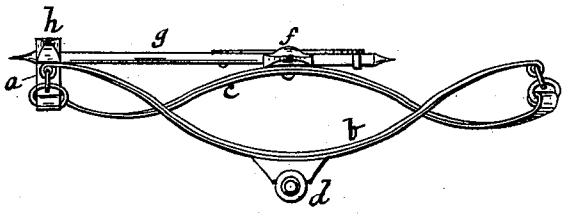


FIG.3.



WITNESSES

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ELLIOT R. FITCH, OF HUBBARDSVILLE, NEW YORK.

IMPROVEMENT IN PLATFORM-SPRINGS FOR VEHICLES.

Specification forming part of Letters Patent No. **209,755**, dated November 12, 1878; application filed December 4, 1877.

To all whom it may concern:

Be it known that I, ELLIOT R. FITCH, of Hubbardsville, in the county of Madison and State of New York, have invented certain new and useful Improvements in Springs for Platform-Wagons; 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 pertains to make and use the same, reference being had to the accompanying drawing, and to the letters of reference marked thereon, which form a part of this specification.

In the drawings, Figure 1 is a plan, Fig. 2 a front elevation, and Fig. 3 a side elevation, of my invention.

a is the front cross-spring, curved upward, as shown, the outer ends of which are coupled by means of links or rings to the forward ends of the side springs *b*, which have their curves placed downward, and to which is secured the axle *d*.

The springs *c c* are curved upward, as shown, and have their rear ends secured to the rear ends of the side springs *b*, while their forward ends extend inwardly in a diagonal or partially-diagonal direction between said side springs, and are brought together or nearly together centrally between the forward ends of the springs *b*, and under the center of the cross or forward spring *a*; and they are secured to the spring *a* by a stirrup or loop, *e*, which is, by preference, so attached as to be capable of a slight rocking movement, which adapts it to any depression given to one side or the other of the platform.

The cross-bar *f* is placed upon the top of the springs *c*, and is crossed centrally and at right angles by the short perch *g*, which is attached to the cross-head *h*, placed over the front spring *a*, as shown. The whole forms a complete and secure brace for the fifth-wheel *k*.

i is the hole through the bar *f*, through which the king-bolt passes.

This improved spring is strong, durable, and flexible, and readily adapts itself to the varied movements of the running-gear of the vehicle.

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

1. In a platform-spring for wagons, the combination, with the cross-spring *a* and side springs *b b*, arranged as described, of the two diagonal springs *c c*, having their rear ends secured to the side springs *b b* and their forward ends secured to the under side and at the center of the cross-spring *a* by a loop or stirrup, *e*, and adapted to support the bars or frame *f g h* and fifth-wheel *k*, substantially as set forth.

2. In a spring-platform, the combination of side springs *b b*, end spring *a*, and converging springs *c c*, having their ends secured respectively to the end spring and side springs, substantially as specified.

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

ELLIOT R. FITCH.

Witnesses:

GEORGE TANTON,

S. A. FITCH.