

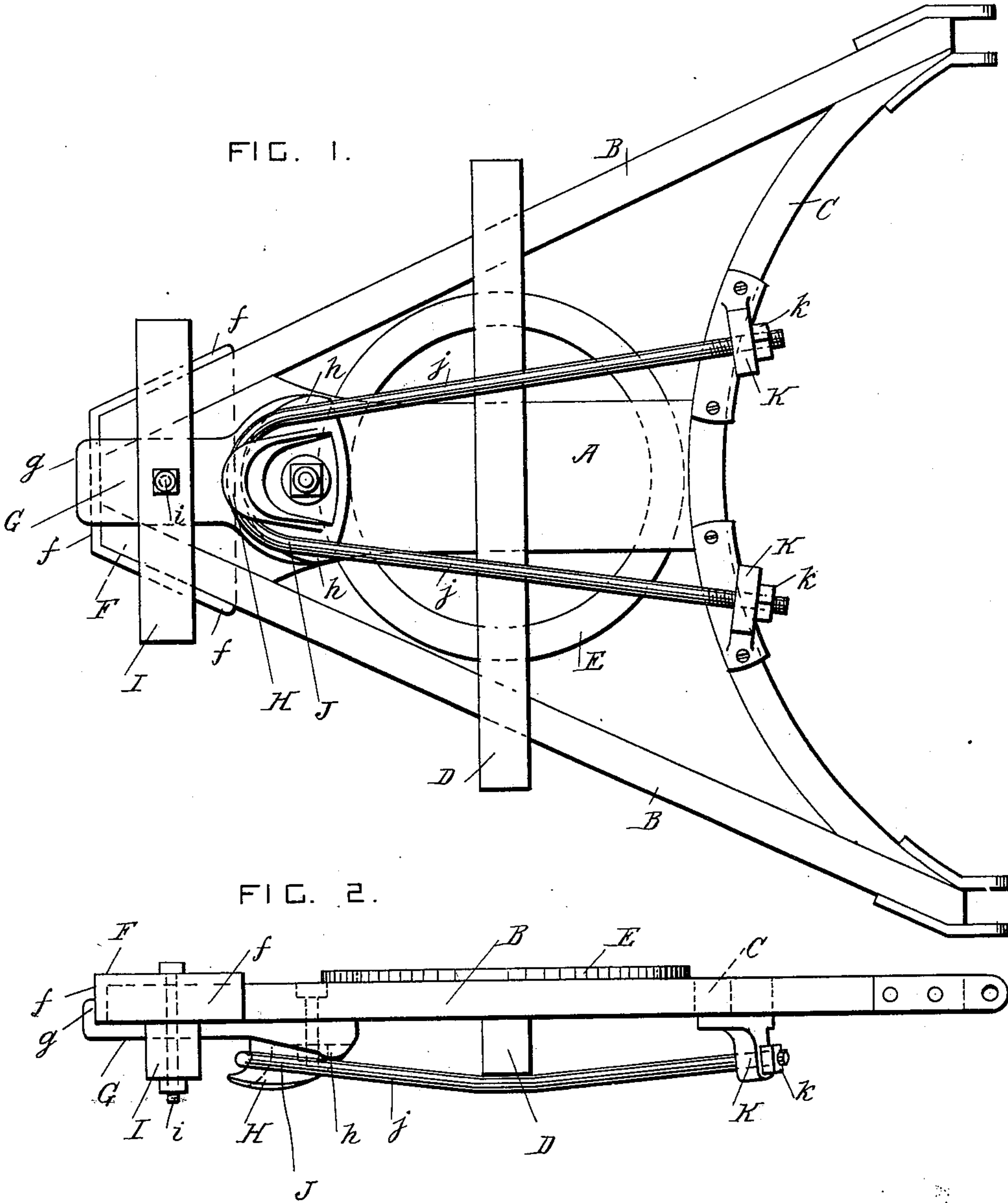
**No. 631,122.**

**Patented Aug. 15, 1899.**

**J. H. NICHOLS.**  
**PLATFORM GEAR.**

(Application filed June 22, 1899.)

(No Model.)



*WITNESSES*

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# UNITED STATES PATENT OFFICE.

JAMES H. NICHOLS, OF AKRON, OHIO.

## PLATFORM-GEAR.

SPECIFICATION forming part of Letters Patent No. 631,122, dated August 15, 1899.

Application filed June 22, 1899. Serial No. 721,464. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES H. NICHOLS, a citizen of the United States, residing at Akron, in the county of Summit and State of Ohio, have invented certain new and useful Improvements in Wagon Platform-Gears; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to platform-gearing for wagons; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a plan view from below of a wagon platform-gear constructed according to this invention. Fig. 2 is a side view of the same.

A is the longitudinal center bar of the platform.

B are the two side bars or futchells.

C is the front cross-bar, which is curved or straight, as may be desirable, and which is secured to the front end portions of the center bar and side bars in any approved manner.

D is the center cross-bar, secured under the center bar and side bars, and E is the circular track for the fifth-wheel, secured on the upper side of the platform over the cross-bar D and the center bar A.

F is a metallic socket secured on the upper side of the center bar A and the side bars at the rear end of the platform. The socket F is provided with depending flanges *f*, which cover the rear end of the center bar A and the rear side portions of the side bars and thereby prevent the side bars from spreading.

G is a bracket secured to the under side of the center bar A at its rear end. The bracket G has a projection *g* at its rear end, which bears against the middle flange *f* of the bracket F, and thereby prevents the bracket F from moving rearward and the bracket G from moving forward. The bracket G has a curved hook-shaped projection H at the middle of its front end, and *h* are blocks arranged one on each side of the projection H and a little in front of it.

I is the rear cross-bar of the platform, secured under the bracket G in any approved manner. A bolt *i* is passed through the

brackets F and G and through the center bar A and secures all the said parts together.

J is a looped truss-rod, the loop of which engages with the hook-shaped projection H. The end portions *j* of the truss-rod bear against the blocks *h* and exert an upward pressure upon them, which strengthens the center bar A between the cross-bars D and I. The end portions *j* of the truss-rod also bear on the center cross-bar D and support the circular track E. The front end portions of the parts J are connected to the front part of the platform in any approved manner.

K are brackets secured to the front cross-bar, and *k* are nuts screwed on the front end portions of the parts *j* and bearing against the brackets K, so as to secure the truss-rod under tension and enable it to support the center bar A and the circular track. Any other approved means may be used for connecting the front end portions of the truss-rod to the front part of the platform, and the platform may be made of any approved form and construction in carrying out this invention.

What I claim is—

1. In a platform-gearing, the combination, with a platform, of a bracket secured on the under side of the rear part of the said platform and provided with a curved hook-shaped projection and blocks arranged one on each side of the said projection, and a looped truss-rod engaging with the said projection and bearing upward on the said blocks and having its end portions connected with the front part of the platform, substantially as set forth.

2. In a platform-gearing, the combination, with a platform, of a bracket secured to the under side of the rear part of the said platform and provided with a projection at its rear end which projects over the rear end of the platform and prevents the bracket from moving forward, said bracket having also a projection at its front end, and a truss-rod engaging with the last said projection and bearing upward on the middle part of the platform and having its front end connected with the front part of the platform, substantially as set forth.

3. In a platform-gearing, the combination, with a platform provided with a longitudinal



bar and side bars, of a socket secured on the upper side of the rear portion of the platform and provided with depending flanges which bear against the said bars, a bracket secured  
5 on the under side of the platform and provided at its rear end with a projection which bears against the middle flange of the said socket, said bracket having also a projection at its front end, and a truss-rod engaging  
10 with the last said projection and bearing upward on the middle part of the platform and having its front end connected with the front part of the platform, substantially as set forth.

4. In a platform-gearing, the combination,  
15 with a platform, of a bracket secured on the under side of the rear part of the said platform and provided with a projection at its

rear end which projects over the rear end of the platform and prevents the bracket from moving forward, said bracket being also provided at its front end with a curved hook-shaped projection and blocks arranged one on each side thereof, and a looped truss-rod engaging with the last said projection and bearing upward on the said blocks and on the  
25 middle part of the platform and having its end portions connected with the front part of the platform, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES H. NICHOLS.

Witnesses:

CHAS. ESSELBURN,  
MAUD A. GOSTLIN.