

(No Model.)

C. H. PANGBORN.  
PLATFORM GEAR FOR WAGONS.

No. 284,225.

Patented Sept. 4, 1883.

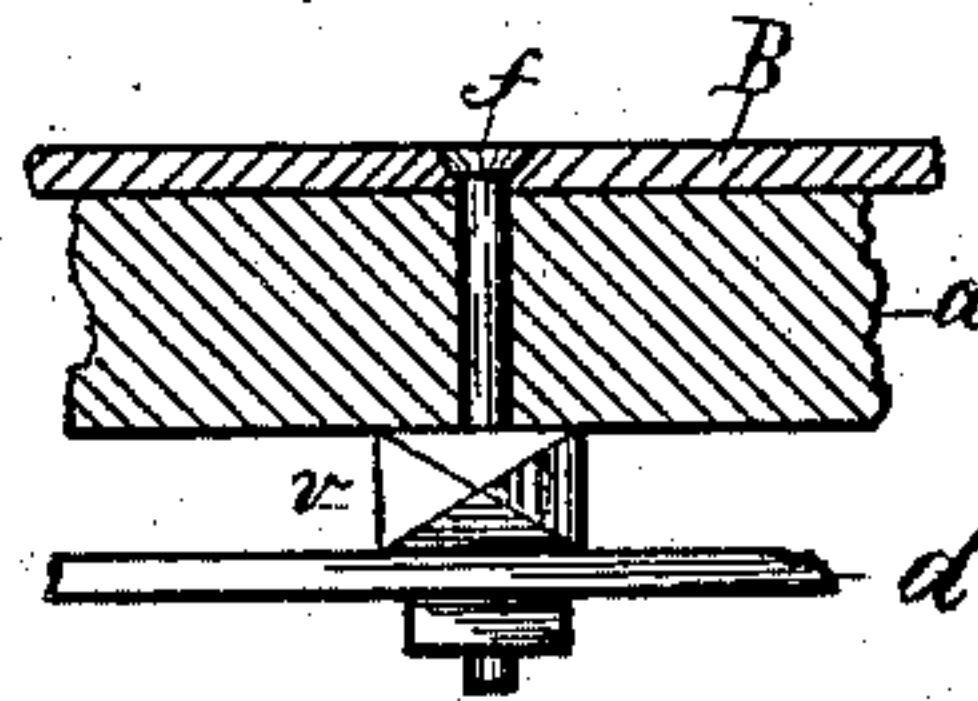
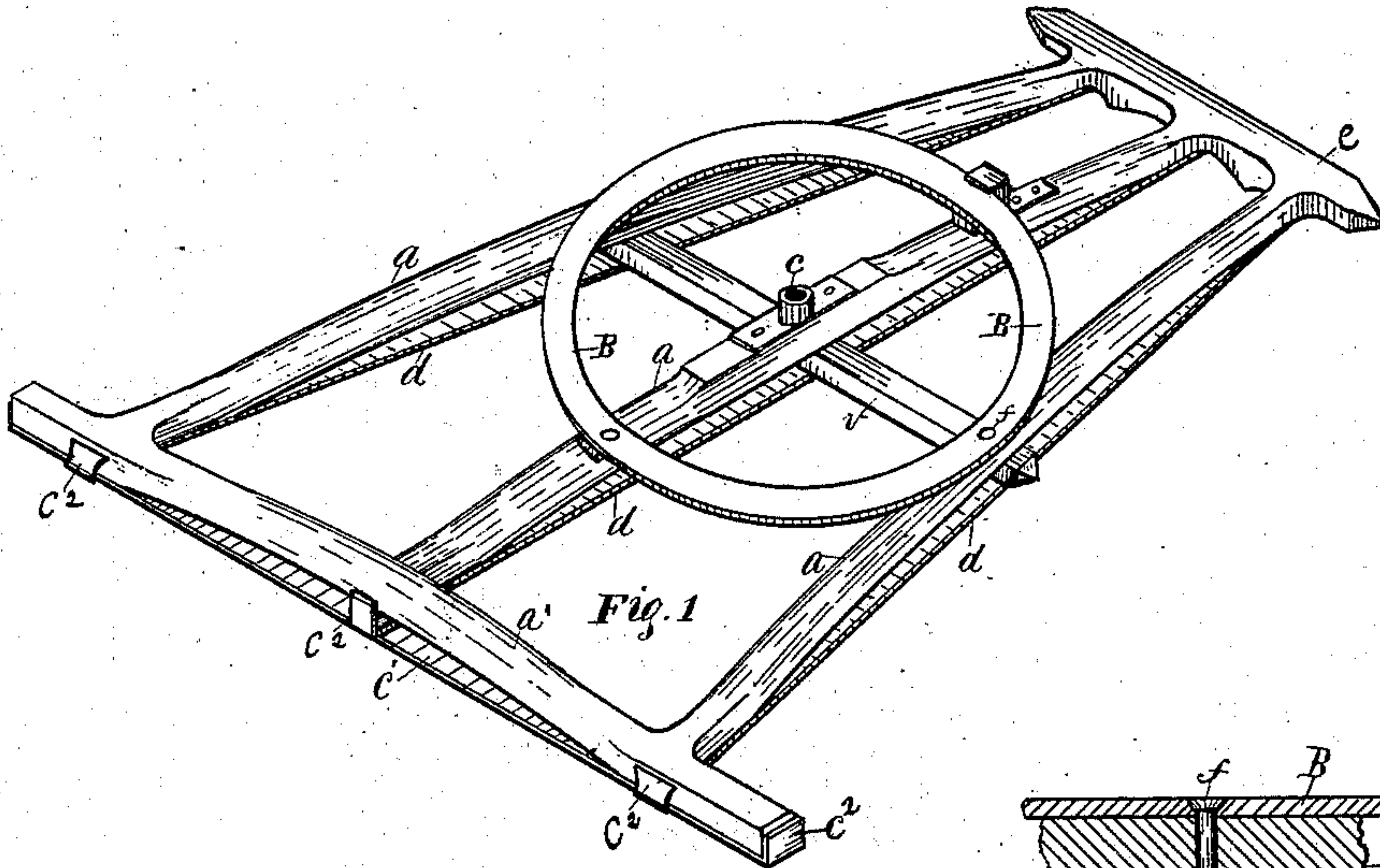


Fig. 4

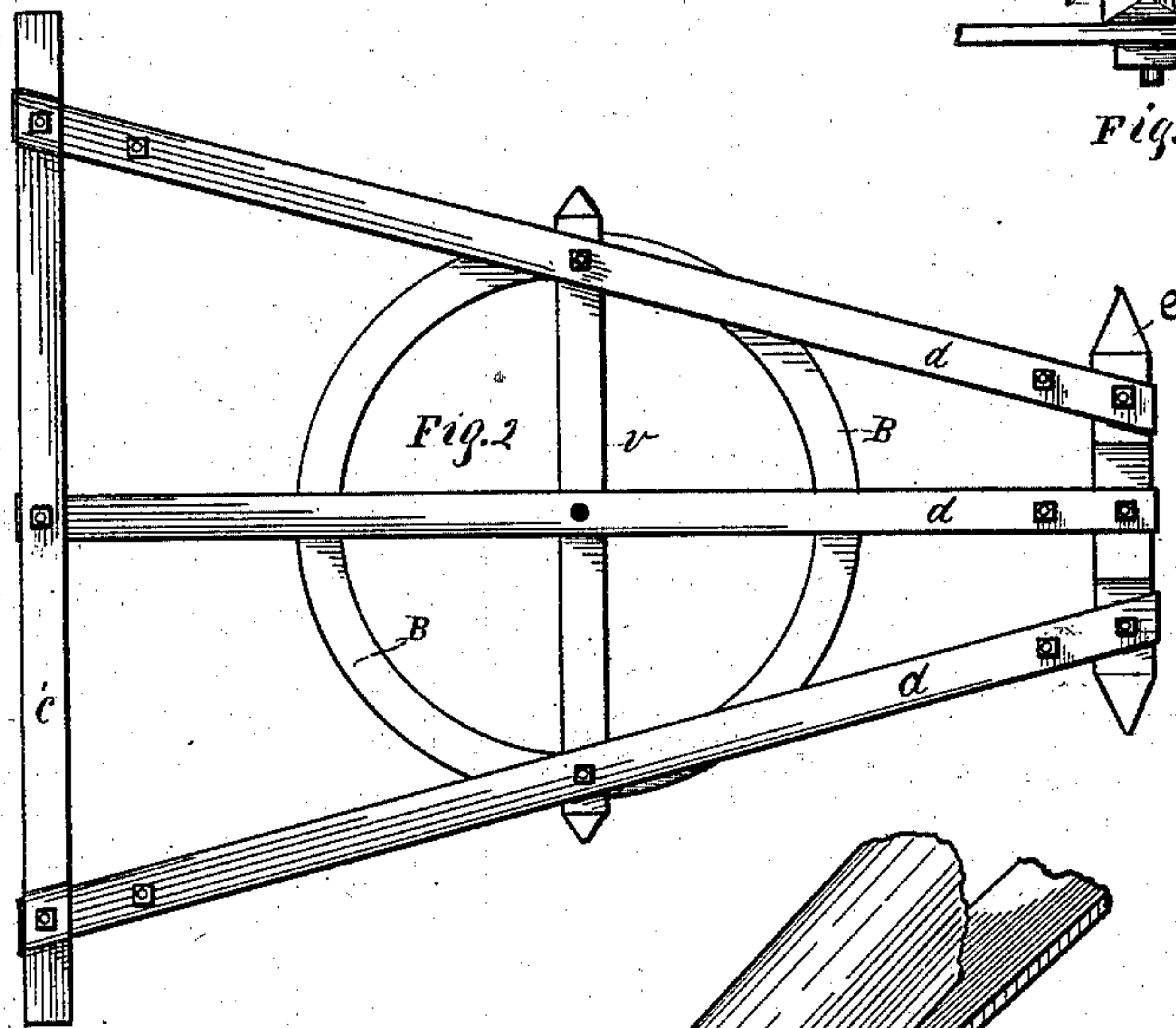
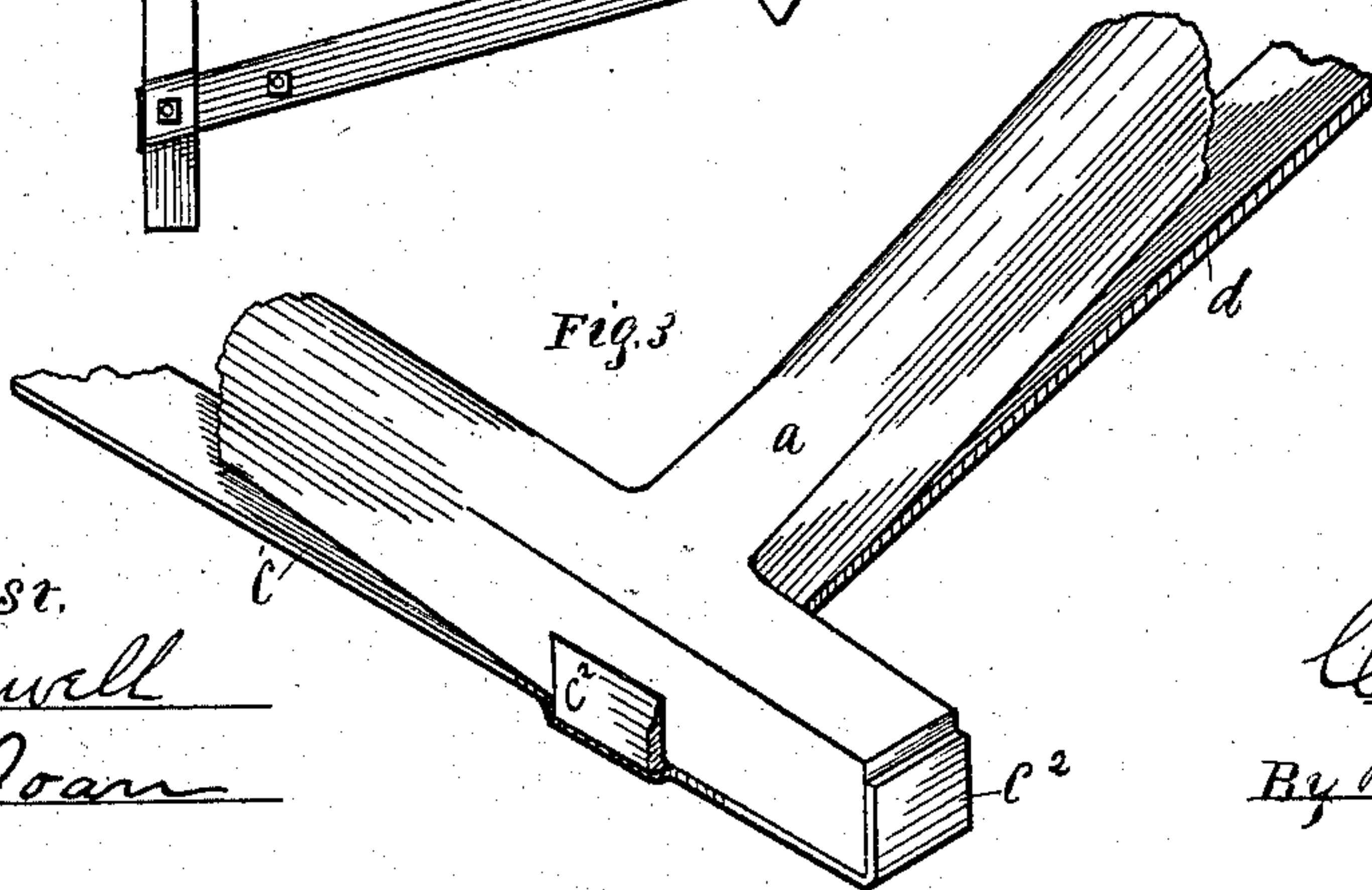


Fig. 2



Attest.  
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# UNITED STATES PATENT OFFICE.

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## PLATFORM-GEAR FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 284,225, dated September 4, 1883.

Application filed January 10, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES H. PANGBORN, of Buchanan, county of Berrien, and State of Michigan, have invented a certain Improvement in Wagon-Trusses, of which the following is a specification.

The object of my invention is to so construct a wagon-truss for supporting the fifth-wheel that will be cheap, light, and sufficiently strong to resist flexure under stress of a heavy load; and it consists of an arched truss-frame carrying a fifth-wheel, the whole being strengthened and supported by longitudinal and transverse supporting-plates, as hereinafter described.

In order to aid others skilled in the art to which my invention belongs to make and use it, I will proceed to describe its construction and operation with reference to the several drawings, forming a part of this specification, in which—

Figure 1 is a top perspective view of my invention. Fig. 2 is an inverted plan of the same. Fig. 3 is an enlarged detached perspective of a portion of my invention. Fig. 4 is a sectional view through the fifth-wheel B and side trestle, *a*, and an end view of the central cross-tie, *v*, with bolt securing the parts together, as hereinafter described.

In the drawings, Fig. 1, *e* represents the usual spring-block, and need not be described. Attached thereto, and diverging from the spring-block, I employ three trestles, *a a a*. The side trestles, as they extend from the spring-block, are gradually spread. The three trestles *a a a* are united to a transverse truss, *a'*, thus giving the trestles an A-shaped form. Passing under the trestles *a a a* is an intermediate transverse bar, *v*. The trestles *a a a* are made arching, so as to place the fifth-wheel B upon an elevation, which also prevents the end of the platform or trestles from coming in contact with the wagon-box in turning around and the like. The fifth-wheel has four bearings upon the structure, and being equally divided adds great strength to the wheel. One end of the central trestle passes under the arc of the transverse trestle *a'*. (See Fig. 1.) I attach to the underside of the trestles *a a a* metal supporting straps or bars *d d d*. (See Figs. 1, 2, and 3.) These straps are bolted to the spring-block *e* and transverse bar *a'* and trestles *a a a*. (See Fig. 2.) The ends of the metal straps *d d d* are bent at right angles, thus abutting against the vertical sides of the

spring-block and trestle *a'*, as shown in Figs. 1 and 3. Passing under the bar *a'* is a similar strap, *c'*, in which the right-angle parts *c'* meet the projecting ends of said trestle-bar. The intermediate bar, *v*, crosses between the trestles *a a a* and metal bars *d d d*, as shown in Figs. 1 and 4. The bolt *f* passes through the wheel B, bars *a* and *v*, and metal bar *d*, as shown in Fig. 4. In the drawings, Fig. 1, *e* represents the usual king-bolt plate about which the parts turn.

It is obvious, from the construction of the parts herein described, that in order to settle or sag the fifth-wheel B, mounted upon the arched trestles, said trestles must be straightened out; also that they are held in their arched position by the straight metal tie-bars *d d d* and *c'*, being bolted to the same; and, further, that said trestles supporting the wheel are prevented from spreading by the right-angle braces *c' c'* of the supporting-bars. The arched portions of my trestle are made of wood, being light and cheap; or the trestle may be constructed wholly of metal.

Having thus described my invention fully, what I claim as new, and desire Letters Patent for, is—

1. In a wagon-truss, the combination of the arched trestles *a a a*, the two outer ones joining the transverse trestle *a'*, with the central trestle passing under the arc of the transverse trestle, with the horizontal strap *c'*, passing under the central trestle supporting the same, with the end portions *c' c'* bent upward, thus abutting against the ends of the transverse trestle, substantially as and for the purposes set forth.

2. The combination of the spring-block, with arched trestles attached thereto and to the transverse trestle, as specified, the transverse bar *v*, under the trestles *a a a*, with horizontal supporting-straps *d d d*, being secured to the spring-block, and trestle *a'*, passing under and supporting the transverse bar *v*, and the transverse horizontal strap *c'*, passing under the trestle *a'*, as specified, having the ends of the straps *d d d* and *c'* turned upward at right angles to prevent sagging of the trestles by lateral spreading, substantially as and for the purposes specified.

CHARLES H. PANGBORN.

Witnesses:

HARRY J. HUDSON,  
EDWIN SCOUT.