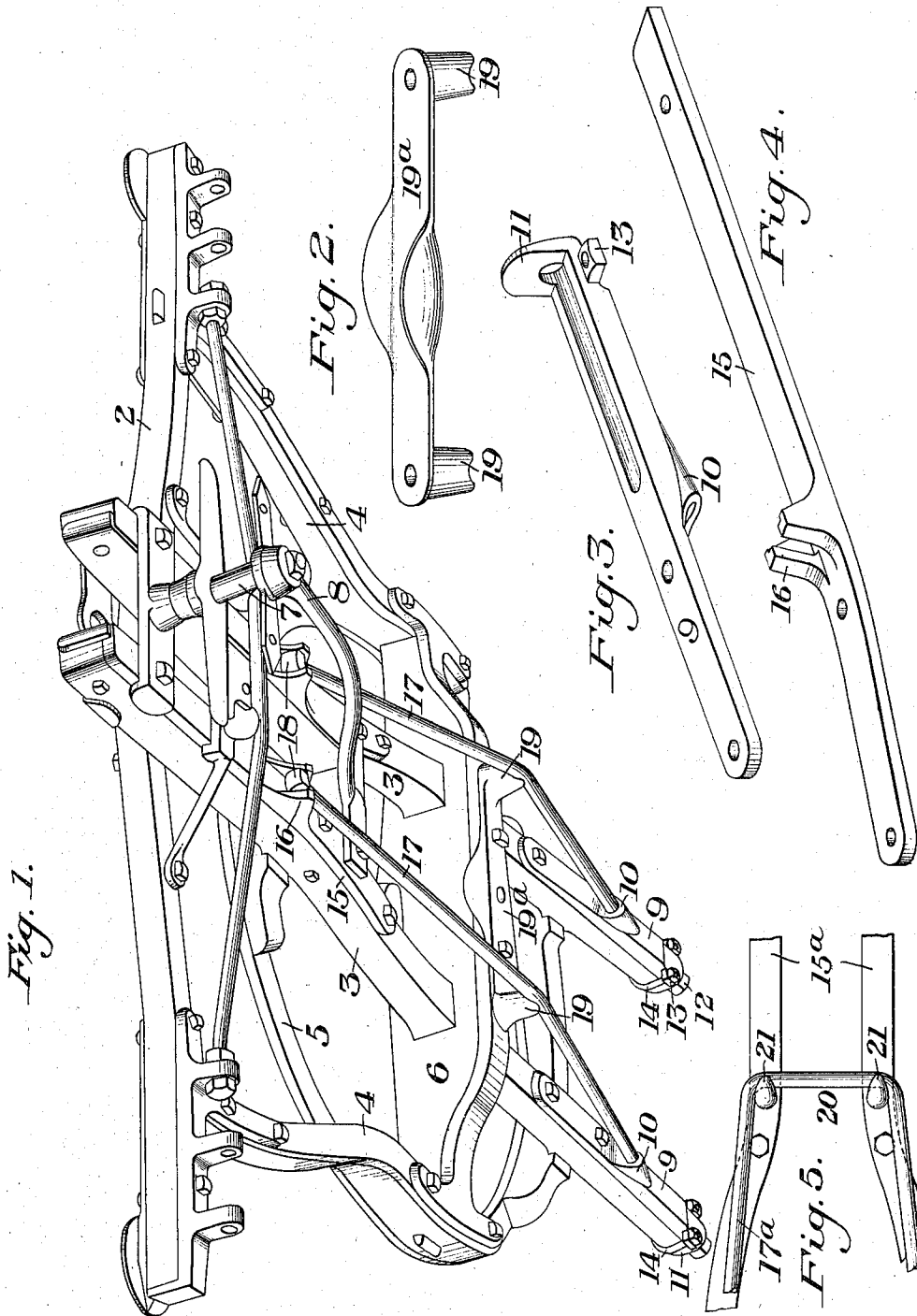


J. ERRETT.
 PLATFORM GEAR FOR VEHICLES.
 APPLICATION FILED APR. 13, 1910.

984,895.

Patented Feb. 21, 1911.



WITNESSES
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UNITED STATES PATENT OFFICE.

JOSEPH ERRETT, OF CLEVELAND, OHIO.

PLATFORM-GEAR FOR VEHICLES.

984,895.

Specification of Letters Patent. Patented Feb. 21, 1911.

Application filed April 13, 1910. Serial No. 555,278.

To all whom it may concern:

Be it known that I, JOSEPH ERRETT, a resident of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Improvement in Platform-Gears for Vehicles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a perspective view of a platform gear embodying my invention, the view being taken from the under side looking upwardly. Fig. 2 is a detail perspective view showing the bottom bolster plate cap. Fig. 3 is a similar view showing one of the rear pole-hound plates. Fig. 4 is a similar view showing one of the front pole-hound plates. Fig. 5 is a plan view showing a modified form of the truss rod.

My invention has relation to platform gears for vehicles, and more particularly to that class of platform gears which have the pole-hounds extending continuously from the splinter bar to a point beyond the rear of the circle, where they rest upon and are attached to a transverse spring bar carried by the platform cross spring. Gears of this type usually have side hounds which are more or less curved, their rear ends forming a part of the circle bearing and having the ends of the cross bolster mortised into them. These gears are of the coach platform type and are commonly known in the trade as "New York", "Pittsburg" or "St. Louis" gears. These gears are expensive to make and the pole-hounds, as commonly made, with a continuous plate or lining on the bottom of them, have a tendency to sag under the load. To remedy this it is necessary to remove the gear from the vehicle, detach the spring and remove and shorten the pole-hound plates by upsetting. This operation means a considerable outlay of time and money as well as loss of the use of the vehicle.

My invention is designed to provide means of simple and efficient character whereby, when the gear sags or settles under the load, they may be readily leveled without removal from the vehicle or loss of use of the vehicle, and without expense by the simple application of a wrench.

To this end my invention consists in a

novel truss arrangement for the pole-hounds by means of which the gear may be quickly and easily leveled as above described.

Referring to the accompanying drawings, in which I have shown the preferred form of my invention, the numeral 2 designates the usual splinter bar, 3, 3 the pole-hounds, 4, 4 the side hounds, which are of the curved form above referred to and which at their rear end portions form a part of the bearing for the circle 5.

6 designates the usual cross bolster, 7 the linch pin and 8 the hamer strap.

9 designates the rear hound plates which are secured to the under sides of the rear end portions of the pole-hounds 3, and which are formed each with a sleeve portion 10. The rear end of each hound plate has a flange 11 which covers the rear end of the hound, and which forms a bearing for the truss rod nut 12. These rear hound plates are preferably made with a clip tie 13 near the rear end of the hound, so that a clip 14 may embrace the hound to prevent the wood from splitting.

15 designates the front pole-hound plates which are secured to the under side of the front end portions of the pole-hounds and which are each formed with notched and recessed lugs 16 to receive the heads of the truss rods. These truss rods are shown at 17, their front ends having heads 18 which engage the lugs 16 in the manner shown in Fig. 1, and their rear ends extending through the sleeve portion 10 of the rear hound plates and secured by the nuts 12. The truss rods have an intermediate support on the struts 19. These struts are shown as being carried by the bolster plate cap 19^a. This cap is preferably used when the bottom bolster plate is made in two pieces as shown, but when this plate is made in one piece, as is sometimes the case, these struts may be formed separately and secured to the plate in any desired manner. In this type of gear the pole-hounds carry practically the entire load, and, as above stated, are apt to sag under the load. In the construction described, all that is necessary to support this sag and to level this gear is to apply a wrench to the nuts 12 and tighten up the truss rods. These truss rods may consist of two separate rods as shown in Fig. 1, or as shown in Fig. 5 they may be made from one

continuous bent rod, the forward end forming a loop 20 which engages hooks 21 on the front hound plates 15^a.

My invention provides means of extremely simple and efficient character for supporting and leveling platform gears of this type and which can be readily applied to existing gears, the only modification required being in the form of the front and rear pole-hound plates and in the provision of suitable struts carried by the cross bolster.

It will be obvious that various changes may be made in the general construction of gears of the type to which my invention is applicable and that the details of construction and arrangement of the parts constituting the invention may be varied without departing from the spirit and scope of my invention as defined in the appended claims.

What I claim is:

1. In a platform gear of the class described, a pole-hound having front and rear hound plates secured to its under side, one of said hound plates having a sleeve portion, and the other of said plates having a hook or lug, of a truss rod engaging the hook or lug and passing through said sleeve portion, a nut engaging one end of said truss rod, and a central strut or support for the truss

rod carried by the cross bolster; substantially as described.

2. A platform gear of the class described, having a transverse splinter bar, pole hounds to which the splinter bar is secured, side hounds secured to the splinter bar at their front ends, and forming a part of the circle at their rear end portions, a cross bolster connecting the pole and side hounds, and a truss rod extending underneath each of the pole hounds and secured thereto at the ends, together with bearings for said rods carried by the cross-bolster, substantially as described.

3. A platform gear of the class described, pole hounds, side hounds, a transverse splinter bar connecting said hounds and having a truss rod, a cross bolster, and a truss rod underneath each of the pole hounds and connected thereto at its front end back of the splinter bar and having a strut bearing carried by the cross bolster, substantially as described.

In testimony whereof, I have hereunto set my hand.

JOSEPH ERRETT.

Witnesses:

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