J. BRYANT.

Platform-Gear for Vehicles.

No. 207,942. Patented Sept. 10, 1878

Fig. 1.

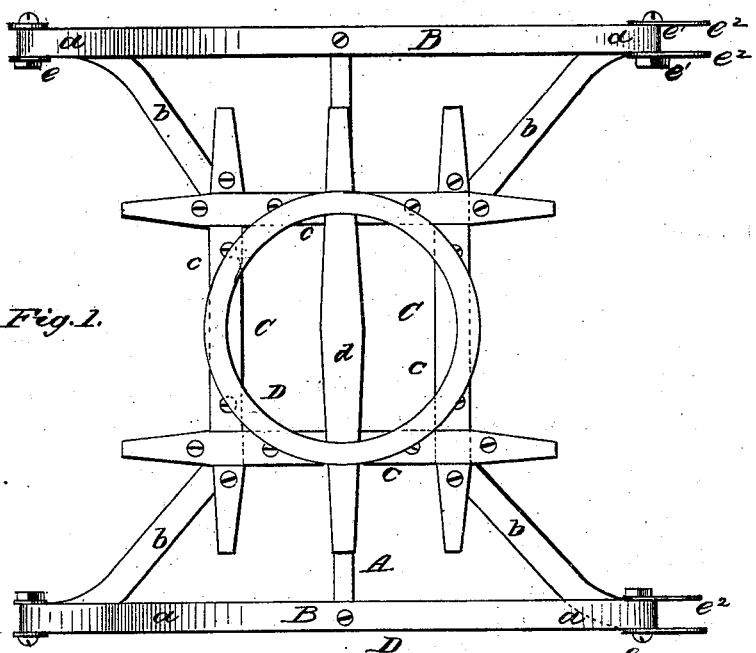


Fig. 2.

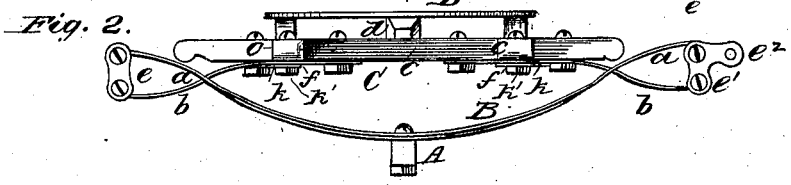
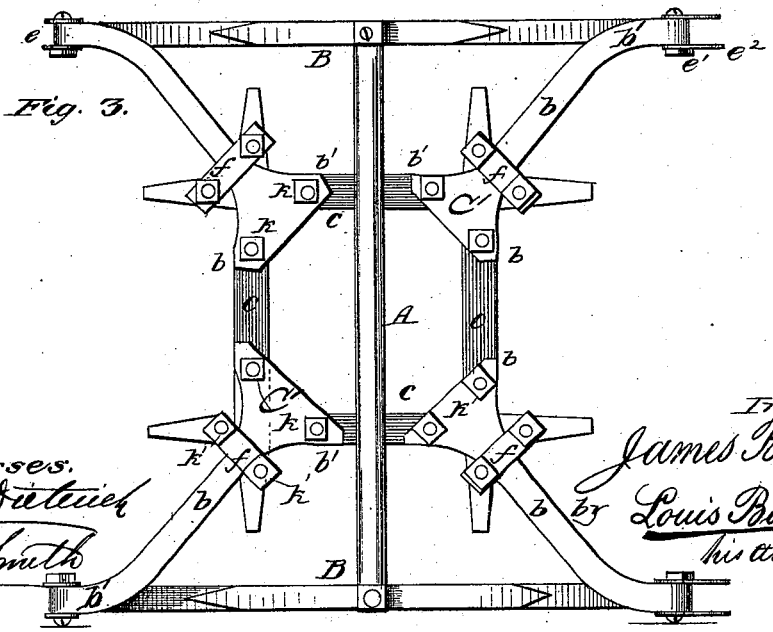


Fig. 3.



Witnesses.
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James Bryant.
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his attorneys

UNITED STATES PATENT OFFICE.

JAMES BRYANT, OF TOWANDA, PENNSYLVANIA.

IMPROVEMENT IN PLATFORM-GEARS FOR VEHICLES.

Specification forming part of Letters Patent No. **207,942**, dated September 10, 1878; application filed June 13, 1878.

To all whom it may concern:

Be it known that I, JAMES BRYANT, of Towanda, in the county of Bradford and State of Pennsylvania, have invented certain new and useful Improvements in Platform-Gear for Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a top view. Fig. 2 is a side view, and Fig. 3 is a bottom plan.

Similar letters of reference denote corresponding parts in all the figures.

This invention relates to certain improvements in platform-springs for vehicles; and it consists in the construction and arrangement of parts, which I shall now proceed more fully to describe with reference to the drawings hereto annexed, in which—

A is the axle-bed. B B are the side springs, which are secured thereupon, and form inverted arches, the ends of which are curved upwardly, as shown at *a a*. C is a cross-frame, formed of four bars or beams, *c c*. D is the fifth-wheel, which is secured upon the forward bolster, *d*, which latter is secured across the frame C.

b b are the springs forming the end springs of my improved platform-gear. These are secured to the corners of the frame C, from which they extend, and they are curved and cut in such a manner that their ends *b' b'* will come parallel to and in a line with the ends of the springs B B, to which they are attached by stirrup-connections *e e*, the object of which construction is to add to the strength of the springs B B. The ends of the springs *b*, attached to frame C, are T-shaped, as at C', and are attached by bolts *k*, passing through the arms of the T, also by strips *f f*, crossing the springs and attached by bolts *k'*. The leaves forming part of the springs *b* are also held in place by the cross-strips *f*.

The forward spring-couplings or stirrups e^1 e^1 are constructed with forwardly-projecting parallel arms e^2 e^2, having eyes or apertures for the reception of screw-bolts, for the attachment thereto of the pole or thills.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The combination, with the frame C C and the springs B B, of the oblique springs *b b*, having the T-shaped ends C', and embraced by the strips *f f*, by which and fastenings *k k'* the springs *b* are fastened to the frame C, substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JAMES BRYANT.

Witnesses:
H. V. WILLIAMS,
CHAS. L. CODDING.