(No Model.)

P. B. CUNNINGHAM.

PLATFORM GEAR FOR VEHICLES.

No. 277,834. Patented May 15, 1883.

Fig. 1.

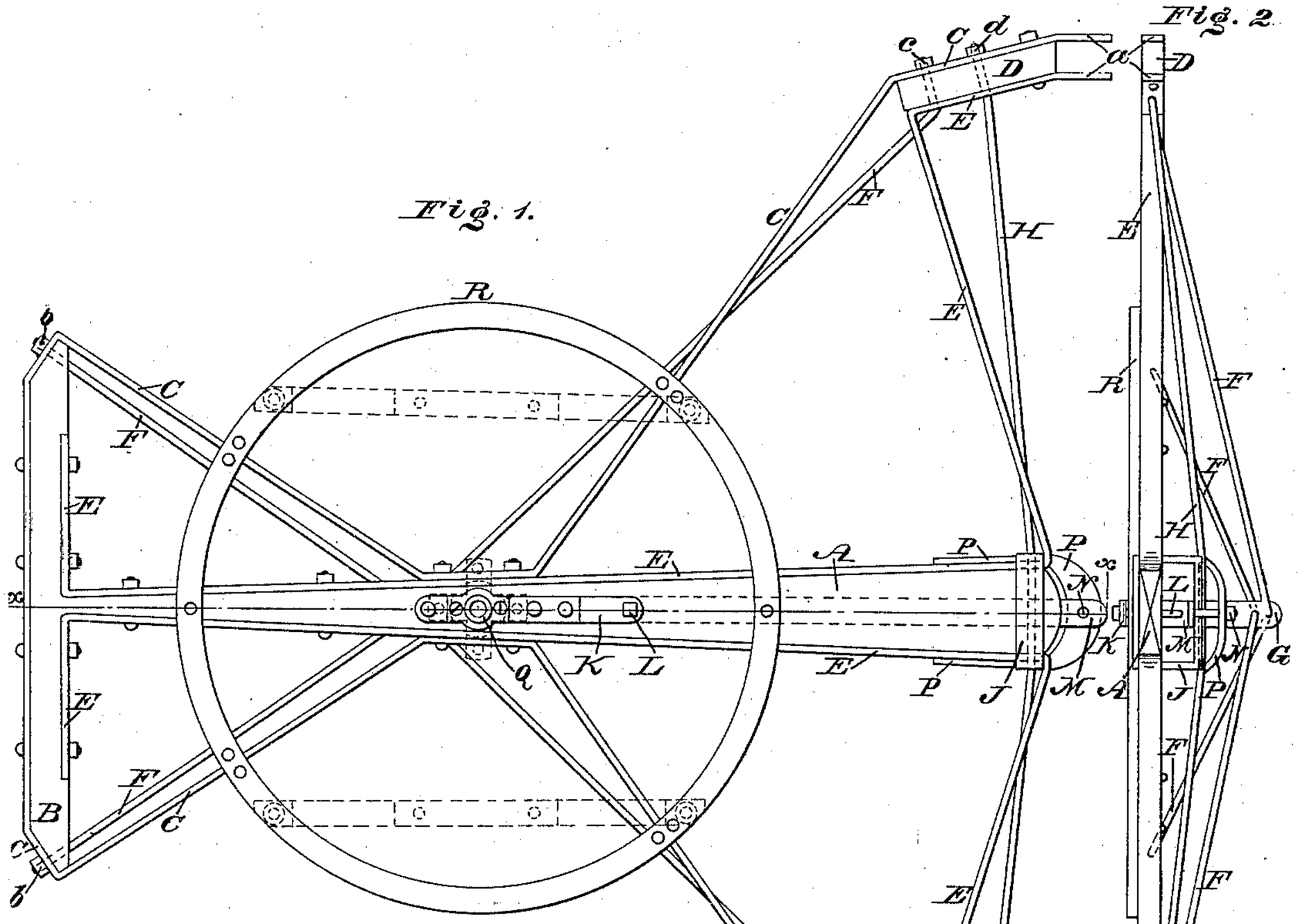
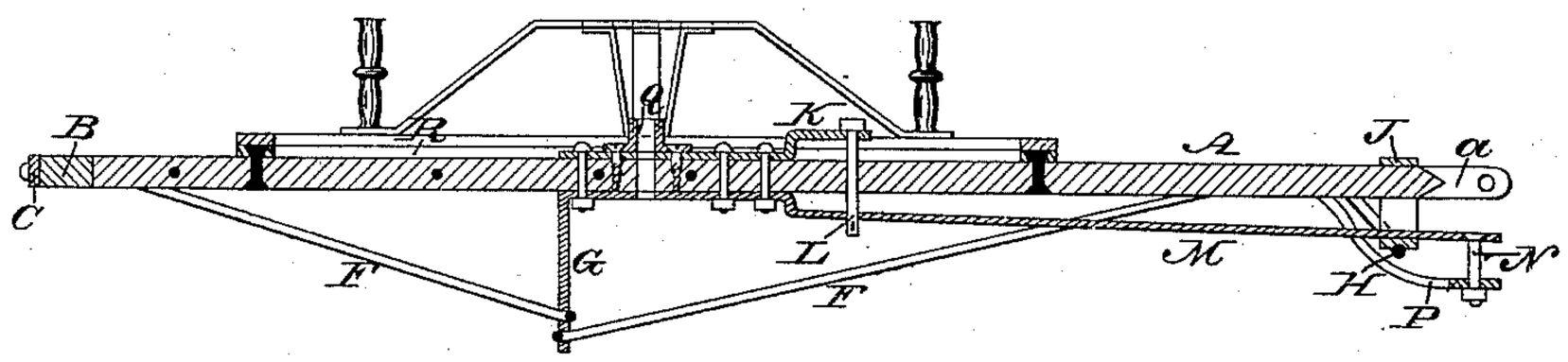


Fig. 2.

Fig. 3.



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PETER B. CUNNINGHAM, OF ALLENTOWN, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO AVON BARNES, OF SAME PLACE.

PLATFORM-GEAR FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 277,834, dated May 15, 1883.

Application filed January 26, 1883. (No model.)

To all whom it may concern:

Be it known that I, PETER B. CUNNINGHAM, a citizen of the United States, residing at Allentown, in the county of Lehigh, State of Pennsylvania, have invented a new and useful Improvement in Platform-Gear for Vehicles, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a top or plan view of the platform-gear embodying my invention. Fig. 2 is a front end view thereof. Fig. 3 is a vertical longitudinal section in line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts in the several figures.

My invention consists of the provision of a platform-gear for vehicles with trusses, braces, and bars, whereby great strength and durability are attained, as will be hereinafter fully set forth.

Referring to the drawings, A represents a central beam, and B represents a spring-block.

C represents a bar of metal, which is secured to the spring-block B, bent around the ends of said block, and continued inwardly on both sides toward the beam A, to which it is bolted, and again extended outwardly on both sides, the portion near each end being secured to the outer side of a spring-block, D. To the inner side of each spring-block is secured a bar, E, which is bent inwardly and joins the front end of the beam A, and extends along the side of said beam, to which it is secured, and is then bent outwardly from the rear end of the beam and joins the spring-block B. The forward ends of the bars C E of each side form the shaft-shackles *a*.

Through each end of the spring-block B is passed a brace, F, which is tightened against said end by a nut, *b*, and bent downwardly and inwardly, and connected with a post, G, which depends from the beam A, the brace then being continued upwardly and outwardly and passed through the bar E, block D, and bar C, its outer end having a nut, *c*, which tightens against said bar C.

H represents a transversely-extending brace, whose ends are passed through the bars C E and blocks D and secured by nuts *d* to the bars C, and its central portion is passed under the front ring, J, through which the wagon or carriage pole may be inserted, said brace thus firmly sustaining said ring J.

To the upper side of the central beam is secured the pole-iron K, which is provided with the pole-attaching bolt L, and to the lower side of said beam is secured a bar, M, which is shown as a continuation of the post G, and extends forwardly under the beam and through the ring J, and carries at its front end a bolt, N, for attachment of a double-tree, the lower portion of said bolt being sustained by a brace, P, attached to the beam A, said bar M forming a truss for the pole, which is inserted between the beam and said truss and rests on the latter, the bolt L passing through the beam A and said truss or bar M, thus providing a strong support and connection for the pole.

Q represents the socket for the king-bolt, and R represents the fifth-wheel, which latter is secured to the beam A and bars C.

It will be seen that by means of the braces F and post G, I produce a truss which adds great strength to the platform-gear, and the parts may be readily strained to tighten the same. The braces are also securely connected at rear with the spring-block B as they are passed through the same, and have their nuts *b* tighten against the bars C. The fronts of the braces are passed through the bars C E and blocks D, as has been stated, and thus connect said bars and blocks and assist in strengthening the same. The bars E, passed along the sides of the central beam and continued in front to the blocks D, to which they are connected, form braces for the front of the gear, which vastly strengthens the same, and is thus assisted by the brace H, which also sustains the central ring, J. When a double-tree is employed and connected by means of the bolt N, the strain is taken by the truss or bar M and brace P.

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

1. The central beam, in combination with the depending post G, braces F, bars C, and blocks B D, said braces F being attached to said post and connected at one end with both the bars C and block B, and at the other end

with both the bars C and blocks D, the braces passing through the several connected parts and tightened by nuts, substantially as and for the purpose set forth.

2. The spring-block B, in combination with the bars C and braces F, said bars being continued around the ends of said block, and said braces being connected with both the spring-block and bars C by being passed through the same, and having nuts which tighten against said bars, substantially as and for the purpose set forth.

3. The central beam, in combination with the depending post G, braces F, bars C, bars E, and blocks B D, said braces being attached to the post G and connected at one end with both the bars C and block B, and at the other end with both the bars C, blocks D, and bars E, the connections being formed by the passage of the braces through the several parts, and tightening-nuts, substantially as and for the purpose set forth.

4. The bars C E and blocks D, in combination with the braces F, which are passed through said bars and blocks and tightened on the outer bars, C, substantially as and for the purpose set forth.

5. The central beams, in combination with the blocks B D, the bars E, the braces F, and the bars C, the bars E being continued laterally at both ends, one end being connected with the block B, and the other end with the blocks D, the braces at one end passing through the block B and bars C, and at the other end through the bars E, bars C, and blocks D, substantially as and for the purpose set forth.

6. The brace-bar H and central ring, J, in combination with the blocks D, said bar sustaining the ring and having its ends secured to said blocks, substantially as and for the purpose set forth.

7. The central beam, A, central ring, J, and blocks D, in combination with the brace H and bar E, said brace sustaining said ring, which is connected with the central beam, and said bar E being also connected with said central beam, the ends of the brace and bar being secured to said blocks D, substantially as and for the purpose set forth.

8. The beam A, in combination with the iron K, bolt L, and truss M, substantially as and for the purpose set forth.

9. The truss M and brace P, in combination with the bolt N, substantially as and for the purpose set forth.

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