

(No Model.)

J. P. JOHNSON.  
PLATFORM SPRING.

No. 280,832.

Patented July 10, 1883.

Fig. 1.

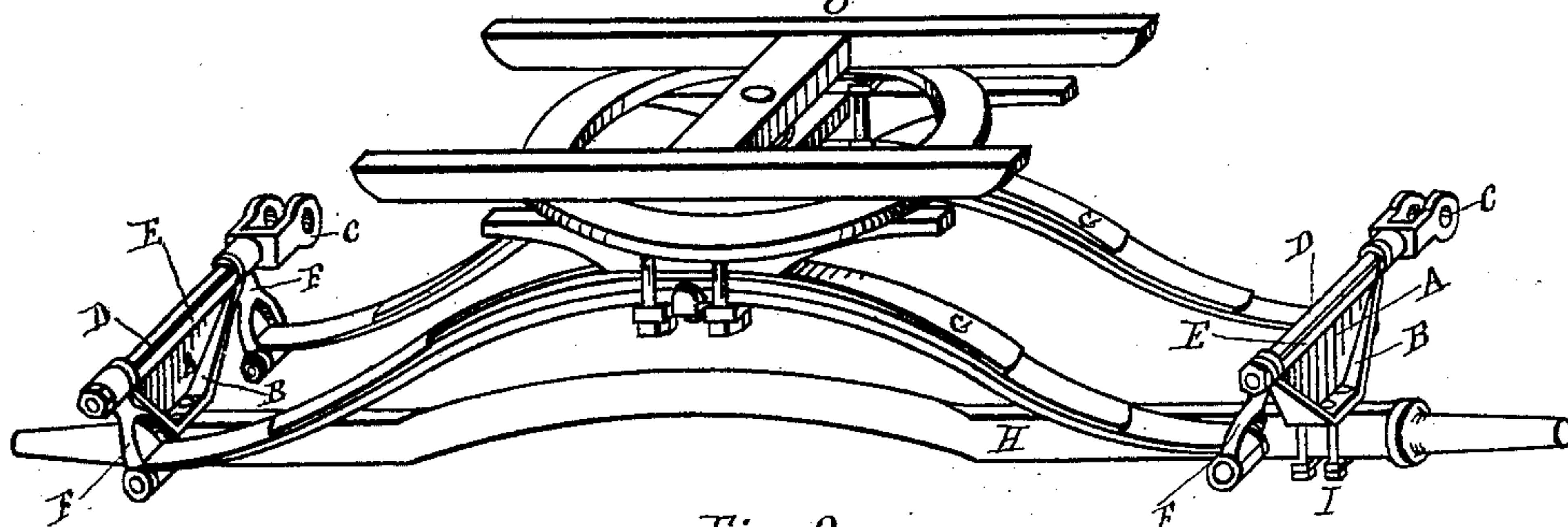


Fig. 2.

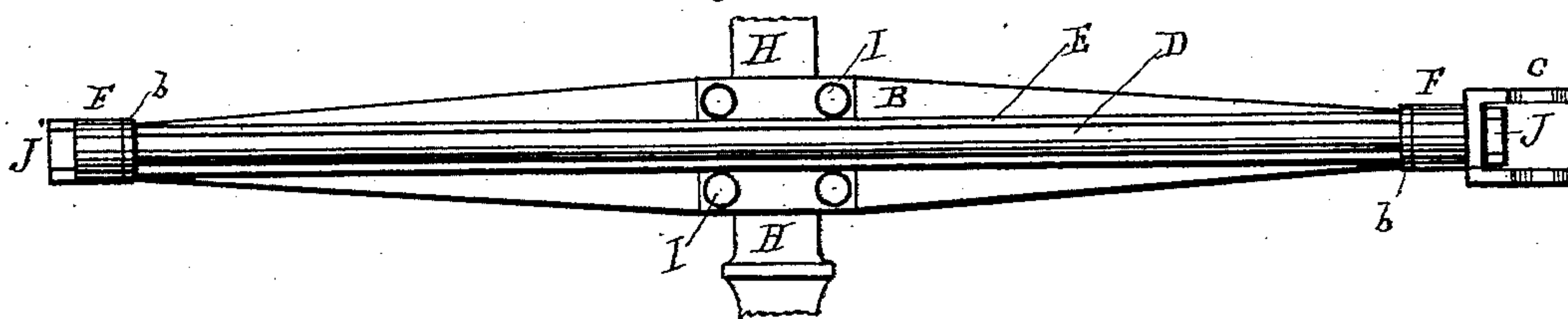


Fig. 3.

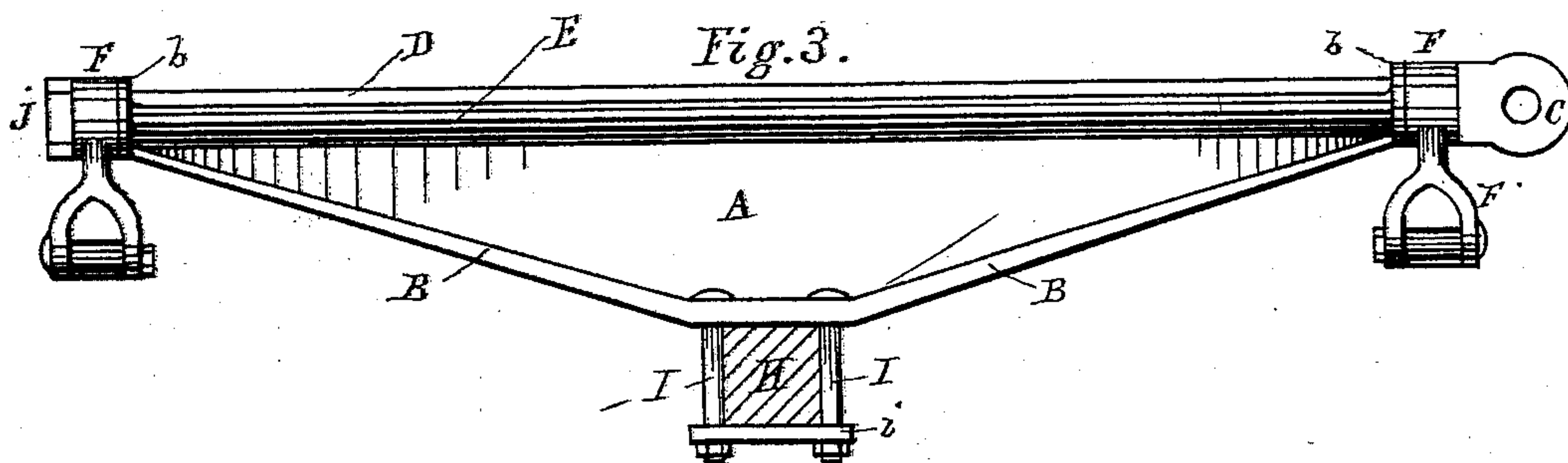
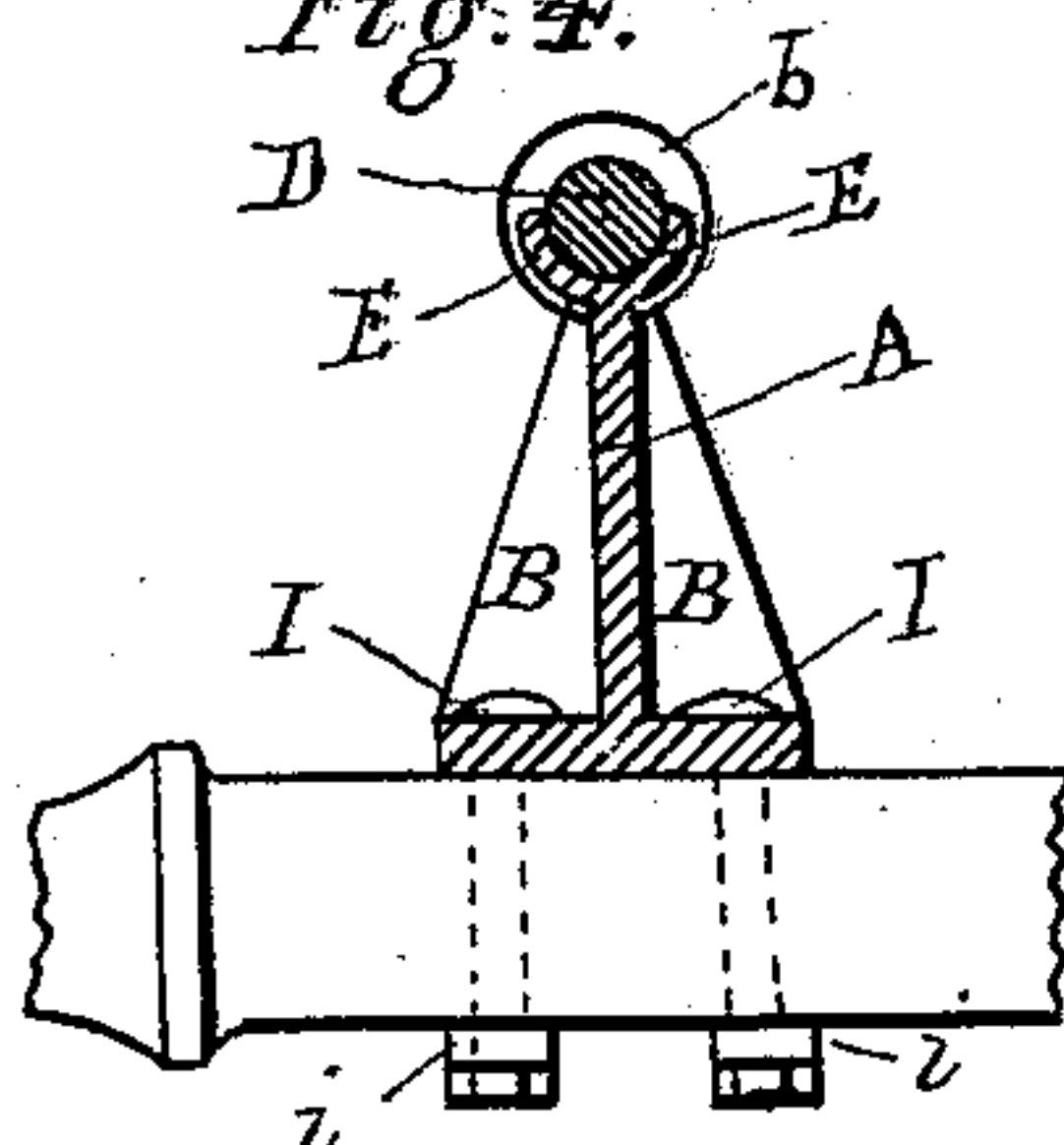


Fig. 4.



Attest.

Robert D. Huff  
Oliver B. Rose

Inventor.

Jeremiah P. Johnson

# UNITED STATES PATENT OFFICE.

JEREMIAH P. JOHNSON, OF DETROIT, MICHIGAN, ASSIGNOR TO JOHNSON,  
ROSE & CO., OF SAME PLACE.

## PLATFORM-SPRING.

SPECIFICATION forming part of Letters Patent No. 280,832, dated July 10, 1883.

Application filed October 27, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, JEREMIAH P. JOHNSON, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented a new and useful Improvement in Platform-Wagon Gears, of which the following is a specification.

My invention relates to improvements in the construction of the iron brace B, as described and set forth in specification and drawings No. 254,219, filed by me on the 9th day of June, 1881, and for which Letters Patent were granted (by mesne assignments) to Johnson, Rose & Co. on the 28th day of February, 1882, by introducing a thin center piece, grooved at the top to fit the straight rod or bolt which passes through the brace at the upper side, and joining the arms of the brace, so that the arms appear as flanges, and by thus strengthening the brace am enabled to dispense with the rod or bolt E, as set forth in specification and drawings No. 254,219, which passes around the under side of the axle, and is connected with the hangers which hold the springs, which improvements will be more particularly set forth in drawings hereto attached.

Figure 1 represents a perspective view of my improved wagon-gear; Fig. 2, a plan of my improved brace; Fig. 3, a side elevation of same; Fig. 4, a sectional elevation of same.

H designates the axle, to which is attached the brace; and D designates a straight rod or bolt passing through the ends of the brace at *b b*, provided with a solid head, J, on one end and a nut, J, on the other. The bolt D also passes through the upper portion of the hangers F F, which are for holding the springs G G. The brace has a flange, B B, on either side, which flanges receive the four bolts I I, which fasten the brace to the axle H. The flanges B B taper in form from the point of

contact with the axle H toward the ends of the brace.

Situated between the flanges B B, on either side of the brace, is a thin iron plate, A, resting edgewise, which iron plate is fashioned or shaped to correspond to the taper and direction in the construction of the flanges B B. The thin iron plate A is provided on its top edge with a part, E, which is shaped with a groove or half-circle to fit itself to the straight rod or bolt D, which rod or bolt D is half embedded in the groove. The extreme ends of the brace are constructed with lips *b b*, which are supplied with holes to receive the straight rod or bolt D, which passes through them. The rod or bolt D extends beyond the lips *b b* a sufficient length to sustain the hangers F F and shaft-coupling C. The object attained by introducing the thin center plate, A, in the construction of the brace specified and shown as B in specification and drawings accompanying Letters Patent No. 254,219, is additional strength and supporting power, which enables the rod specified and shown as E in specification and drawings accompanying Letters Patent No. 254,219 to be dispensed with.

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

In a platform-wagon gear, the improvement in the construction of the brace, as shown and described in Letters Patent No. 254,219, by introducing the thin center piece, A, resting edgewise between the flanges B B, and connected on its bottom edge with the flanges B B, in combination with the straight rod or bolt D, spring-hangers F F, and shaft-coupling C, as shown and described.

JEREMIAH P. JOHNSON.

Witnesses:

EDWIN B. ROSE,  
GARRET VAN WINKLE.