

(No Model.)

J. S. HASELTON.
PLATFORM WAGON GEAR.

No. 244,890.

Patented July 26, 1881.

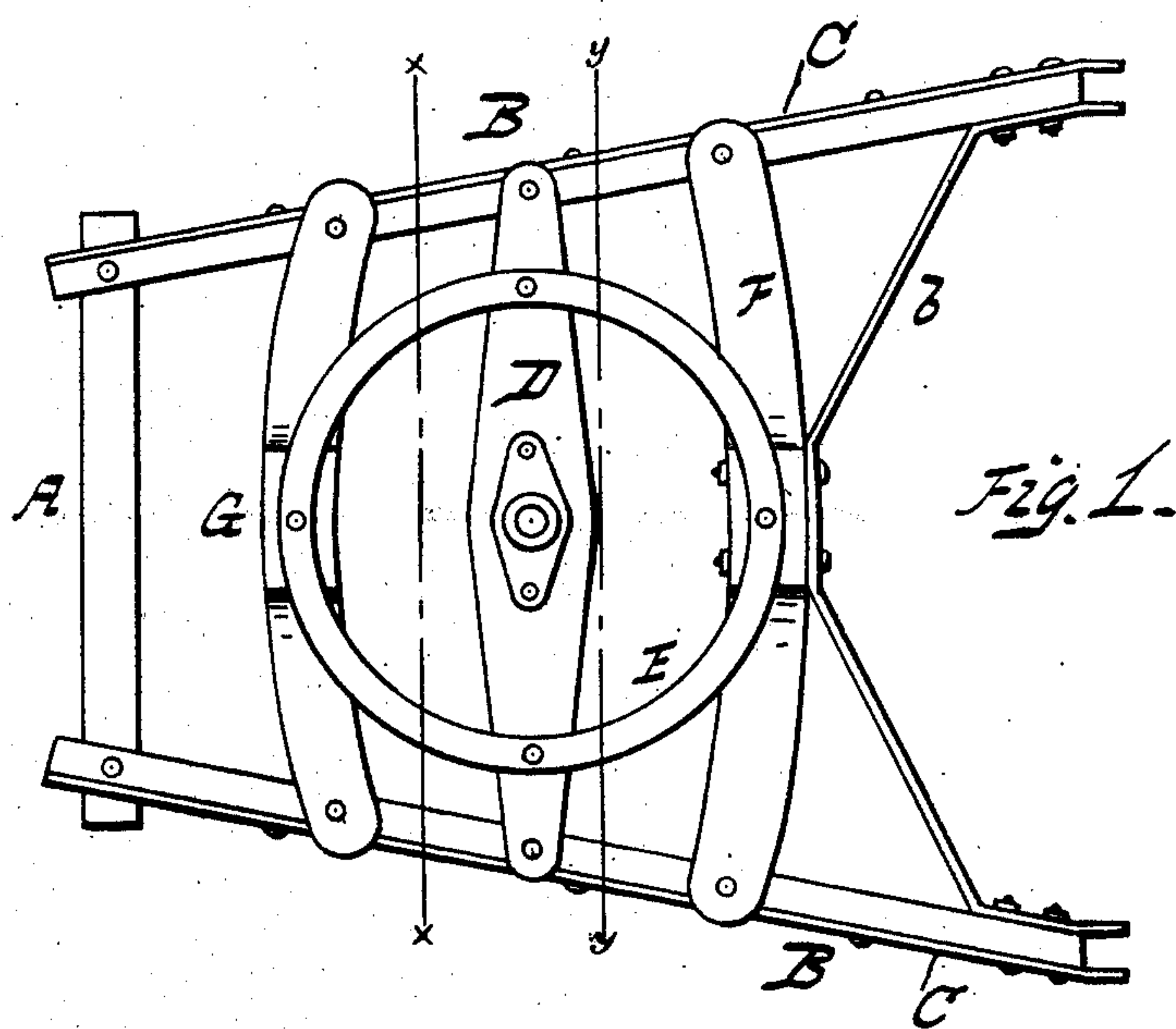


Fig. 1.

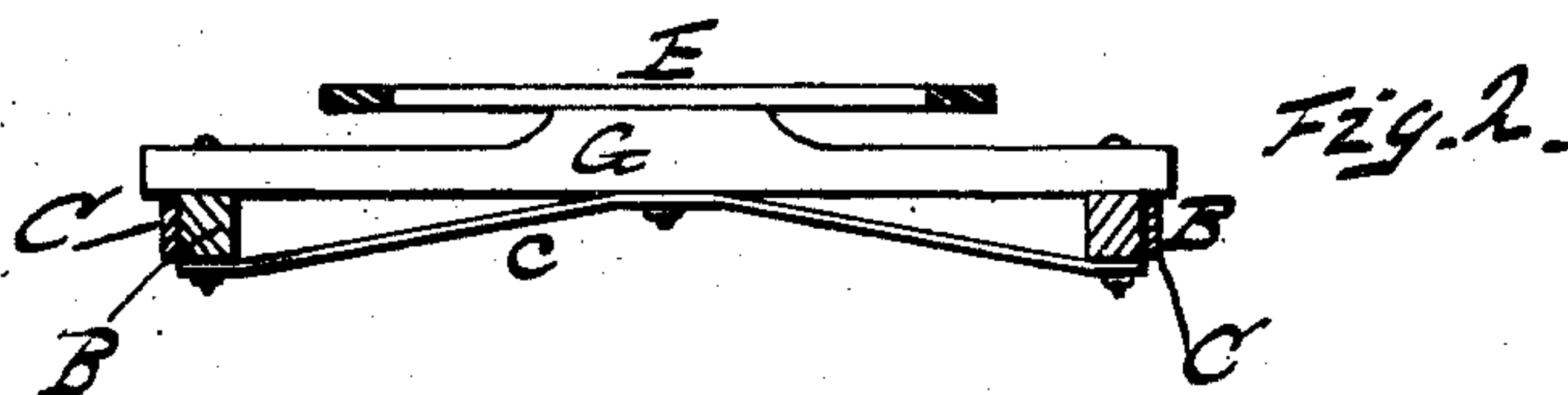


Fig. 2.

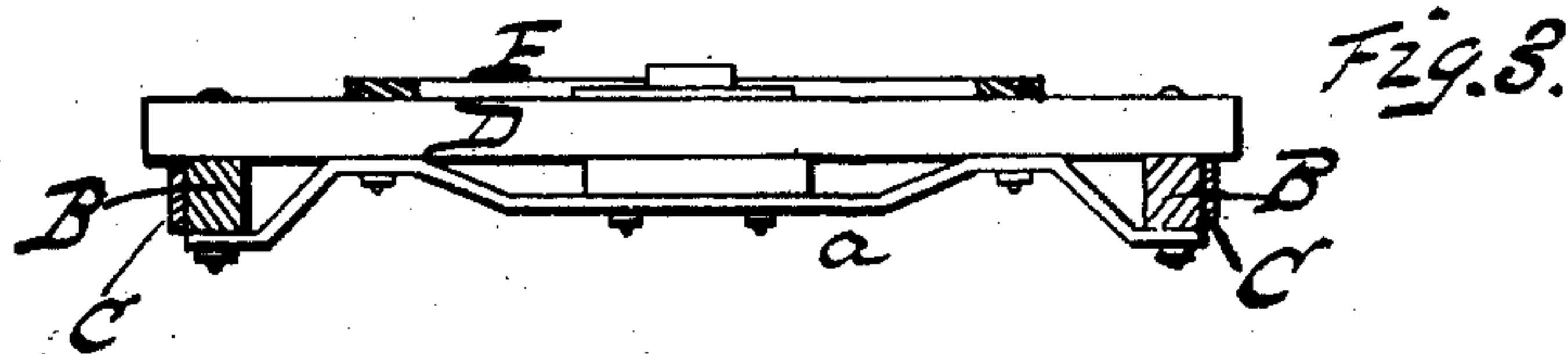


Fig. 3.

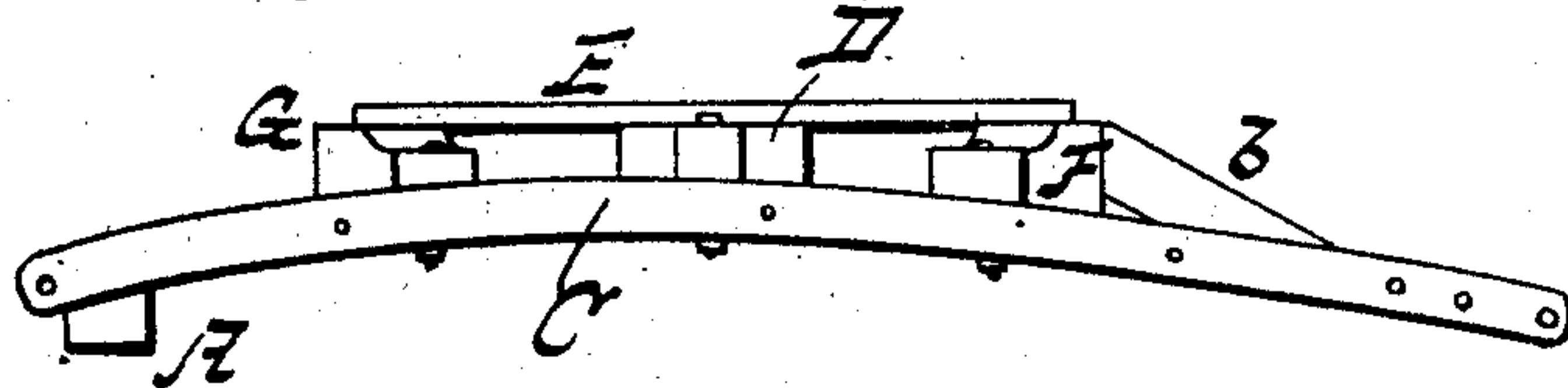


Fig. 4.

WITNESSES
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JONATHAN S. HASELTON, OF ROME, NEW YORK.

PLATFORM-WAGON GEAR.

SPECIFICATION forming part of Letters Patent No. 244,890, dated July 26, 1881.

Application filed May 14, 1881. (No model.)

To all whom it may concern:

Be it known that I, J. S. HASELTON, a citizen of the United States, a resident of Rome, in the county of Oneida and State of New York, have invented a new and valuable Improvement in Running-Gear; 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 invention. Fig. 2 is a transverse section taken on the line *xx* of Fig. 1, and Fig. 3 is a transverse section taken on the line *yy* of the same figure. Fig. 4 is a side view.

This invention has relation to wagon-platform gear; and it consists in the construction and novel arrangement of the arched side bars and edgewise-curved strengthening-irons in connection with the spring-bar and raised transverse bars supporting the fifth-wheel, all as hereinafter shown and described.

In the accompanying drawings, the letter A designates the spring-bar on which the front ends of the side bars rest and to which said ends are bolted.

B indicate the side bars, which are formed of wood, and are arched or bent upward from end to end. To the outer faces of these arched side bars are bolted the edgewise-curved strengthening-irons C C, which support the side bars and assist in holding them in form and position.

D represents the central transverse bar, which extends diametrically under the fifth-wheel E, and being supported, in turn, upon the arches of the side bars, holds the fifth-wheel in a comparatively elevated position with reference to the spring-bar. This bar is braced by the transverse bent iron *a*, the ends of

which are bolted to the side bars, and which are secured intermediately to the transverse bar D by the fifth-wheel bolts, as shown in the drawings.

F represents the front circle-bar, to which the front of the fifth-wheel is bolted. This bar is braced by the transverse bent iron *b*, extending from the end of one side bar back to the middle portion of the bar F obliquely, and then forward in an oblique direction to the end of the opposite side bar.

G indicates the rear circle-bar, supporting the rear of the fifth-wheel plate, and braced by the transverse iron *c* extending from the under portion of one side bar to the middle of the circle-bar and then to the under side of the opposite side bar.

In constructing the side irons, C C, it is preferred to press the iron against a former, which is designed to conform to the shape of the wooden side bar after the latter has been arched.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The platform-gear for wagons, consisting of the depressed spring-bar A, arched side bars B, having edgewise-curved strengthening-irons C, straight circle-bar D, attached to the arches of the side bars and braced by the bent iron *a*, front and rear circle-bars, F and G, braced by the irons *b* and *c*, said circle-bars supporting the circle E in a raised position, whereby the fifth-wheel is held above the spring-bar and the platform securely braced, as set forth.

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

JONATHAN S. HASELTON.

Witnesses:

A. J. ROWLAND,
H. J. ROWLAND.