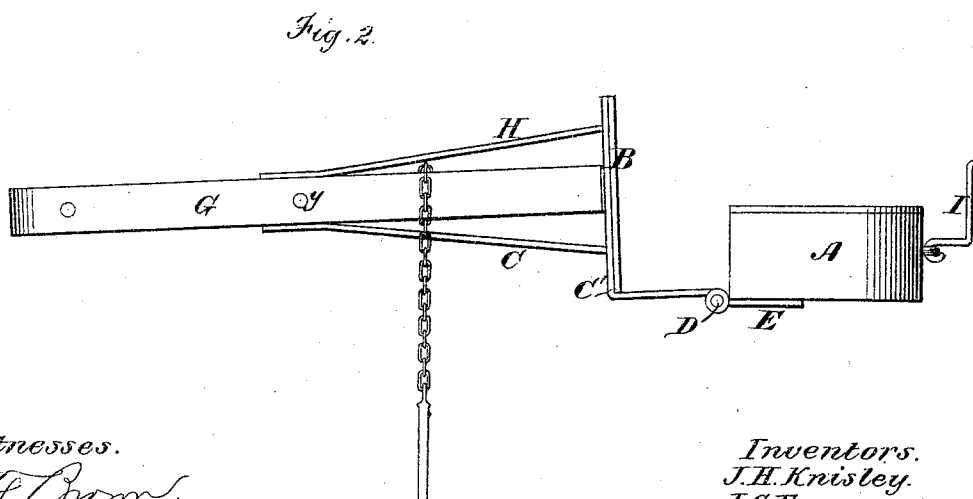
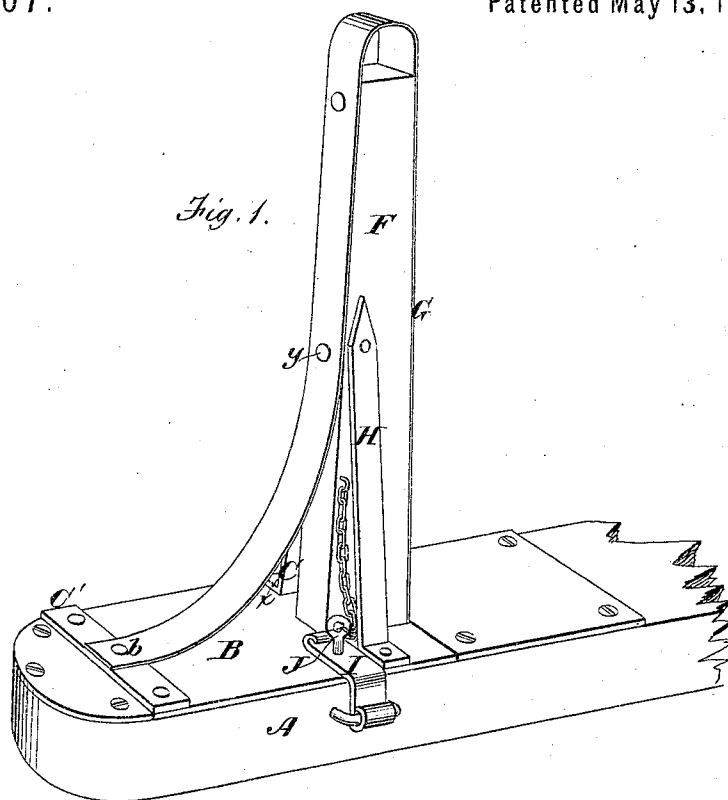


J. H. KNISLEY & J. C. FERGUSON.

Wagon Standards.

No. 138,807.

Patented May 13, 1873.



Witnesses.

C. F. Brown,
Melville Church

Inventors.

J. H. Knisley,
J. C. Ferguson,
by their Attys.

Hill & Blount.

UNITED STATES PATENT OFFICE.

JAMES H. KNISLEY AND JOSEPH C. FERGUSON, OF RAINSBOROUGH, OHIO.

IMPROVEMENT IN WAGON-STANDARDS.

Specification forming part of Letters Patent No. **138,807**, dated May 13, 1873; application filed March 27, 1873.

To all whom it may concern:

Be it known that we, JAMES H. KNISLEY and JOSEPH C. FERGUSON, of Rainsborough, Highland county, Ohio, have invented an Improved Wagon-Standard, of which the following is a specification:

Figure 1 is a perspective view, showing the standard erect; and Fig. 2 is an elevation showing the standard turned down.

This invention has for its object to provide a device by which the standards that are attached to the bolsters of draft-wagons can be readily turned out of the way when it is desired either to remove a load or wagon-body or to put on a load or wagon-body, and as readily turned into an upright position again when required. To this end the invention consists in the parts and combinations of parts, which we will now proceed to describe.

In the accompanying drawing, A represents an ordinary wooden wagon-bolster. B is a flat iron plate placed on the upper side of the bolster, said plate having hinges C C' extending from one edge down the adjacent side of the bolster, and jointed to a pivot, D, secured to the lower corner of the bolster by means of arms E, having boxes in their outer ends, in which the pivot is supported, and extending transversely beneath the bottom of the bolster and bolted thereto. The hinge C' runs along the upper side of the plate B at one edge thereof, and is fastened thereto. The hinge C is bolted to the plate B at *x*, and passes thence in an inclined direction to a point on the side of the standard, F, at which point the hinge is bolted to the standard. The standard is fastened to the plate B in any suitable manner, as by an iron strap, G, secured to the bottom of the plate B by the bolt that helps to fasten the standard to said plate, said strap being bent around the ad-

jacent edge of the plate B, and passing up the side of the standard, over its top, down its other side to a point, *y*, and thence curved outward and joining the plate B at *b*, where it is bolted, forming a brace for the standard. H is a third brace, on the side of the standard opposite C. I is a hasp pivoted to the side of the bolster, and extending thence up over the plate B, to which it is fastened by a removable pin, J, passing through a hole in the plate B, and thence into an orifice in the bolster.

From this it will be perceived that when it is desired to put the standards in such a position that they will not be in the way of placing a load or a wagon-body upon or removing it from the bolsters, what is necessary to do is to take out the pin J and turn the plate B and standard F down to one side, as shown. This operation having been completed, the standard should be turned up again and re-fastened by means of the pin J.

Where the standards are rigidly secured to the bolsters, as they usually are, they either must remain so in loading and unloading, to the great inconvenience of the workman, or they must be removed from the bolsters and replaced in them by knocking out and driving in again the keys or other fastenings which hold them in place, an operation of much greater inconvenience than the turning down and turning up of our jointed standards.

We claim as our invention—

The combination of the bolster A, hinged plate B, standard F, and hasp I, substantially as and for the purpose specified.

JAMES H. KNISLEY.
JOSEPH C. FERGUSON.

Witnesses:

GEORGE STEVENS,
J. C. NORTON.