

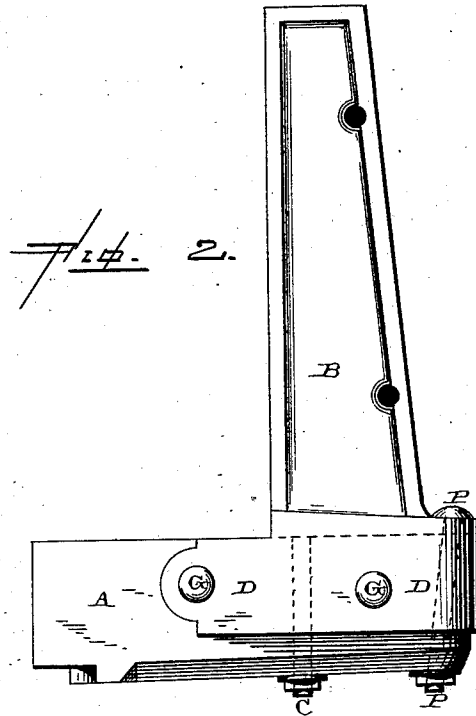
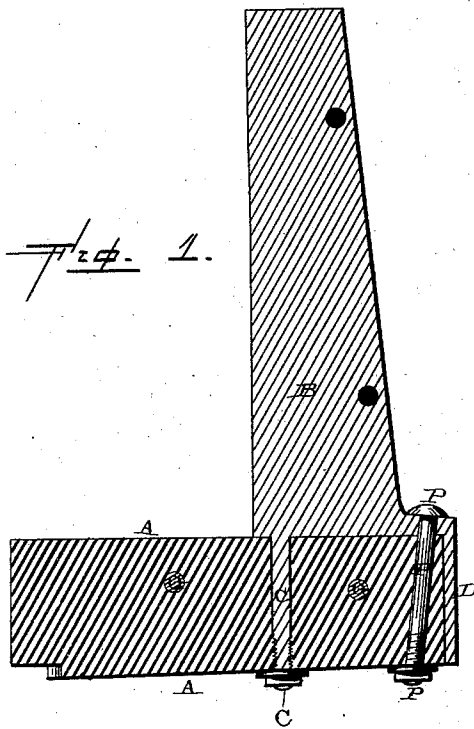
(No Model.)

J. M. ROBERTS & B. W. CASE.

STANDARD FOR WAGONS.

No. 308,802.

Patented Dec. 2, 1884.



-Witnesses.-

Louis F. Gardner

J. W. Garner

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per

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att'y.*

UNITED STATES PATENT OFFICE.

JOHN M. ROBERTS AND BRADLEY W. CASE, OF BROWNSVILLE, DAKOTA TERRITORY.

STANDARD FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 308,802, dated December 2, 1884.

Application filed April 21, 1884. (No model.)

To all whom it may concern:

Be it known that we, JOHN M. ROBERTS and BRADLEY W. CASE, of Brownsville, in the county of Lawrence and Territory of Dakota, have invented certain new and useful Improvements in Iron Standards for Wagons; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

Our invention relates to an improvement in iron standards for wagons; and it consists in the combination of the metallic standard having a bolt which is formed as a part thereof, and which has a vertical flange formed upon its lower end, so as to catch over the top and outer edges of the bolster, with a separate bolt, which is passed down through the flange and the end of the bolster, as will be more fully described hereinafter.

The object of our invention is to provide a metallic standard which has a bolt formed as a part thereof, to aid in securing it in position upon the bolster, and which standard can be readily and quickly applied to the bolster by the help of a few bolts without weakening the bolster in any respect.

Figure 1 is a vertical longitudinal section of a bolster embodying our invention. Fig. 2 is a side elevation of the same.

A represents the end of the bolster, and B the standard, which has a bolt, C, cast or otherwise formed as a part of the standard, for the purpose of passing down through the bolster, and thus helping to secure the standard rigidly in place. Formed around the lower edges of the standard is the vertical flange or casing D, which catches over the sides and end of the bolster, as shown. Passing horizontally through this flange or casing and the

end of the bolster are the two bolts G, which serve to secure the standard rigidly in position; also, passing through the horizontal flange which is formed upon the bottom of the outer edge of the standard, and through the bolster, is a clamping-bolt, P, which also serves to brace the standard in position.

It will be seen from the above that the standard, which may be formed of any suitable material, is secured upon the bolster by only four bolts, thus doing away entirely with the old plan of fastening the standard in position by means of a mortise through the end of the bolster. As this standard cannot be broken by any ordinary load upon the wagon, and as it is impossible to break it loose from the end of the bolster, it will readily be seen that it is a great improvement over the old wooden standard which is now in ordinary use. This standard may be provided with rings, which will either be cast loosely upon the standard or secured to it afterward, as may be preferred.

We are aware that a standard has been heretofore made which had a bolt formed as a part of it, and that a flange to go around the end of the bolster is not new, and these we disclaim.

Having thus described our invention, we claim--

The combination of the bolster, the standard B, having the bolt C and the flange D, formed as a part thereof, the bolts G, which pass horizontally through the bolster and the flange, and the bolt P, substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN M. ROBERTS.
BRADLEY W. CASE.

Witnesses:

W. B. HAMMOND,
J. A. CUMMINGS.