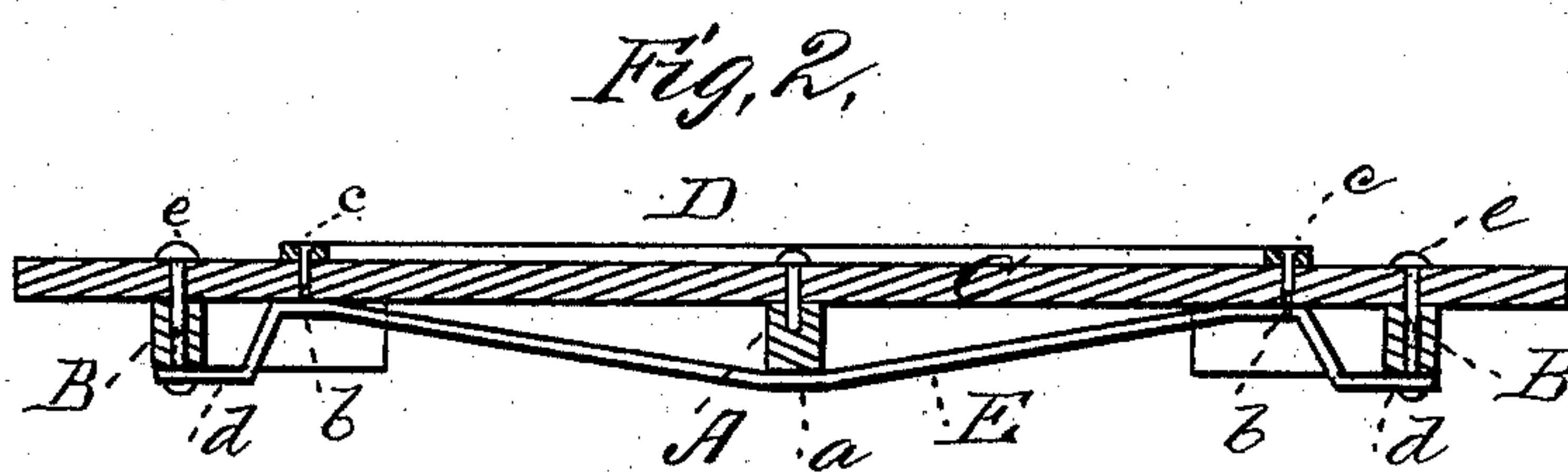
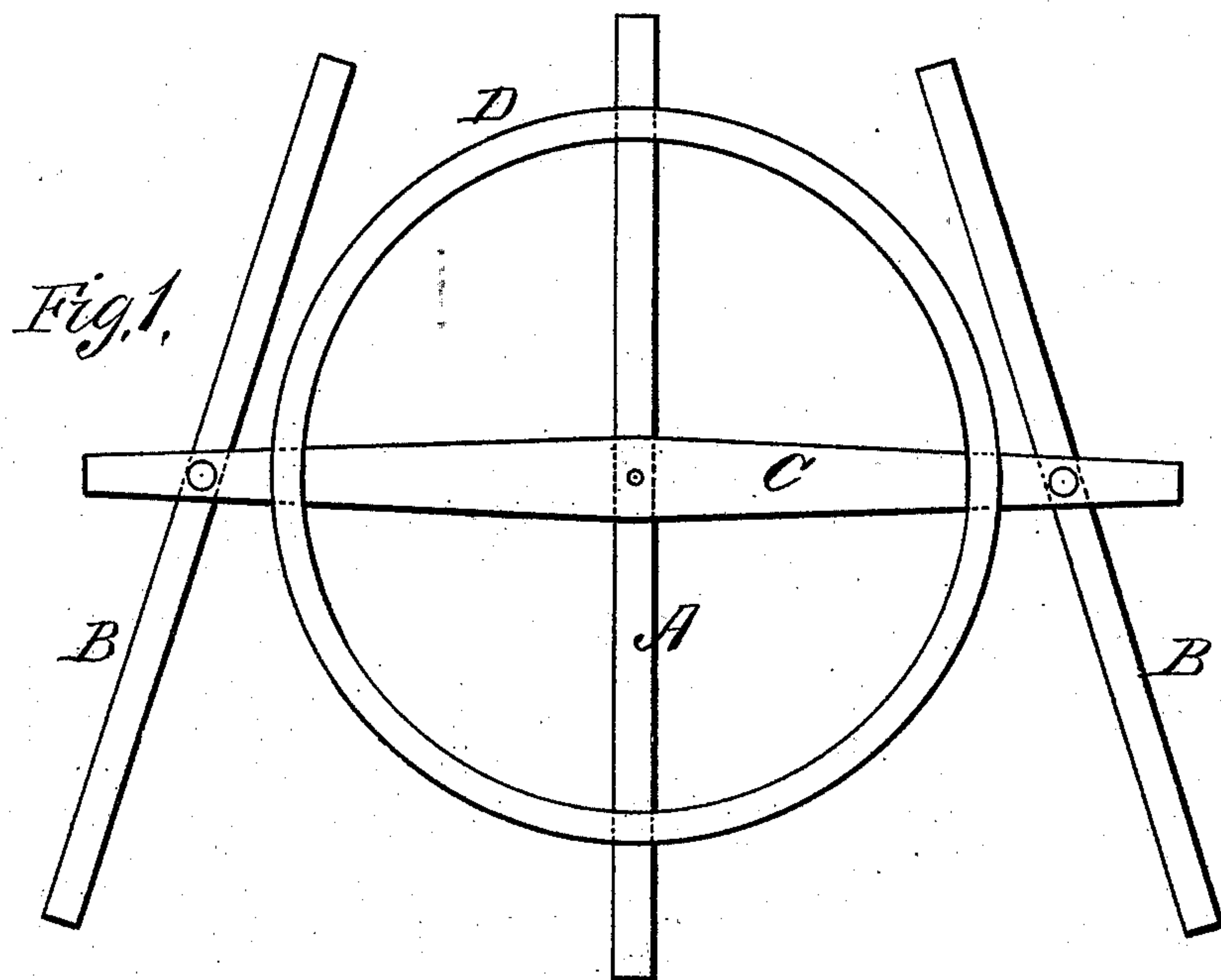


L. M. FITCH.
Platform Wagon-Trestle.

No. 203,720..

Patented May 14, 1878.



WITNESSES

Villette Anderson
E. H. Bates

INVENTOR

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UNITED STATES PATENT OFFICE.

LAUREN M. FITCH, OF ROME, NEW YORK, ASSIGNOR TO J. S. HASELTON,
OF SAME PLACE.

IMPROVEMENT IN PLATFORM WAGON-TRESTLES.

Specification forming part of Letters Patent No. **203,720**, dated May 14, 1878; application filed
November 17, 1877.

To all whom it may concern:

Be it known that I, LAUREN M. FITCH, of Rome, in the county of Oneida and State of New York, have invented a new and valuable Improvement in Platform Wagon-Trestles; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a top view of my improved wagon-trestle; and Fig. 2 is a cross-section thereof, taken lengthwise of the brace.

This invention has relation to certain improvements upon the invention for which Letters Patent of the United States were granted to me the 31st day of October, 1876; and it consists, mainly, in the employment of a transverse under-brace having a central downward bend, connected to the center bar under its intersection with the cross-bar, and extending downwardly and obliquely at its ends, and thence horizontally under the side bars, to which it is attached, whereby the various parts of the trestle are more firmly and solidly bound together, as will be more fully hereinafter shown and described.

In the accompanying drawings, the letter A designates the center bar of the trestle; B B, the side bars, and C the cross-bar connecting the upper surfaces of the center and side bars. Usually the middle portion of the cross-bar C is grooved to receive the upper face of the center bar and keep it firmly in place.

D represents the circular track or fifth-wheel, upon which the weight of the fore part of the wagon or other vehicle to which this improvement may be applied is received. This circular track is so arranged over the center and cross bars that they intersect each other under it at the center of the circle, the sides of the wheel resting upon the cross-bar between the center bar and side bars.

The side and center bars are usually placed with their greatest breadths in the vertical direction, in order to bear the weight in the best manner.

To obviate the effect of the lateral strain of the weight of the wagon caused by the unevenness of the road-bearing, and to bind cross and side bars, center bar, and fifth-wheel firmly together, the transverse under-brace E is employed. This is made of suitable metal, wrought-iron being the best for the purpose. It has a central downward bend, *a*, the middle portion of which is in contact with the under surface of the center bar under its intersection with the cross-bar C. It extends on each side of the center bar obliquely upward at a low angle to the cross-bar, where the latter is intersected by the sides of the circle D, forming at these points short bearings *b*, which are perforated for the passage of the bolts *c*, which also pass through the cross-bar and connect the fifth-wheel. From these bearings the brace-iron extends downward and outward obliquely, and preferably in short curved form, as indicated in the drawings, forming end braces *d*, which extend under the side bars, and are secured thereto by bolts *e*, which also connect the ends of the cross-bar. This iron E is thus forged with a double re-entrant bend, forming a double brace at each lateral bearing-point of the fifth-wheel, where the greatest strain is laid, and at the same time binds the frame together transversely in a superior manner.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a platform-trestle for wagons, the combination, with the side, center, and cross bars, of the double re-entrant iron brace E, passing under the center bar below its intersection with the cross-bar, extending obliquely upward to the cross-bar, forming bearings *b* under the same, and bolted to the fifth-wheel, thence bent downward under the side bars, and bolted through the same to the cross-bar, as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

LAUREN M. FITCH.

Witnesses:

HENRY W. PELL,

JAMES H. GROGAN.