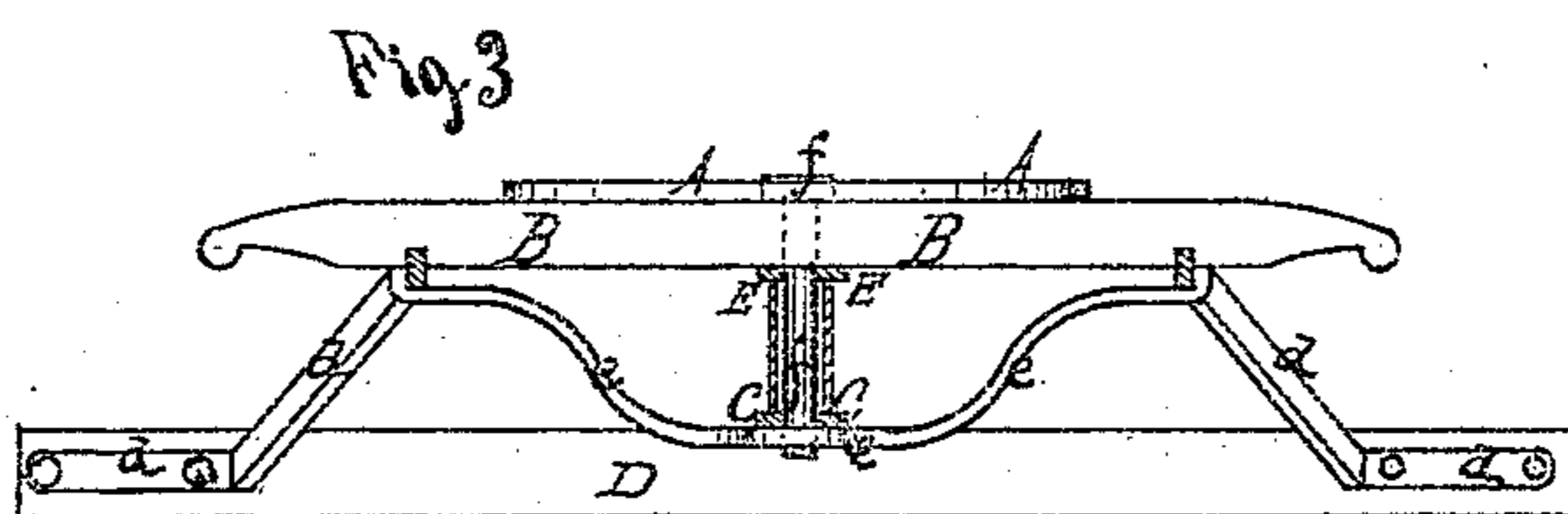
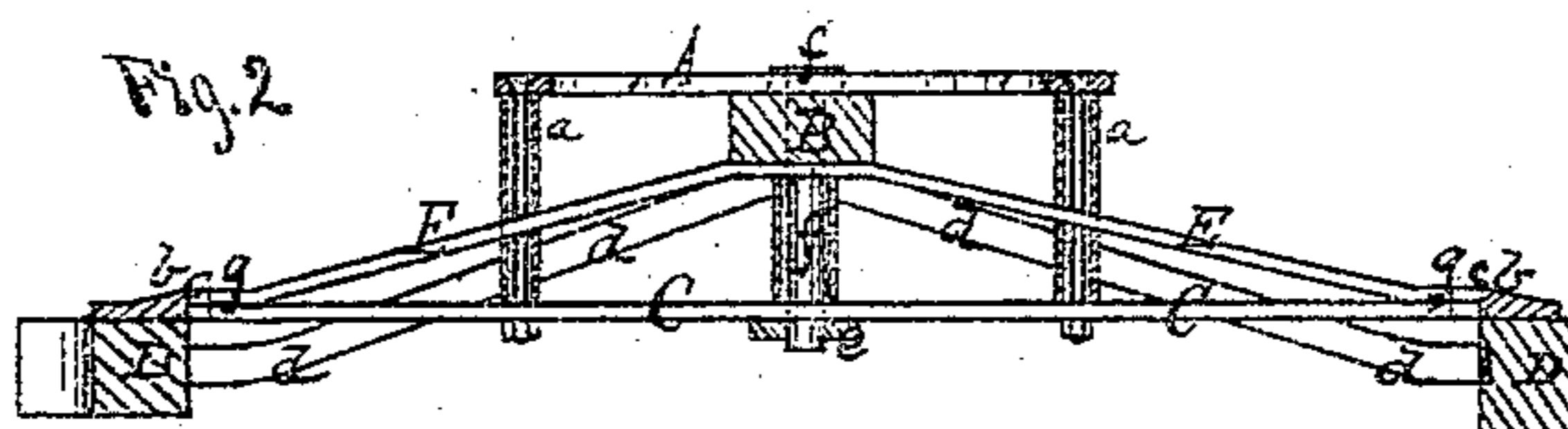
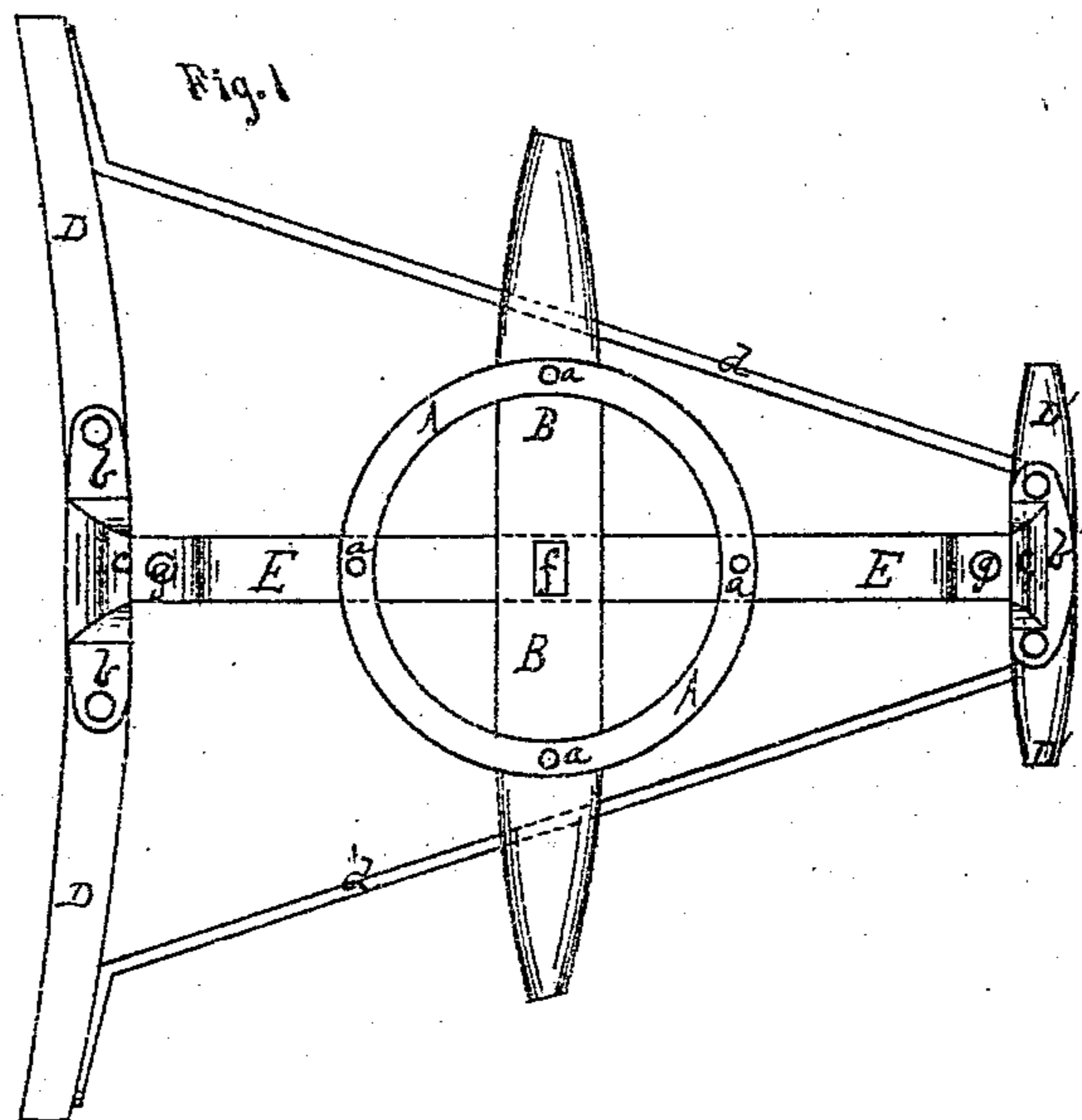


IRA BRONSON.

Improvement in Wagon-Platforms.

No. 126,177.

Patented April 30, 1872.



Witnesses.

J. R. Drake.
C. N. Woodward.

Ira Bronson

Inventor, By
Burke Fraser & Osgood Attys

UNITED STATES PATENT OFFICE.

IRA BRONSON, OF LOCKPORT, NEW YORK.

IMPROVEMENT IN WAGON-PLATFORMS.

Specification forming part of Letters Patent No. 126,177, dated April 30, 1872.

Specification describing certain new and useful Improvements in "Wagon-Platforms," invented by IRA BRONSON, of Lockport, in the county of Niagara and State of New York.

Nature of the Invention.

The invention consists in the construction and arrangement of the platform on which the fifth-wheel sets for the purpose of increasing the strength and decreasing the weight, as hereinafter fully explained.

General Description.

In the drawing, Figure 1 is a plan. Fig. 2 is a longitudinal section. Fig. 3 is a front cross-section.

A represents the usual fifth-wheel of a wagon partly resting on the wooden bolster B, and also held in place by iron posts or bolts *a a'*, which are fastened at the bottom to the main under iron brace C, Fig. 2. The ends of this brace have cross-heads *b b'*, which are firmly secured, front and back, to the wooden head and cross-bars D D'. These cross-heads have shoulders or lugs *c c'* for the purpose of sustaining the ends of a central curved iron brace or bridge, E. The bolts *a a'*, which pass through it from the fifth-wheel, also serve to hold it in place, and it is further secured by rivets *g g'*, near the ends, to the under brace C. The ends of the wooden bolster are sustained by iron side braces *d d'*, whose ends are fastened to the inner sides of the head and cross-bars E E'. A metal strap or under brace *e*, Fig. 3, is attached at each end to the under side of the bolster, inclosing the side braces *d d'*, and, passing transversely underneath the under brace C,

receives the end of the king-bolt *f*, thus aiding in firmly holding the parts in place.

The platforms usually employed in wagons are constructed of wood, which have to be made very strong and heavy, they having to sustain about one-half the weight of the load, besides lateral straining and twisting.

The lightness of my construction is an important feature, as the combination of the wood and iron makes much less weight, while adding to the strength, and the curved form of the central brace E and side braces *d d'* tend to prevent all sagging or bending, and are the essential features of my invention.

Claims.

I claim—

1. The construction and arrangement of the wagon-platform, consisting of the iron side pieces *d d'*, central under brace C, with cross-heads *b b'* having lugs *c c'*, and the bent central brace E, in combination with the fifth-wheel A, bolster B, and wooden head and cross-pieces D D', substantially as hereinbefore set forth.

2. I claim the bent central brace E, its ends resting against the lugs *c c'* of the under brace C, and the curved side braces *d d'* arranged relatively to the other parts, substantially in the manner and for the purpose hereinbefore specified.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

IRA BRONSON.

Witnesses:

J. R. DRAKE,

C. N. WOODWARD.