(No Model.)

E. A. HENDRICKS.

PLATFORM SPRING FOR VEHICLES.

No. 345,898. Patented July 20, 1886.

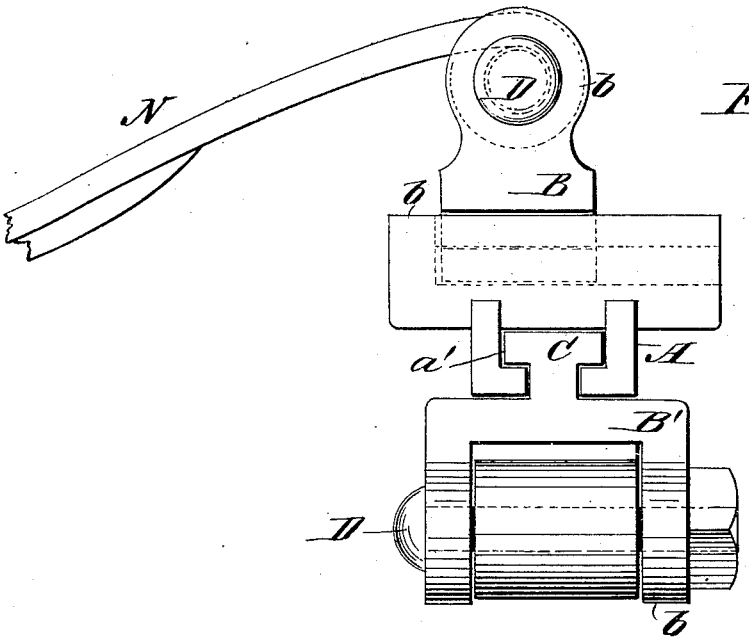

Fig. 1.

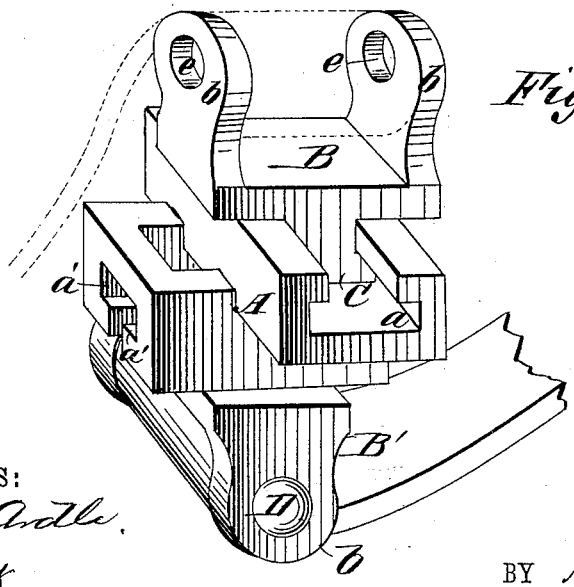

Fig. 2.

WITNESSES:

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EDWARD ADOLPHUS HENDRICKS, OF CARPENTERSVILLE, ILLINOIS.

PLATFORM-SPRING FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 345,898, dated July 20, 1886.

Application filed November 18, 1885. Serial No. 183,203. (No model.)

To all whom it may concern:

Be it known that I, EDWARD ADOLPHUS HENDRICKS, of Carpentersville, in the county of Kane and State of Illinois, have invented a certain new and Improved Platform-Spring Coupling, of which the following is a full, clear, and exact description.

My invention relates to the construction of that form of coupling by which the approaching ends of the several sets of springs which constitute what is known as a platform-spring, are united and held in place, the object of my invention being to provide a coupling which will prevent all rattling, and will permit of an extension of any spring of the series without a corresponding movement of the other springs; and to this end my invention consists of a central block formed with grooves or ways, in which the clips carrying the side and end springs are mounted, so that they may slide forward and back in the direction of the springs which they carry.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a side view of my improved coupling. Fig. 2 is a perspective view of the same.

The central block, A, of the coupling is formed with two T-shaped ways or grooves, *a a'*, which run at right angles the one to the other. One end of each of the grooves named is closed, as indicated at *b* in Fig. 1, the closed side being toward the spring when the parts to be hereinafter described are united.

The blocks to which the springs are fixed are shown at B B', and are formed with retaining ears or lugs *b b*, and with a T-shaped shank, C, arranged to fit within the grooves *a a'*. The ears *b* are apertured as shown at *e e*, and through these apertures there is passed the bolt D, by which the springs are held in place.

In putting the parts together the T-shaped projection of the block B is fitted within the groove or way *a*, and the side spring, N, is secured between the lugs or ears *b b* by the bolt D, the closed end *b* of the slot *a* being beneath the spring N. The cross-spring is fixed to the block B' in a similar manner, and the shank C of said block fitted within the way *a'*. Such being the construction and arrangement of the parts, it will be readily seen that when the platform is subjected to the strain of a load, each spring will be free to move endwise without twisting the springs to which it is connected, and that by this arrangement the springs are relieved from any undue twisting strain, and that consequently they are not liable to break when heavily loaded.

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

1. In a platform-spring coupling, the combination, with a central connecting-block, A, of the spring-blocks B B', substantially as described, and for the purpose specified.

2. The combination, with a block, A, formed with grooves or ways *a a'*, of the blocks B B', formed with T-shaped shanks C, substantially as described.

3. The combination, with the block A, formed with the grooves *a a'*, one end of which is closed by a wall, as *b*, of the blocks B B', formed with shanks C, substantially as described.

EDWARD ADOLPHUS HENDRICKS.

Witnesses:
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