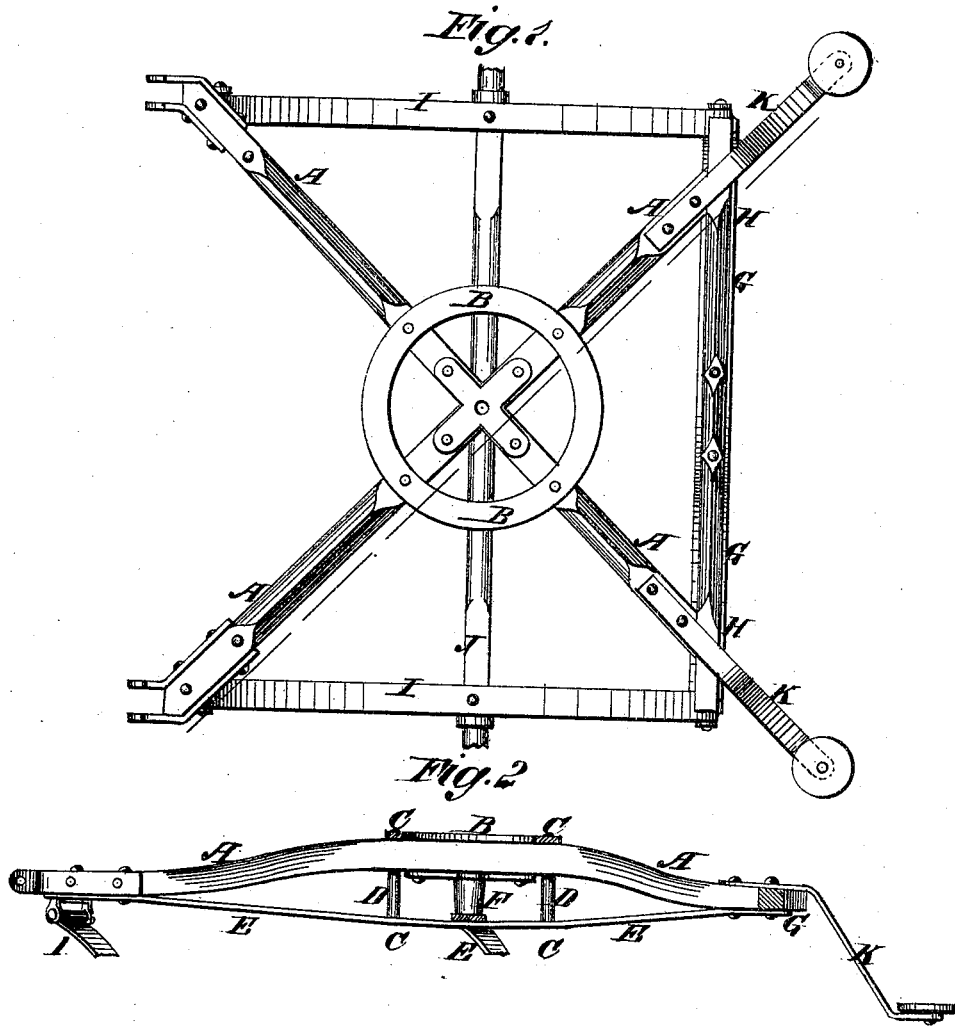


J. G. CLARK.  
PLATFORM SPRING WAGON.

No. 180,461.

Patented Aug. 1, 1876.



WITNESSES:  
*Francis M. Under*  
*A. J. Terry*

INVENTOR:  
*J. G. Clark*  
BY *Chas. H. Fowler*  
ATTORNEY

# UNITED STATES PATENT OFFICE.

JOB G. CLARK, OF TRUMANSBURG, NEW YORK.

## IMPROVEMENT IN PLATFORM SPRING - WAGONS.

Specification forming part of Letters Patent No. **180,461**, dated August 1, 1876; application filed August 28, 1875.

*To all whom it may concern :*

Be it known that I, JOB G. CLARK, of Trumansburg, in the county of Tompkins and State of New York, have invented a new and useful Improvement in Platform Spring-Wagons, of which the following is a specification :

Figure 1 is a top view of my improved platform. Fig. 2 is a vertical section of the same, taken through the line *xx*, Fig. 1, showing one of the trusses in side view.

Similar letters of reference indicate corresponding parts.

The invention will first be described in connection with drawing, and then pointed out in the claim.

A are two bars, crossing each other at an angle at the point where the king-bolt is to pass through. B is the lower circle of the fifth-wheel, which is secured to the bars A by bolts C, that pass through the circle B, the bars A, the studs D, and the bars E. The ends of the bars E are bolted to the ends of the bars A, and the studs D are interposed between the said bars A E, thus forming a truss. F is a stud interposed between the bars A and the bars E at their points of crossing, and which should be made longer than the studs D, as it should support a greater amount of the load.

The studs D F may have flanges formed upon one or both ends, to give them a broader bearing, and the bars E may be welded to the lower end of the stud F, if desired.

G is the cross-bar, to which the cross-spring H is attached, and the ends of which are securely attached to the rear ends of the bars A and E. I are the side springs, which are attached to the axle J. The rear ends of the springs I are shackled to the ends of the cross-spring H, and their forward ends are shackled to the forward ends of the bars A and E. K are the steps, which are bolted to the bars A E G at their points of intersection. This arrangement of the steps K brings them into a convenient position, enables them to be made shorter and lighter than when otherwise arranged, and prevents any side strain or twist to the gearing when the said steps are used.

In some cases the bars E and the studs D and F may be omitted without varying the construction of the other parts.

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

The cross-bars A, having secured thereto the circle B, and to its under side the bars E by bolts C and studs D F, in combination with the side springs I, cross-spring H, and cross-bar G, all arranged and connected together substantially as and for the purpose specified.

JOB G. CLARK.

Witnesses:

GEORGE A. MOSHER,  
DAVID MCCOY.