

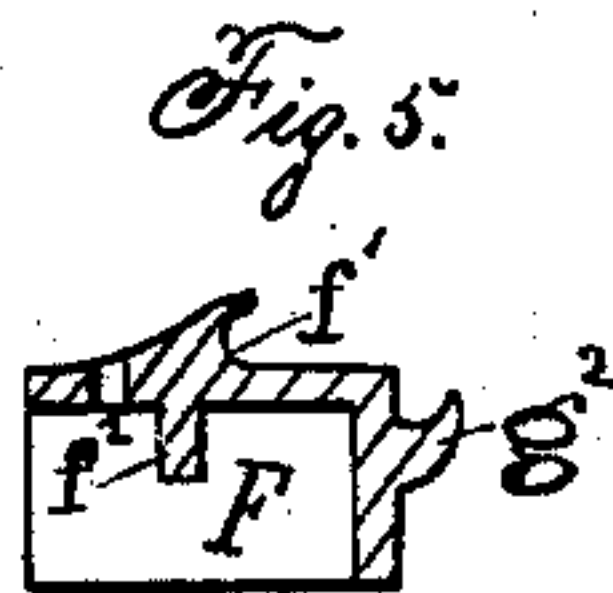
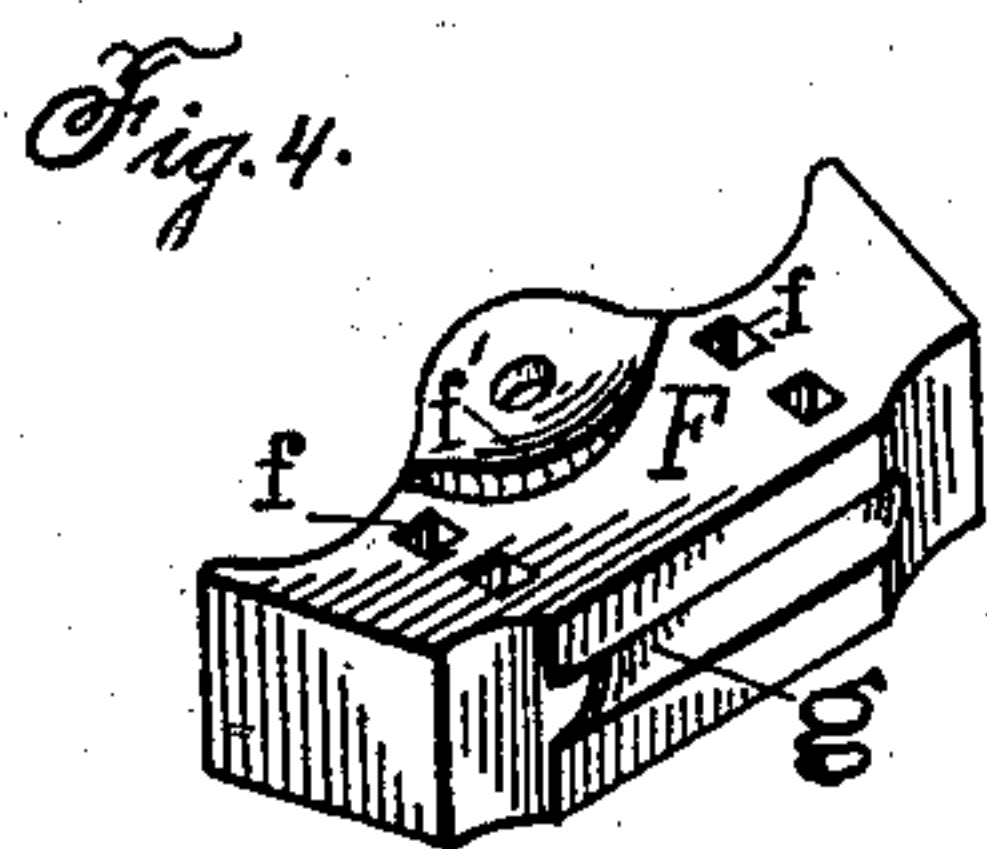
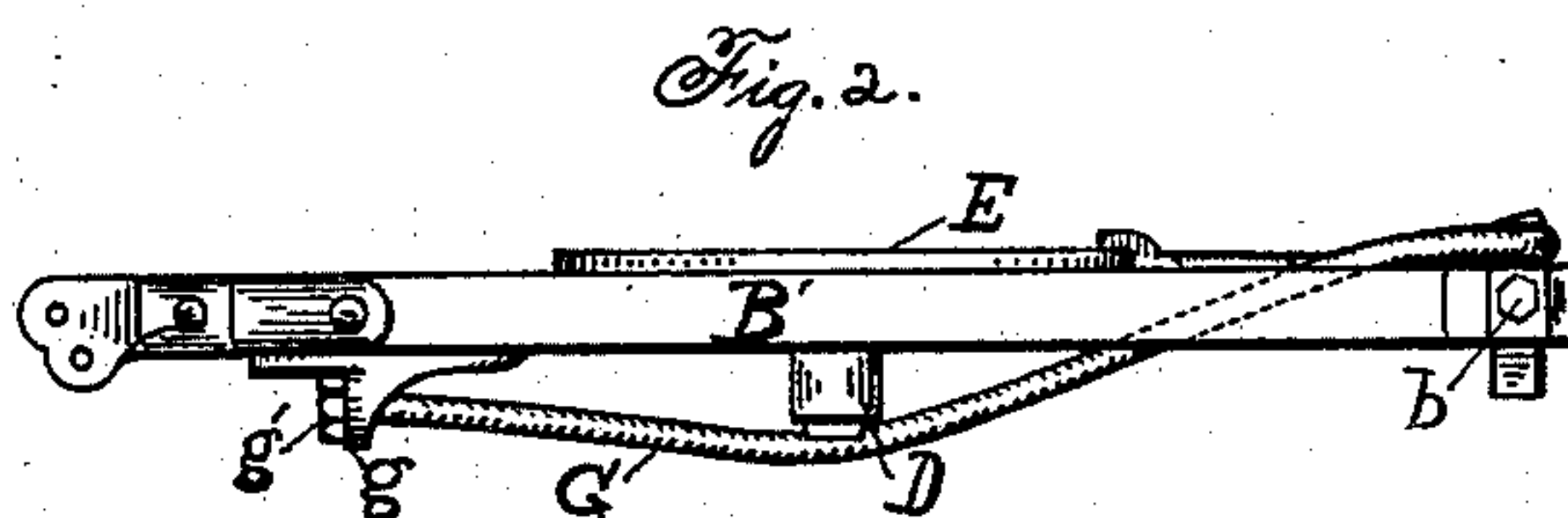
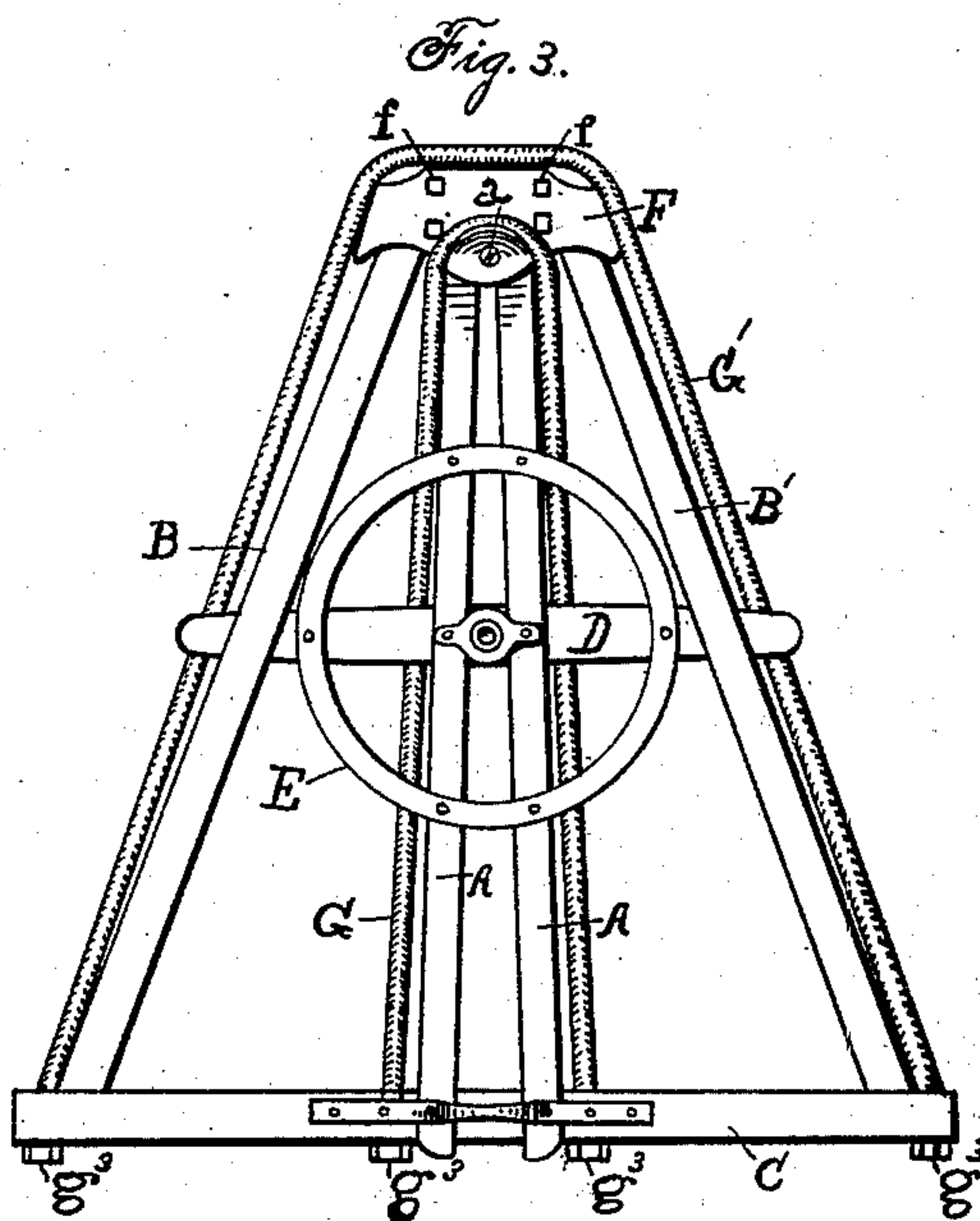
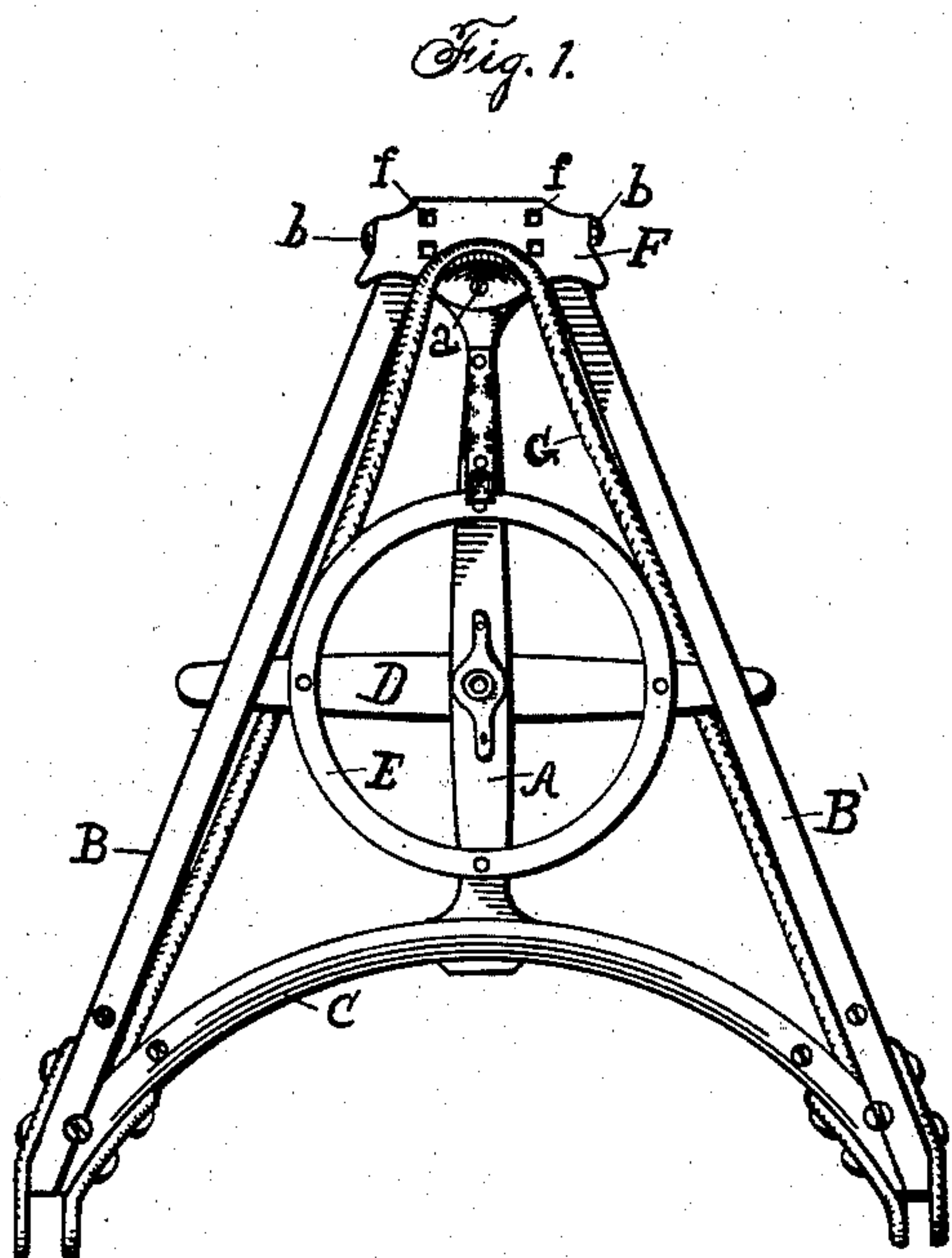
(No Model.)

F. SELLE.

WAGON PLATFORM GEARING.

No. 270,254.

Patented Jan. 9, 1883.



WITNESSES

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# UNITED STATES PATENT OFFICE.

FERDINAND SELLE, OF DETROIT, MICHIGAN.

## WAGON PLATFORM-GEARING.

SPECIFICATION forming part of Letters Patent No. 270,254, dated January 9, 1883.

Application filed July 25, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, FERDINAND SELLE, of Detroit city, county of Wayne, State of Michigan, have invented a new and useful Improvement in Wagon Platform-Gearings; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form a part of this specification.

My invention consists in the combinations of devices and appliances hereinafter specified, and more particularly pointed out in the claims. In the drawings, Figure 1 is a plan view of a device embodying my invention. Fig. 2 is a side view. Fig. 3 is a plan view of a variation. Fig. 4 is a view of the head-block in perspective. Fig. 5 is a cross-section of the head-block.

My invention relates to platform-gears for wagons.

Heretofore it has been customary to bolt the truss-rods used in platform-gearings to the timber. To do this holes are made in the truss-rods, whereby they are weakened. It has also been customary to mortise the center bar, futchells, and a wooden head-block together, whereby the structure is also weakened.

It is the object of my invention to remedy these difficulties, first, by providing means whereby the trusses are secured in platform-gearings without impairing their strength; second, by providing an iron head-block in which the center bar and futchells are secured in such a manner as to prevent any material diminution of their strength.

In carrying out my invention, A represents the center bar or bars of a platform-gearing. B and B' represent the outside bars or futchells. C is a front cross-bar, which may be straight or curved, as may be desired, secured to the outside futchells, B and B', and also to the end of the center bar, A. D is the center cross-bar, secured underneath the futchells and the center bar, and which assists in carrying the circle-bar E. These parts may be constructed in any ordinary manner.

F is a metallic head-block, preferably constructed in a single casting, as shown in the

drawings, adapted to receive the rear ends of the futchells B and B' and the center bar, A, without mortising, and to hold them rigidly in place by the end bolt or bolts, *b*, and center bolt, *a*. This metallic head-block is provided with bolt-sockets *f*, whereby it may be secured to a spring-block, also with the projecting groove *f'* upon the top, adapted to receive and hold a truss-rod, and with an interior post, *f*<sup>2</sup>, to receive a portion of the strain of the truss.

G is a truss-rod constructed in a single piece, bent midway of its extremities and secured at the center over the projecting groove *f'*, extending under the center cross-bar, D, and provided with screw-cut ends, whereby it is adapted to be secured in the pendent brackets *g* by a nut, *g'*.

In heavier gearings, as shown in Fig. 3, double center bars may be used, in which case it is my purpose to provide an additional outside truss-rod, G', constructed like the first, and secured over the front of the head-block by an additional groove, as shown at *g*<sup>2</sup>, its screw-cut ends being adapted to pass through the front cross-bar, C, and be secured by a nut, as shown at *g*<sup>3</sup>.

It will be observed that according to my invention, as above explained, I construct the head-block with a groove or grooves extending across it to receive the bend formed midway between the extremities of the truss rod or rods. By this means the head-block is substantially strengthened and sustained, and I avoid the necessity of employing two independent truss-rods, which latter necessarily involve the provision of screw-threads at both ends of each rod to pass through independent brackets forged on the under side of the futchell, and engaging nuts at both the forward and rear ends of the rods. Further, by my construction and arrangement I simplify the structure, thereby reducing its cost, while I impart to the same increased strength and durability.

It is evident that it is not essential to construct the metallic head-block F of a single casting, as it may be made with a top plate and a separate band over the end without departing from the principle of my invention.

A platform-gearing thus constructed is



easily and quickly put together, while strength is also materially gained thereby.

I am aware that platform-gearings have heretofore been constructed with trusses secured by a nut to a wooden head-block, and by a bolt passing through the truss to the futchells at the opposite end. I am also aware that metallic outside futchells have heretofore been constructed with ends bent and passed around the outside of a metallic head-block, while inside futchells with ends bent have been secured to the opposite face of the head-block, and with the trusses secured at each end by a nut; but I do not claim such constructions.

What I claim is—

1. In a wagon platform-gearing, a metallic head-block adapted to secure the rear ends of the futchells and center bar or bars in the manner specified, said head-block being provided with one or more exterior grooves adapted to receive one or more truss-rods, and means whereby the head-block may be secured to a spring-block, substantially as and for the purpose described.

2. In a wagon platform-gearing, a metallic head-block adapted to secure the rear ends of the futchells and center bar or bars, said head-block being provided with an interior post, means whereby it may be secured to a spring-block, and with one or more exterior grooves adapted to receive one or more truss-rods, substantially as and in the manner described.

3. In a wagon platform-gear, one or more truss-rods, each constructed in a single piece, bent midway of its extremities, whereby it is

adapted to be secured over a suitable groove upon the head-block, and screw-cut at its ends, whereby it is adapted to be appropriately secured by nuts to the forward end of said gear, substantially as and for the purpose described.

4. In a platform-gear for wagons, the combination, with a metallic head-block provided with one or more exterior grooves, of one or more truss-rods bent over said groove or grooves, each of said truss-rods being provided with screw-cut ends, whereby it is adapted to be secured by nuts to the forward end of said gear, substantially as and for the purpose described.

5. A platform-gear for wagons, consisting of outside futchells, one or more center bars, a front cross-bar uniting their front ends, a center cross-bar under the futchells and center bar or bars, a circle-bar suitably located, and in combination therewith a metallic head-block, and bolts securing the rear ends of the futchells and center bar or bars, said head-block being provided with exterior grooves and bolt-sockets, and one or more truss-rods bent over the groove or grooves upon the head-block, said truss-rods being provided with screw-cut ends passed under the center cross-bar and secured by nuts to the forward end of said gear, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

FERDINAND SELLE.

Witnesses:

J. EDWARD WARREN,  
N. S. WRIGHT.