

E. H. BOOTH.
PLATFORM WAGON.

No. 189,598.

Patented April 17, 1877.

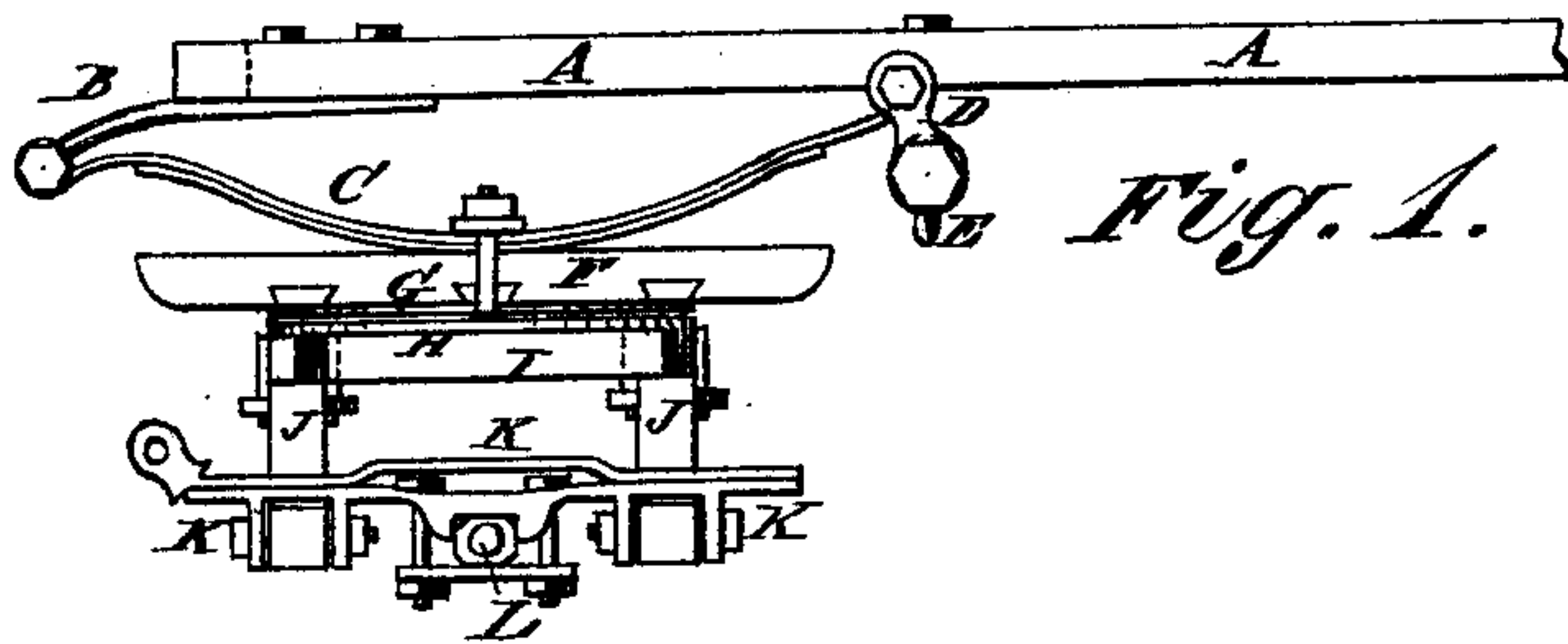


Fig. 1.

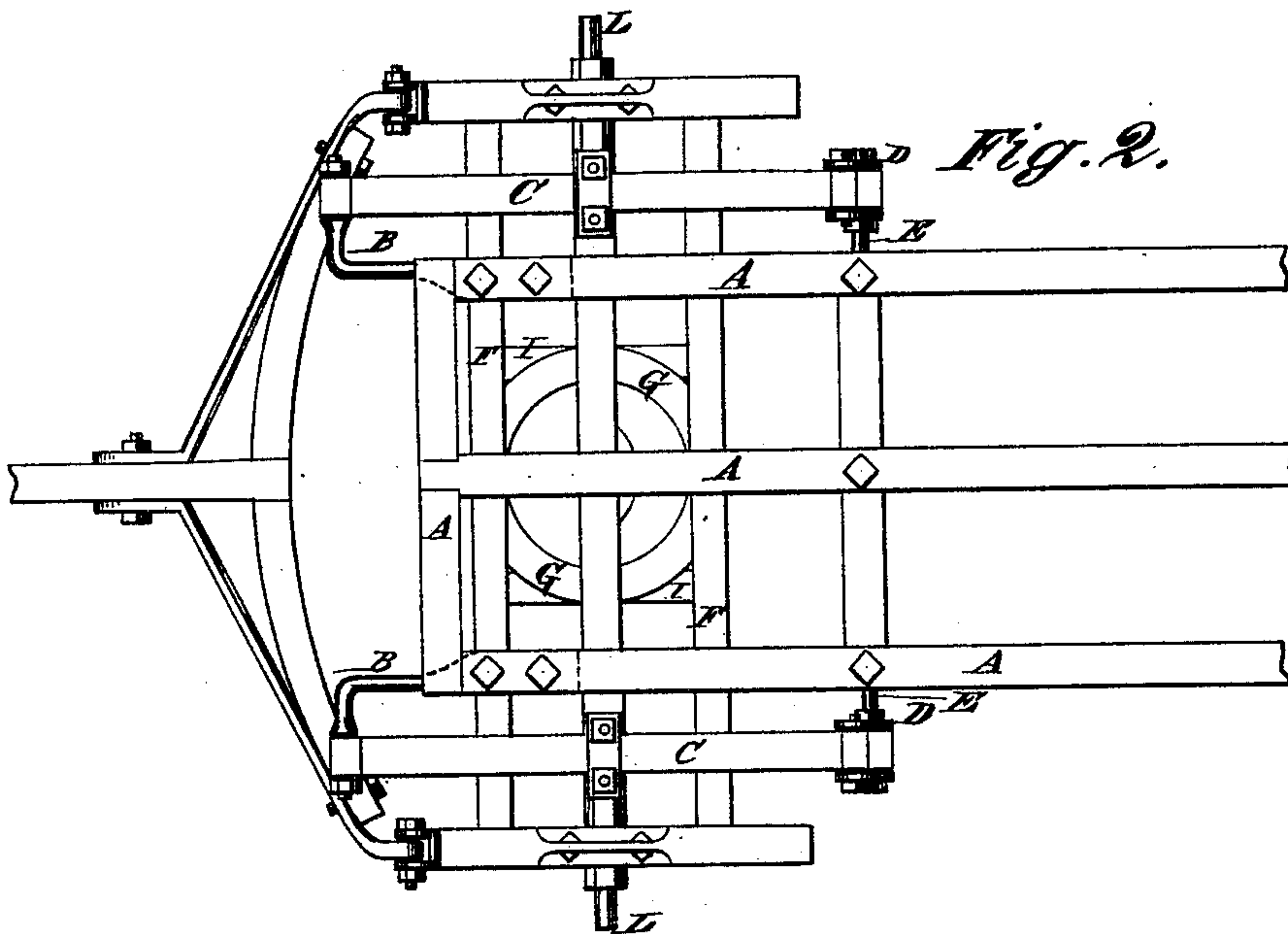


Fig. 2.

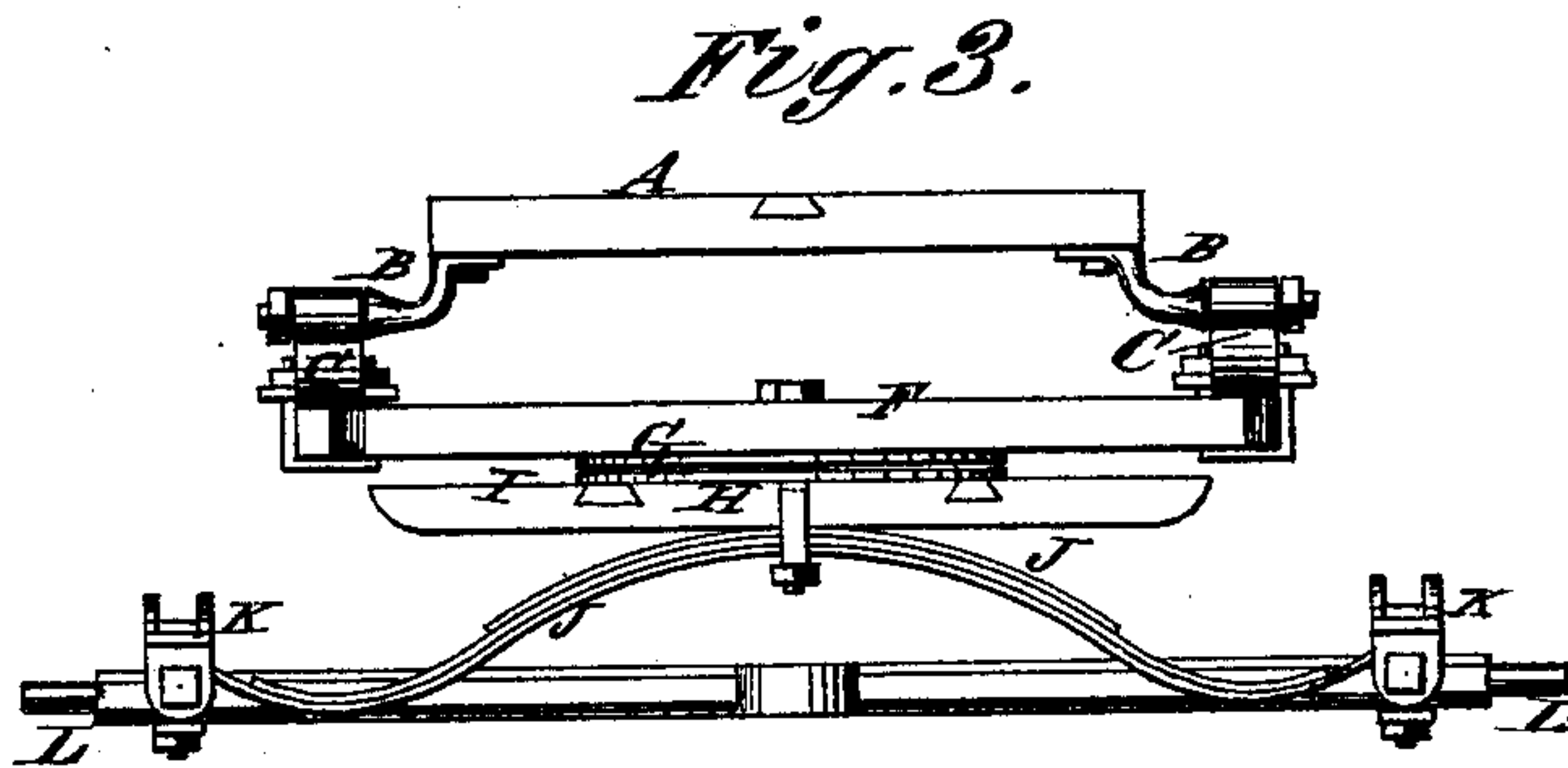


Fig. 3.

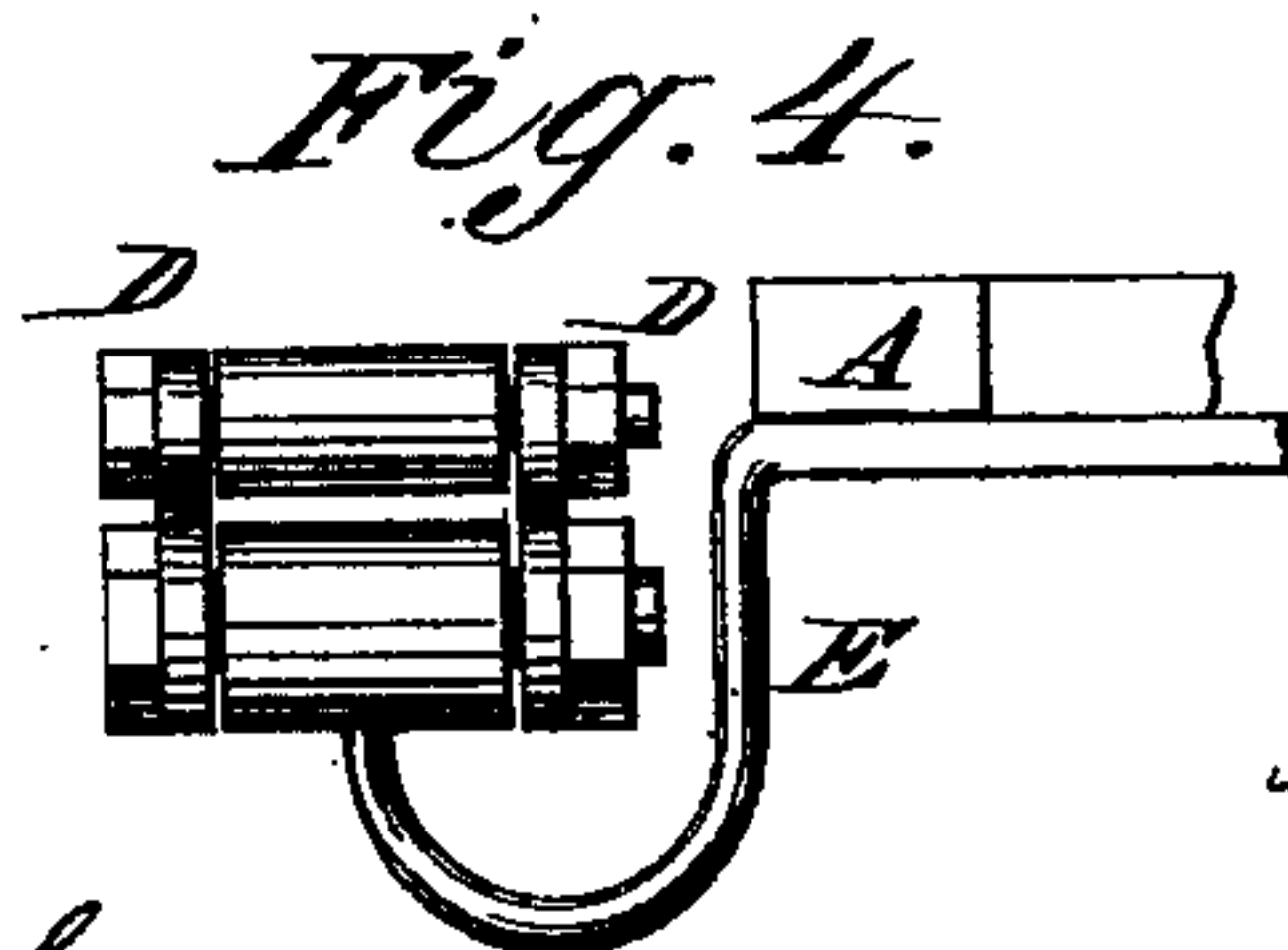


Fig. 4.

WITNESSES:

H. Rydquist
J. H. Scarborough

INVENTOR:

E. H. Booth

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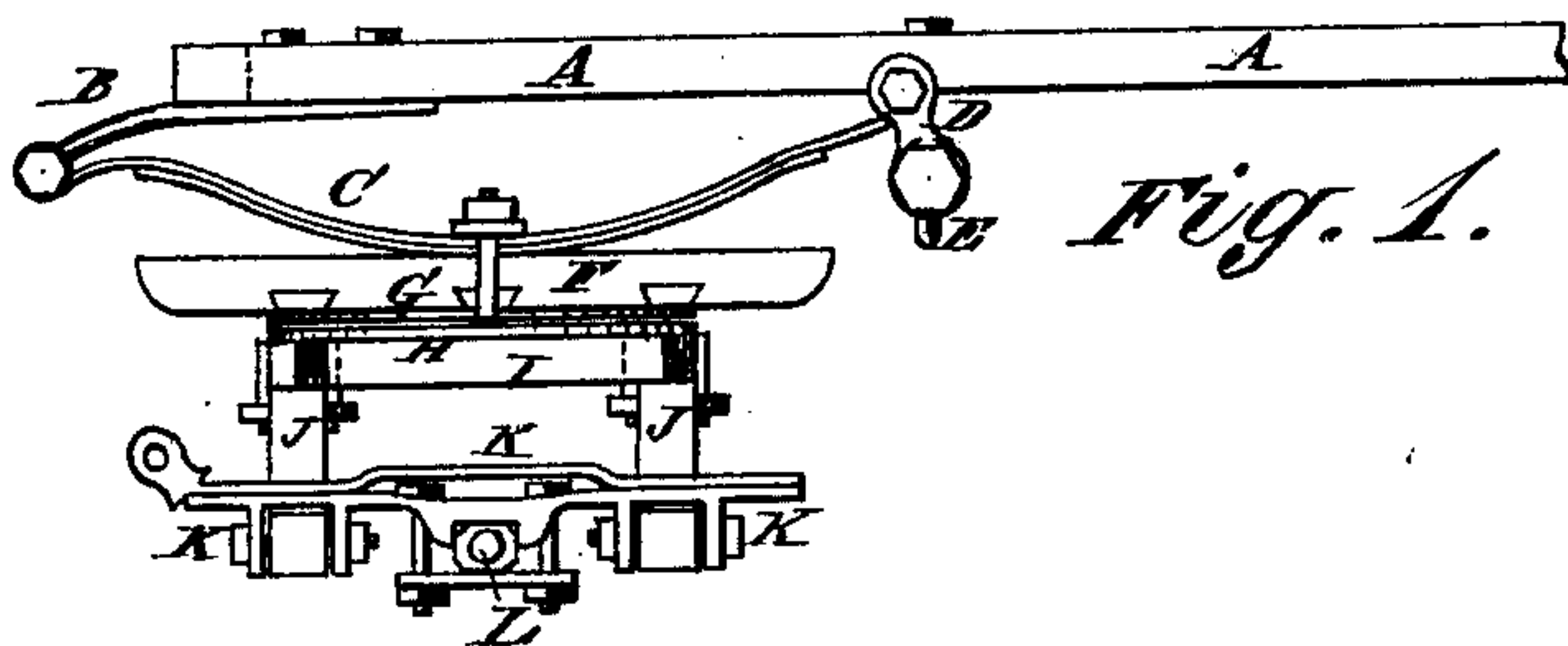


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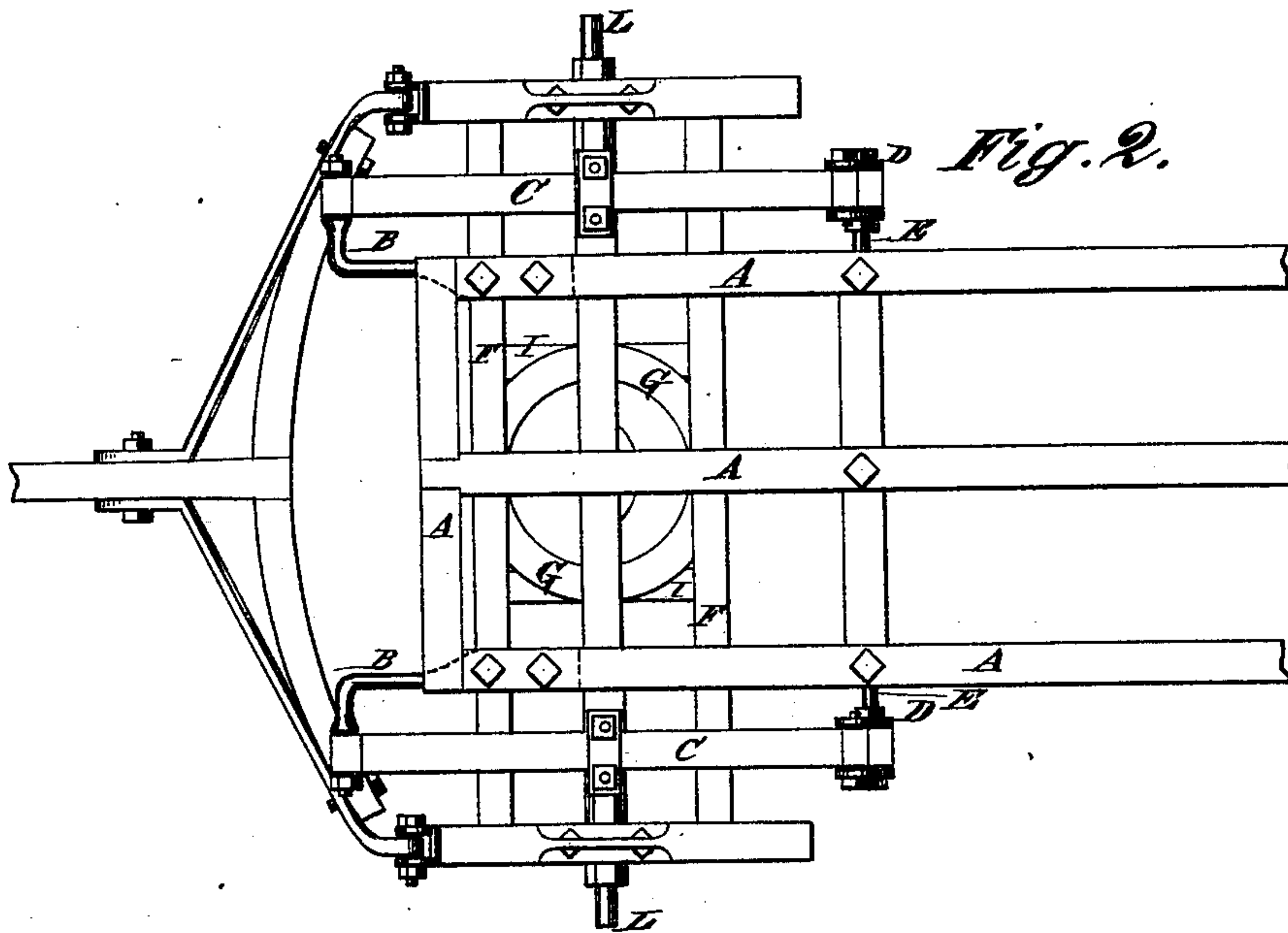


Fig. 2.

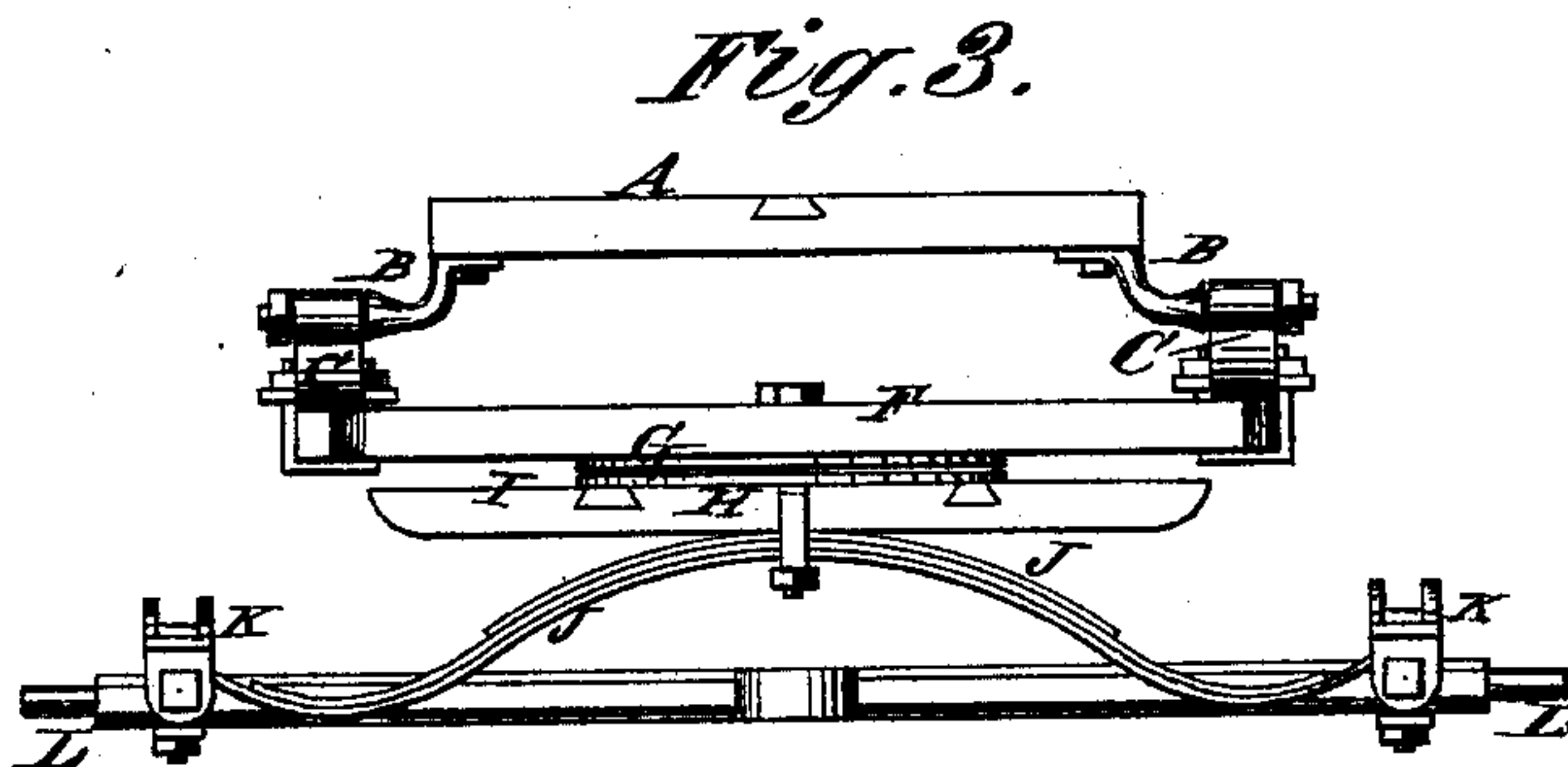


Fig. 3.

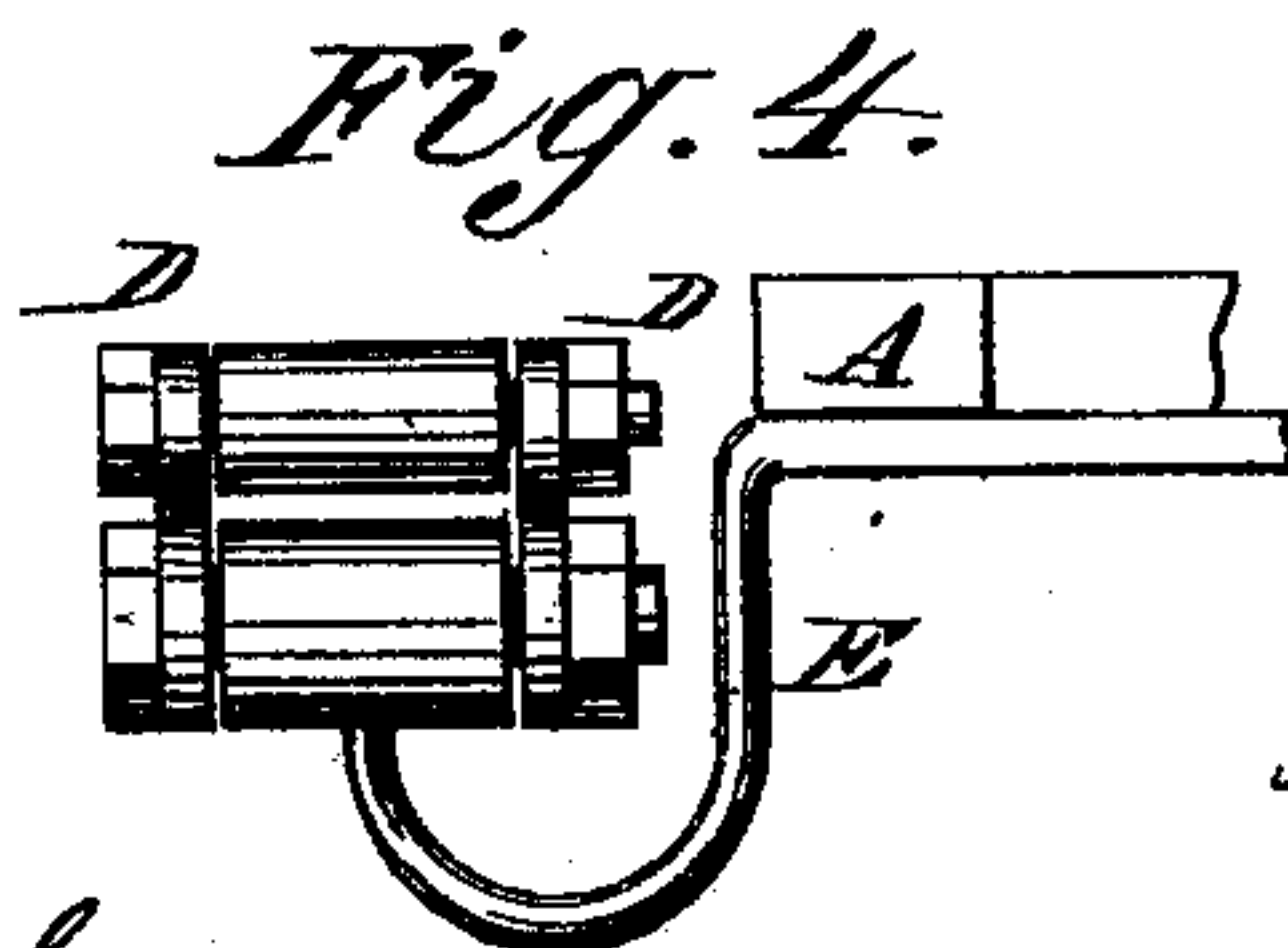


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WITNESSES:

H. Rydquist
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UNITED STATES PATENT OFFICE.

EBENEZER H. BOOTH, OF WEST COLESVILLE, NEW YORK.

IMPROVEMENT IN PLATFORM-WAGONS.

Specification forming part of Letters Patent No. **189,598**, dated April 17, 1877; application filed February 26, 1877.

To all whom it may concern:

Be it known that I, EBENEZER HOYT BOOTH, of West Colesville, in the county of Broome and State of New York, have invented a new and useful Improvement in Platform-Wagons, of which the following is a specification:

Figure 1 is a side view of the forward part of the gearing of a wagon to which my improvements have been applied. Fig. 2 is a top view of the same. Fig. 3 is a front view of the same. Fig. 4 is a detail view of the shackle for the end of the upper spring.

Similar letters of reference indicate corresponding parts.

The object of the invention is to furnish an improvement in the construction of platform-wagons which will enable the draft to be applied directly to the axle, so that the wagon-box can be set level, which will hold the body or box against swaying, and which may be used either with or without a reach.

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

A represents the upper platform, to the forward corners of which are attached arms B. The arms B project forward, and are bent outward at right angles to receive the eyes formed upon the ends of the springs C. To the rear part of the platform A is attached a cross-bar, E, the ends of which project, are curved downward, outward, and upward, and have wide eyes formed upon them to receive the lower bolt of the shackles D, the upper bolt of which passes through the eye formed in the ends of the spring C. This construction places the springs outward of their ordinary position, so that there will be no swaying of the wagon-body when loaded. The springs C

are clipped to the side bars of the frame F, to which the upper part G of the fifth-wheel is attached. The lower part H of the fifth-wheel is secured to the frame I. The frames F and I are pivoted to each other by the king-bolt, and the wear is received upon the parts G H of the fifth-wheel. To the front and rear bars of the frame I are clipped the middle parts of the lower or cross springs J. The arms of the springs J are curved downward, outward, upward, and outward, and have eyes formed in their ends to receive the bolts, by which they are connected with the end parts of the bars K. The middle parts of the bars K are clipped to the axle L. Upon the forward ends of the bars K are formed lugs to receive the eyes of the pole or tongue irons, so that the draft may be applied directly to the axle. This arrangement holds the tongue steady and prevents it from surging back and forth, as it must do, when attached to the ends of springs.

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

1. The combination of arms B, having outwardly-bent ends, the springs C, the shackles D, the cross-bar E, frame F, and fifth-wheel, having upper part G, as and for the purpose described.

2. The combination of fifth-wheel having lower part H, the frame I, the springs J, and the lugged bars K, with the axle L and tongue-irons having eyes, as and for the purpose specified.

EBENEZER HOYT BOOTH.

Witnesses:

JOHN W. BOOTH,
CHARLES BLATCHLEY.