

Washington Evans.

Suspension Platform Stone-Boat.

PATENTED NOV 15 1870

109308

Fig. 1.

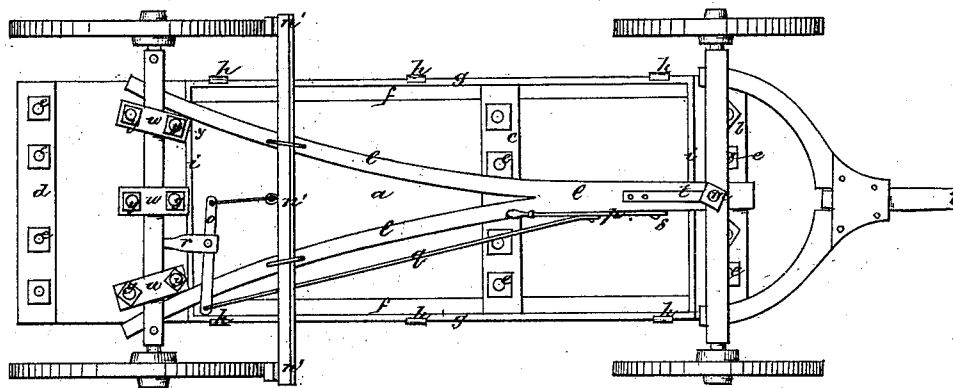
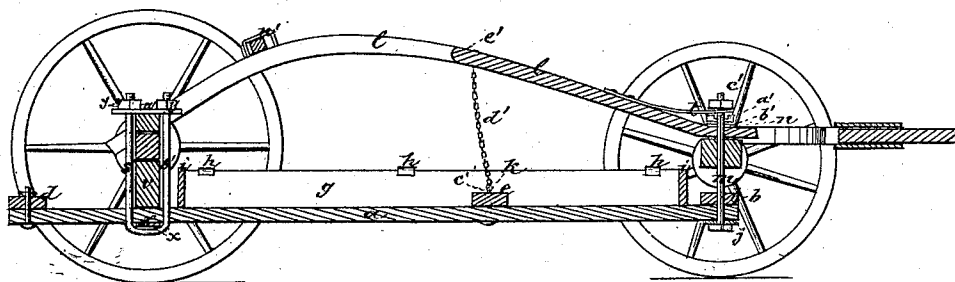


Fig. 2.



Witnesses,
H. J. Smith
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Theodore Munger
his Attorney.

United States Patent Office.

WASHINGTON EVANS, OF ONTARIO, OHIO.

Letters Patent No. 109,308, dated November 15, 1870.

IMPROVEMENT IN STONE-TRUCKS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern :

Be it known that I, WASHINGTON EVANS, of Ontario, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Suspension-Platform Stone-Boats; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing making a part of this specification, in which—

Figure 1 is a top view; and

Figure 2, a longitudinal section.

This invention relates to an improvement in suspension-platform stone-boats; and consists of a platform and forked curved reach of peculiar construction, and the devices for securing them to the axles of a wagon, as will hereinafter more fully appear.

In the drawing—

a is the platform, constructed of a sufficient number of planks to make it of the required width, fastened together by cleats *b*, *c*, and *d*, and an iron plate, *j*, the former secured to the upper side of the platform, and the latter to the under side, directly beneath the cleat *b*, by the bolts *e*, having heads on the lower, and nuts on the upper side of the platform.

The cleat *d* may be either of wood or iron.

The cleat *c* is provided with the eye *k*, and is placed back of the front cleat *b* about two-fifths of the length of the platform.

f f are plates of rolled iron, secured to the upper side of the platform at the edges, to prevent wear of the same by friction.

g g are removable side-boards, held in place by the iron plates *h h h* and transverse boards *i i*.

Side-boards *g g* are used when the load is of sand or similar material, or when the road to be travelled is rough or hilly.

The iron pieces *h* are fastened to the platform by bolts, and are bent at the top and made slightly flaring, so as to clamp the upper edges of the side-boards.

The front and rear axles are coupled by a forked curved reach, *l*, the forked end being secured between the rear axle and the bolster, and the other end between the front axle and the sand-bar *n*.

The curved reach *l* is provided with a brake, *u*, operated by the combined levers *o* and *p*, connected by the wire *q*, the fulcrum of the lever *o* being in the bar *r*, secured to the bolster, and the fulcrum of the lever *p* in the curved reach *l*, at *s*.

The platform *a* is suspended from the rear axle by three stirrups, *s*.

A block of wood, *v*, is inserted to fill the space between the lower side of the rear axle and the upper face of the platform.

The stirrups *s* pass up through the bottom of the

platform, and extend above the top of the bolster in such a manner as to bind together the iron bar *x*, block of wood *v*, rear axle, and bolster, when clamped above the bolster by the iron drivers *w*, fitting over the stirrup ends, and tightened by the nuts *y*.

The iron bar *x* prevents the stirrup from splitting the planks of the platform.

The platform is suspended from the front axle by the king-bolt *m*, which passes up through a hole in the front end of the platform *a*, front axle, single end of forked curved reach *l*, sand-bar *n*, and brace *t*. A key-hole penetrates the king-bolt *m* just above the sand-bar *n*.

A key, *a'*, of steel, having a notch in its upper edge, of the diameter of the king-bolt *m*, is inserted into the key-hole to receive the weight of the load at the front end of the platform.

The object of notch in key *a'* is to prevent the same from working out, as would be the case if key were of the ordinary kind, wedge-shaped, or with smooth edges.

A closely-fitting washer, *b'*, is placed directly under the key *a'*.

The washer *b'* I prefer to have made of steel, for the reason that, if made of softer material, the friction of key above would quickly cut washer to pieces.

One end of the brace *t* is secured by bolts to the curved reach *l*, and the other fits over the key-bolt *m*, and is held in place by the nut *c'*, so as to prevent the front axle from being forced from a level, either forward or backward.

A chain, *d'*, is fastened to the forked curved reach *l*, at *e'*, and permanently to the eye *k*, by hook *c'*, and through the eye, by means of screw and nut, to the cleat *c* in the platform, the hook falling to and resting on the platform when not drawn up by being attached to chain. The hook is bent very closely, to prevent the same from spreading when load is imposed. The chain is to prevent the platform from sagging to the ground under the weight of the load. This is accomplished by throwing the weight from the platform to the curved reach *l*, through the chain *d'*, and thence necessarily to the axles, to which the curved reach is secured.

Having thus described my invention,

What I claim as my improvement is—

1. The platform *a*, provided with the cleats *b*, *c*, and *d*, and the plates *j* and *f*, and the bar *x*, with or without the pieces *h*, side-boards *g*, and transverse boards *i*, when suspended from the axles of a wagon by stirrups *s*, having drivers *w* and nuts *y*, and the king-bolt *m*, having the notched key *a'*, substantially as and for the purpose hereinbefore specified.

2. The stirrups *s*, having drivers *w* and nuts *y*, bar *x*, platform *a*, block of wood *v*, curved reach *l*, and rear

axle and bolster, arranged relatively one to the other, for the purpose hereinbefore set forth.

3. The king-bolt *m*, the notched key *a'*, and nut *c'*, front axle, sand-bar *n*, platform *a*, and curved reach *l*, having brace *t*, arranged relatively one to the other, as described, for the purpose specified.

4. The curved reach *l*, provided with the brace *t* and chain *d'*, with or without the brake *n'*, arranged relatively one to the other, and to the wagon-axles and the platform *a*, for the purpose set forth.

In testimony that I claim the foregoing improved suspension-platform stone-boat, as above described, I have hereunto set my hand and seal, this 28th day of September, 1870.

WASHINGTON EVANS. [L. S.]

Witnesses:

JEROME LEE,

THOS. E. DOUGLAS.