

(No Model.)

T. HILL.
PLATFORM WAGON.

No. 460,870.

Patented Oct. 6, 1891.

Fig. 1.

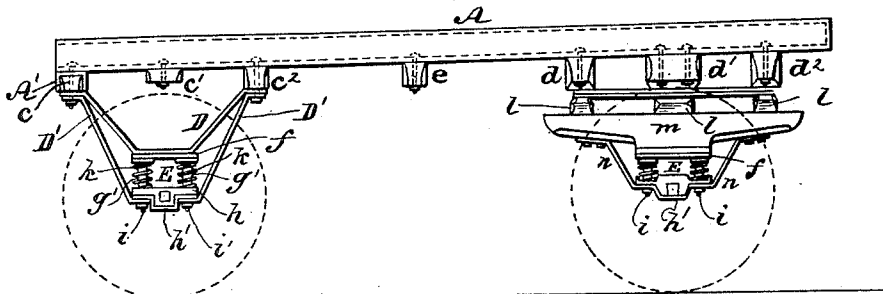


Fig. 2.

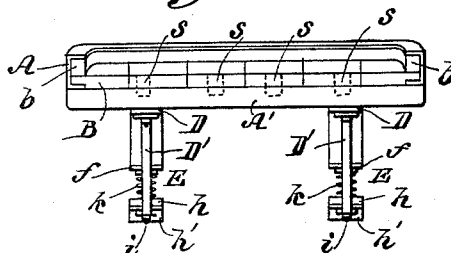
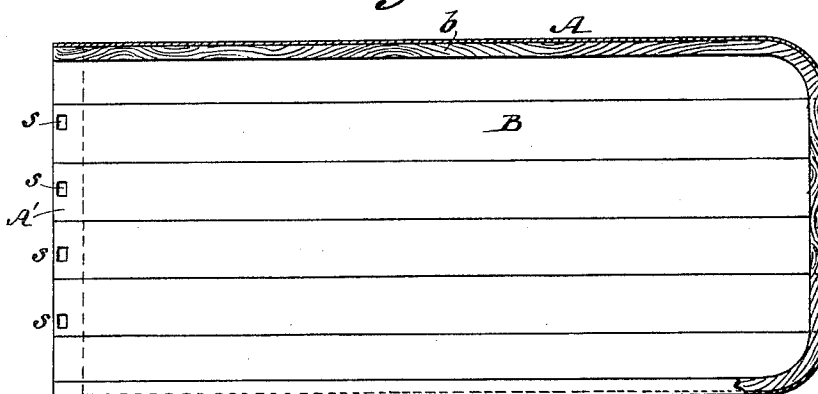


Fig. 3.



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THOMAS HILL, OF JERSEY CITY, NEW JERSEY.

PLATFORM-WAGON.

SPECIFICATION forming part of Letters Patent No. 460,870, dated October 6, 1891.

Application filed January 10, 1891. Serial No. 377,316. (No model.) Patented in Canada November 3, 1890, No. 35,331.

To all whom it may concern:

Be it known that I, THOMAS HILL, of Jersey City, in the county of Hudson and State of New Jersey, have invented a new and useful Improvement in Platform-Wagons, (which was patented in Canada November 3, 1890, No. 35,331,) of which the following is a full, clear, and exact description.

This invention relates to platform-wagons or vehicles generally, but more especially to those of the "lorry" type, used principally for carrying heavy freight goods.

The object of the invention is to produce a wagon of the above description which shall be cheaper to construct, be lighter, and more capable of resisting successfully the roughest usage.

To these and other ends the invention comprises various novel details of construction, substantially as hereinafter described, and more particularly pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 represents a side elevation of a wagon embodying my invention, the running wheels of the vehicle being shown by dotted lines. Fig. 2 is a rear end view of the same, omitting the wheels, and Fig. 3 is a partly sectional plan thereof, also omitting the wheels.

The platform of the wagon has an outside frame made up of two independent sections composed of angle-iron, the one A of which, being bent into U shape, forms the front end and the two sides, and the other A' of which (that constitutes the rear end of the frame) is bolted or riveted to the under side of the rear ends of the section A. The flanges of the angle-iron in the section A of the frame turn inward, and the upright spaces between them are preferably deep enough to receive the forward ends and side edges of the boarding B, which constitutes the platform of the wagon, and a filling-in strip b, fitted in the space between the top of such boarding and the upper flange.

The boarding B of the platform is supported transversely throughout its length by the rear angle-iron section A' of the frame and the usual cross-bars c c' c² at the rear,

d d' d² at the front, and e in the center, the one c being fitted in the angle-iron A' and serving to re-enforce it, and each of said bars being bolted, as indicated by dotted lines, to the angle-iron A of the frame.

Instead of the usual heavy wooden trusses, which extend from the cross-bar c to that c² at the rear of the wagon on each side of the latter, I employ an iron trestle-bridge or truss-like hanger D, and in connection with such trestle or hanger I use a vehicle-spring pedestal E, substantially similar to that for which Letters Patent No. 421,403 were issued to me on February 18, 1890, f being the base-plate of same in contact with the trestle D, g' g' the tubular projections, and h h' the bearing-plate and keeper, which latter either has its ends extended upward for attachment to the bars c c² or to the carriage, as will be hereinafter explained, as the case may be, to form a stay; or the pedestal-bolts i i may be made sufficiently long to pass from and through the trestle or hanger D, through the base-plate f, tubular projections j' g', bearing-plate h, and the keeper h' to and through eyes on the lower ends of separate re-enforcement-stays—such as shown at D' D'—the upper ends of which, together with the ends of the trestle D, are secured to the cross-bars c c² by the bolts which secure these latter to the angle-iron frame A, thus forming second and outer trestles or bridges which re-enforce the trestle-bridge or hanger D, or these stays D' D' may be modified in form and be secured to any other cross-bars. Such extra stays D' D' greatly stiffen and support the spring-pedestal, of which k k are the springs, arranged around the tubular projections g' g' between the base-plate f and bearing-plate h.

The carriage or fifth wheel, of which l l l and m are, respectively, the transverse and longitudinal bars, only one of which latter of the four usually employed is here shown, the transverse bars l l l coinciding with the cross-bars d d' d², as usual, this carriage or fifth-wheel is also preferably fitted with a spring-pedestal E, such as hereinbefore described, the base-plate f being in contact with the bottom board or truss of the carriage and the keeper h' being extended from beneath the pedestal, as at n n, and having its ends bolted to the outer longitudinal bars m, thus forming

a stay and serving to secure the whole firmly together, and virtually corresponding to the two separate outer rear stays D' D', which may, if desired, be used instead.

5 In order to provide a secure hold for the hooks of the usual skid used for loading and unloading the wagon or trolleys of the kind shown, I cut apertures *s* in the outer top corner or edge of the rear angle-iron A', corresponding portions of the boarding B being
10 also removed, and thus save the expense and labor in forging the usual skid-irons.

Having thus described my invention, I claim as new and desire to secure by Letters
15 Patent—

1. In a platform wagon or vehicle, the platform having a main frame constructed of U-shaped angle-iron embracing two sides and one end, bars extending from side to side of
20 such frame and secured thereto, and boarding in and between the flanges of the angle-iron frame.

2. In a platform wagon or vehicle, the platform having a main frame constructed of U-shaped angle-iron embracing two sides and
25 one end, bars extending from side to side of such frame and secured thereto, boarding in

and between the flanges of such angle-iron frame, and re-enforcing strips within the channel or space between said boarding and
30 the upper flange of said angle-iron frame.

3. In a platform wagon or vehicle, the platform having a main frame consisting of two independent sections of angle-iron, one of which forms the front and sides thereof and
35 the other the back, the latter being bolted or separately secured to the under side of the ends of the frame.

4. In a platform wagon or vehicle, the platform having a main frame consisting of two independent sections of angle-iron, one of which, having opposite upper and lower flanges, forms the front and sides thereof and the
40 other the back, the latter being bolted or separately secured to the under side of the former, boarding in and between the flanges of the angle-iron section, which forms the front and
45 sides, and re-enforcing strips within the channel or space between said boarding and the upper flange of said angle-iron section.

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Witnesses:

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