(No Model.)

A. COBLE.

WAGON STANDARD.

No. 442,421. Patented Dec. 9, 1890.

Fig. 1.

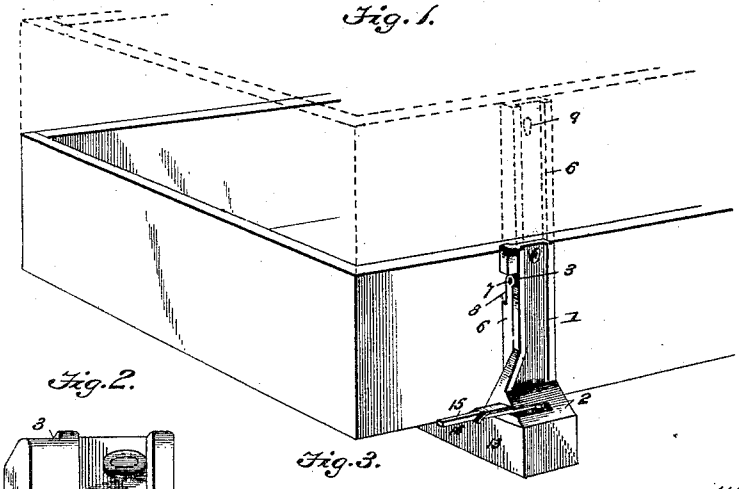


Fig. 2.

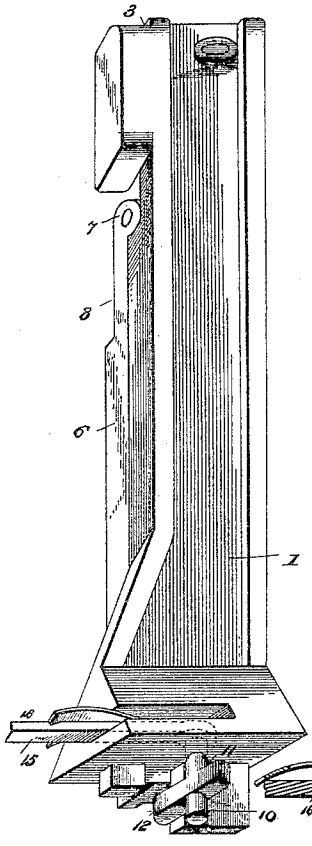


Fig. 3.

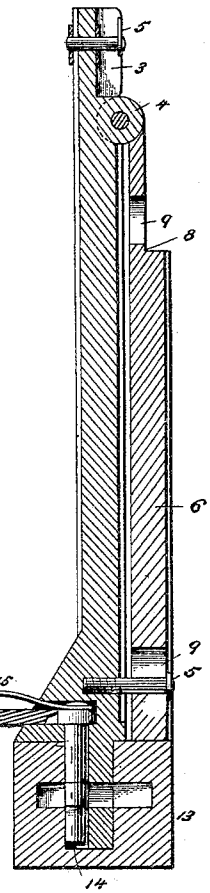


Fig. 4.

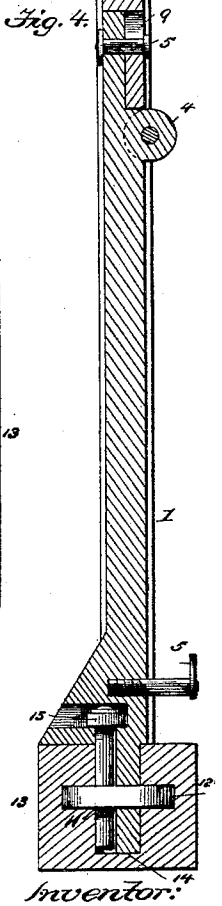
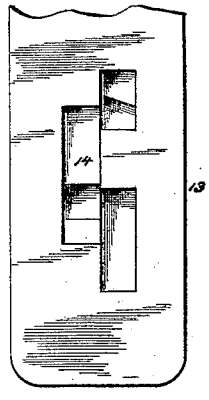


Fig. 5.



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UNITED STATES PATENT OFFICE.

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WAGON-STANDARD.

SPECIFICATION forming part of Letters Patent No. 442,421, dated December 9, 1890.

Application filed April 15, 1890. Serial No. 347,934. (No model.)

To all whom it may concern:

Be it known that I, ANTHONY COBLE, a citizen of the United States of America, residing at Montgomery City, in the county of Montgomery and State of Missouri, have invented certain new and useful Improvements in Adjustable Wagon-Standards, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to improvements in wagon-standards; and the leading object of my invention is the provision of a standard which may be readily applied and detached from the bolster, and which is capable of adjustment to wagon-bodies of different heights or depths.

A further object of my invention is the provision of an adjustable and detachable wagon-standard which will possess merit in points of simplicity and durability of construction, ease and efficiency in operation, and which can be produced at a small figure.

To attain the desired objects the invention consists of the novel and improved standard substantially as herein illustrated, described, and specifically defined and distinguished by the claims.

In order that the construction and application of my improved standard may be readily understood, I have illustrated the standard in the accompanying drawings, in which—

Figure 1 represents a perspective view of a part of a wagon-body with my improved standard applied. Fig. 2 represents a perspective view of the standard. Fig. 3 represents a vertical section of the standard adjusted for a low-body wagon. Fig. 4 represents a vertical section of the standard adjusted for a wagon with a deeper or higher body, and Fig. 5 represents a detail view of the socket-piece.

Referring by numeral to the drawings, 1 designates the lower section of the standard, having the enlarged base 2, provided near the top with the recess or cut-away portion 3, and the lug 4, provided with a perforation, and the said section is further provided near the upper and lower ends on the inside with the pivoted latches 5.

The numeral 6 designates the upper section, having its lower end formed with a lug 7, which is perforated and is hinged to the lug of the lower section, and the lower end of the upper section on the outer face is recessed at 8 to cause it to fit snugly in the recess of the upper section, and the upper section is provided with openings 9 to receive the catches or latches 5 on the lower section for securing the upper section when closed or extended, as is evident.

From the foregoing it will be seen that the standard consists of two sections hinged together, and that the standard can be adjusted to accommodate it to a low-body or deep-body wagon, as circumstances may require. From the enlarged base of the lower section depends a lug 10, provided on one side with a notch 11, and a lug 12 depends from the base adjacent to said lug 10.

13 designates a casting or socket-piece, which is provided with a socket 14, of the shape shown, adapted to receive the lugs 10 and 12 and the pivoted latch 15, pivoted in the base of the lower section and adapted to lock in or engage the socket 14 for securing the standard to the socket-piece. To the upper end of the pivoted catch is attached or formed a handle or lever 16, which rests normally in a recess in the enlarged base of the lower section of the standard, and by which the latch is operated. To the top of the handle or lever is secured a flat spring 17, which bears against the upper wall of the recess in the lower section and serves to retain the lever in place and prevent detachment of the catch, as is evident. If desired, I may dispense with the socket-piece and form a socket in the bolster with which the catch can interlock and which will serve the purpose. I prefer to make the standard of malleable cast-iron; but I do not limit myself to the use of any special material, as any material suitable for the purpose may be used. It will thus be seen that I provide a standard which can be adapted to low or high body wagons, which can be applied by merely fitting the lugs in the socket and turning the catch to lock with said socket, and can be released by turning the catch to release it from the socket, which is simple and durable in construction, thoroughly efficient for the intended purpose, and can be produced at a low price, thus com-

mending it as a practical and useful device for the intended functions.

I claim as my invention—

1. A standard consisting of two sections hinged together, the upper one having a slot at the upper and lower ends and the lower one having a catch at its lower end to engage the slot at the upper end of the upper section, and a catch at its upper end to engage the slot in the lower end of said upper section.

2. A standard consisting of two sections hinged together, fastenings for securing the sections in open and closed positions, and a lock on the lower section for securing the standard in place.

3. A standard consisting of two sections hinged together, lugs on one of the sections adapted to enter a socket, and a latch for engaging the socket and lug for securing the standard in place.

4. A standard consisting of two sections hinged together, a lug depending from the lower section, a socket-piece having a socket adapted to receive said lug, a latch pivoted in said lower section and adapted to engage the lug and socket for securing the same, a handle for operating the catch, and a spring for retaining said handle in the proper place.

In testimony whereof I affix my signature in presence of two witnesses.

ANTHONY COBLE.

Witnesses:

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N. D. HALFORD.