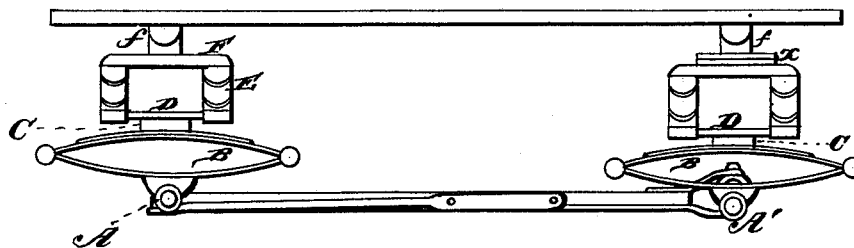


O. S. GORTON.  
Vehicle-Spring.

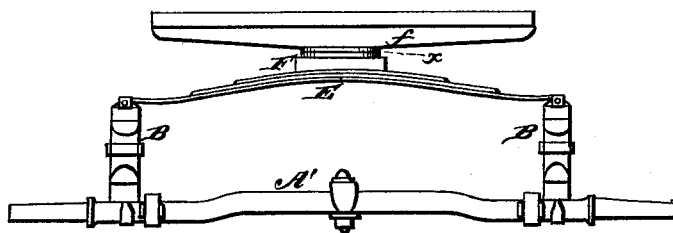
No. 213,893.

Patented April 1, 1879.

*Fig. 1.*



*Fig. 2.*



WITNESSES  
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*James J. Sheehy*

By

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# UNITED STATES PATENT OFFICE.

ORSON S. GORTON, OF NORTH BROOKFIELD, NEW YORK.

## IMPROVEMENT IN VEHICLE-SPRINGS.

Specification forming part of Letters Patent No. **213,893**, dated April 1, 1879; application filed February 15, 1879.

*To all whom it may concern:*

Be it known that I, ORSON S. GORTON, of North Brookfield, in the county of Madison and State of New York, have invented certain new and useful Improvements in Wagon-Springs; and I do hereby declare that the following is a full, clear, and exact description of the invention, 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 letters of reference marked thereon, which form a part of this specification.

The nature of my invention relates to an improvement in wagon-gear; and the novelty consists in the construction and arrangement of parts, as will be more fully hereinafter set forth, and pointed out in the claim.

The object of my invention is to provide a four-spring wagon, the said springs in which shall be so arranged as to give greater bearing-surface, and afford firmer and stancher structure.

The invention is designed as an improvement upon the Patent No. 211,006, granted to me December 17, 1878.

In carrying out my invention I employ two elliptic springs resting upon each axle, each supporting a bed-piece, which, in turn, supports a spring-bar. To the ends of these spring-bars are secured the upwardly-convex half-springs, arranged in double sets, each set being secured together by and supporting a frame, upon which rests the body cross-bar, the frame forward supporting the fifth-wheel, as shown. Arranging these half-springs in

double sets renders them firmer against any but a vertical motion, while the spring-bars between the half-springs and the elliptic springs increase the spring motion, as is obvious.

Figure 1 of the drawings is a representation of a side elevation of my wagon-spring, and Fig. 2 is a rear elevation of the same.

Referring to the drawings, A represents the rear axle, and A' the front axle, upon each of which are properly secured two elliptic springs, B, as shown.

A bed-piece, C, upon the elliptic springs supports a spring cross-bar, D, to each end of which is secured one end of half-springs E, arranged in double sets. A framing, F, upon the upwardly-convex center of the half-springs secures said half-springs together and supports the cross-bar *f* of the body.

It is understood that the frame adjacent to the front axle supports the fifth-wheel *x*. The other parts of the device are of ordinary proper construction.

I claim—

In wagon-gear, the combination of the elliptic springs B, bed-pieces C, spring-bar D, half-springs E, arranged in double sets, frame F, and body cross-bar *f*, all constructed, arranged, and operating as and for the purpose set forth.

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

ORSON S. GORTON.

Witnesses:

PAUL CHESTER,  
OSCAR M. GORTON.