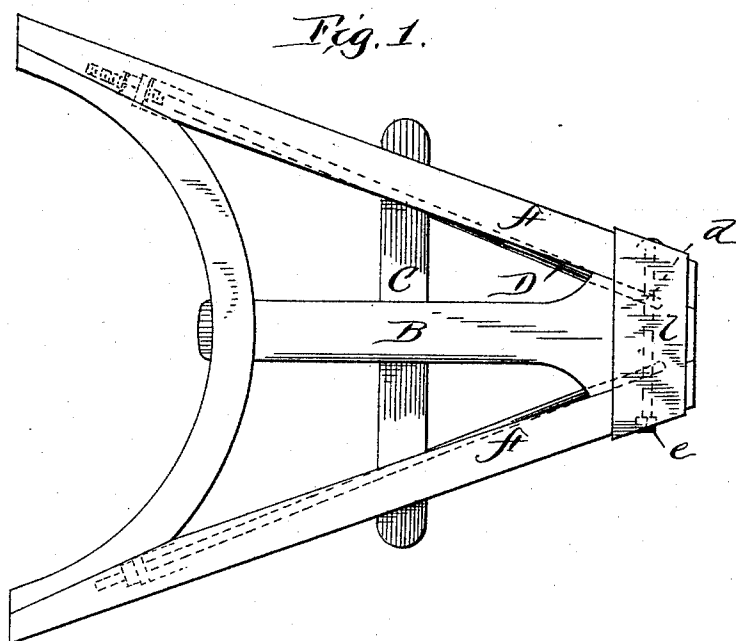
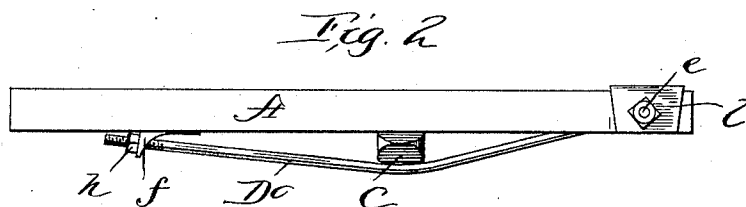
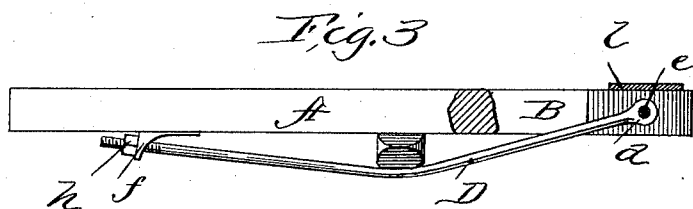


(No Model.)

J. MACK.
PLATFORM FOR WAGONS.

No. 441,881.

Patented Dec. 2, 1890.



Witnesses

W. F. Keene.
James McFearn

Inventor

John Mack
by Ellis L. Spar Atty.

UNITED STATES PATENT OFFICE.

JOHN MACK, OF GRAND RAPIDS, MICHIGAN.

PLATFORM FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 441,881, dated December 2, 1890.

Application filed April 15, 1890. Serial No. 347,951. (No model.)

To all whom it may concern:

Be it known that I, JOHN MACK, of Grand Rapids, in the county of Kent and State of Michigan, have invented a new and useful Improvement in Platforms for Wagons; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention, which is the subject of the foregoing petition, is an improvement in a platform-frame for wagons, and relates more particularly to the construction and arrangement of the trusses by means of which the frame is strengthened and supported.

The object of my invention is to secure the necessary strength and durability with simplicity of construction, economy, and neatness.

My said invention is illustrated in the accompanying drawings, in which—

Figure 1 represents it in plan view. Fig. 2 shows the same in side elevation. Fig. 3 is a side elevation, also, parts being represented as broken away to show the device for securing the front end of the truss-rods.

In the drawings, A A indicate the side pieces of the frame, and B the center piece of the same. These parts are fitted to each other in the ordinary manner at the rear end, so that the outside pieces have suitable divergence.

The ordinary cross-bar C is secured across the under side about midway from front to rear. This serves as a truss-bar to support the central piece or beam B. The face of the rear end of the beam B is chambered out about the bolt-hole, where the outer piece abuts, to receive the eye *d* of the truss-rod D. The chamber may be made in the face of the piece A, but it is more conveniently made, as shown, and this does not weaken the parts. It will

be understood that the eyes of both of the truss-rods D are similarly located—one upon one side and the other upon the other side of the piece B—and both are held by the transverse bolt *e*, which secures the truss-rods at the end, and also holds together the three beams or pieces A A and B. The truss-rods pass underneath the cross-bar C, and are brought forward to the front ends of the pieces

A A. On the under side of each of these ends is bolted a plate having a lug *f*, through a hole in which is passed the threaded end of the truss-rod, which is put under proper tension and held securely by means of a nut *h*. The rods therefore directly truss the side piece A, and through the cross-bar also support the central piece B. This mode of securing the rear ends of the truss-rods gives a very neat appearance at little expense, and renders it possible to hold them by the same bolt which secures the front ends of the frame-pieces. On the top of the ends of these pieces at the front I bolt the plate *l*, which is a plain plate of ordinary strap-iron or some such material. The upper surface of the frame is left clear for the ordinary bearing wheel or circle.

I claim—

1. In combination, the side pieces A A, the center piece B, a transverse bolt for securing said pieces together at the front, and the truss-rods D D, having eyes at their rear ends, the said bolt also passing through the truss-rods and holding them, substantially as described.

2. In combination with the side pieces and the central piece having the chambered sides, the transverse bolt, and truss-rods having eyes which rest in the chambers and through which the bolt passes, the said truss-rods being secured at the front ends of the side pieces, substantially as described.

3. In combination, the side pieces and center pieces, the cross-bar C, the truss-rods adjustably held at their front ends to the under side of the side pieces and extending beneath the cross-bar and inwardly between the side and center pieces at their rear ends, and the transverse bolt for securing the side and center pieces and truss-rods together, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN MACK.

Witnesses:

J. M. OLDS.

O. F. POWELL.