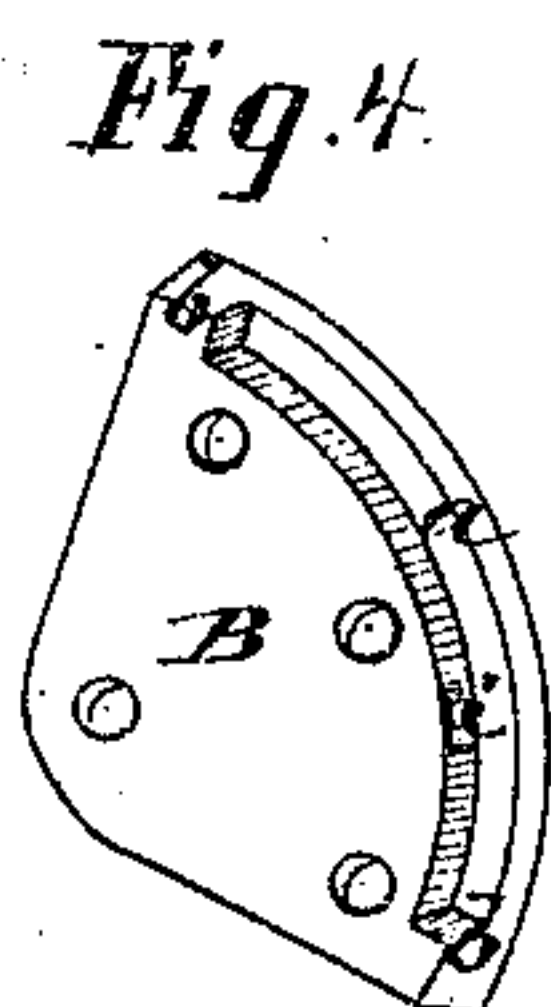
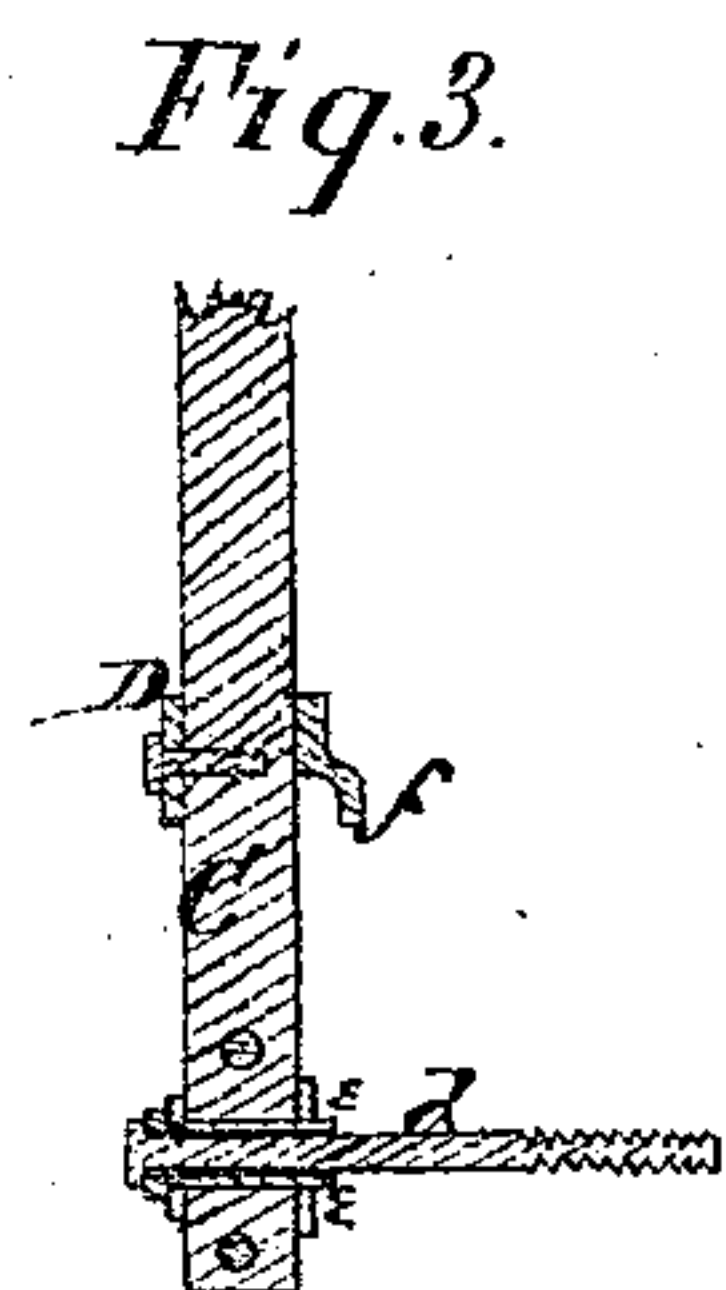
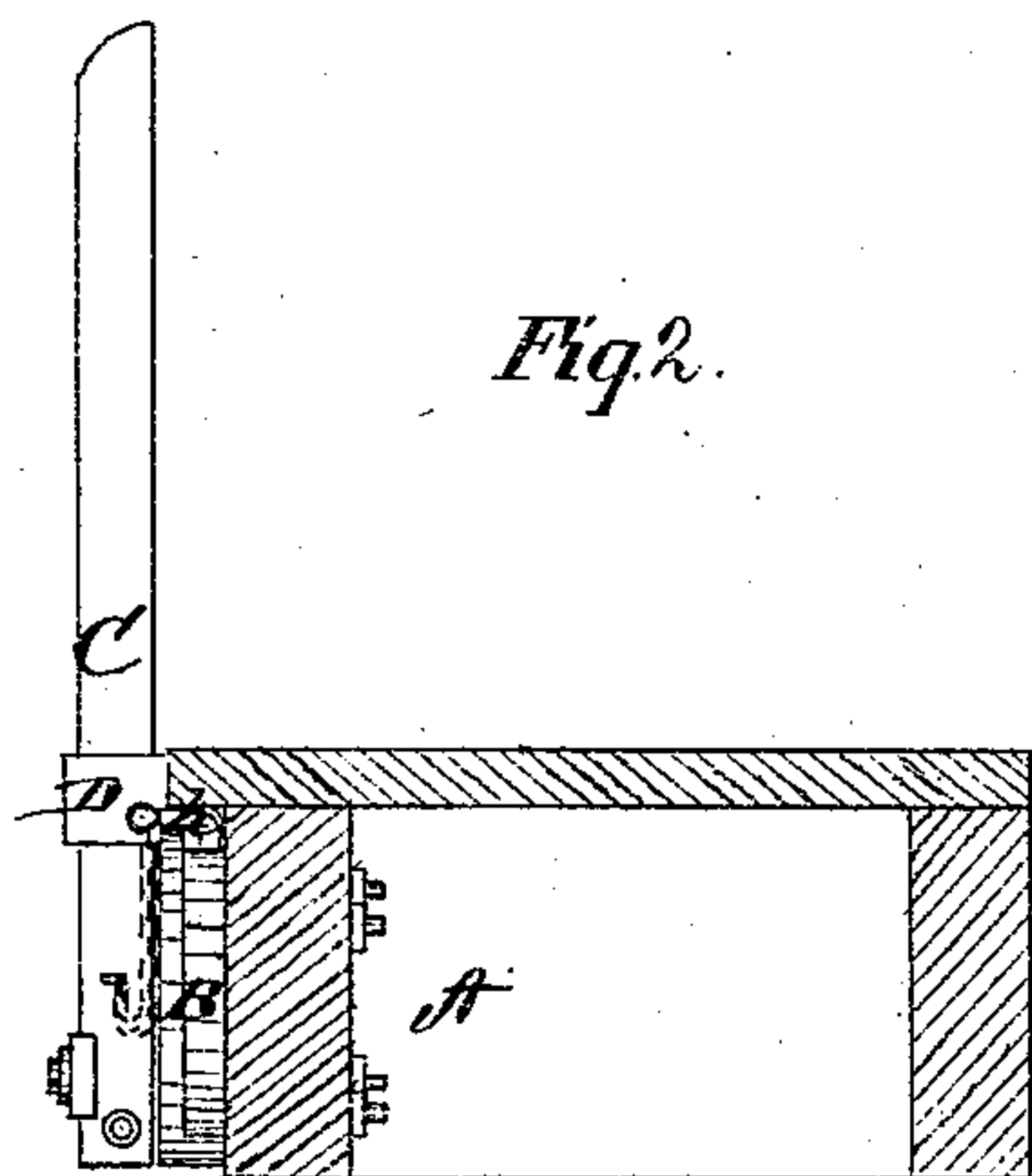
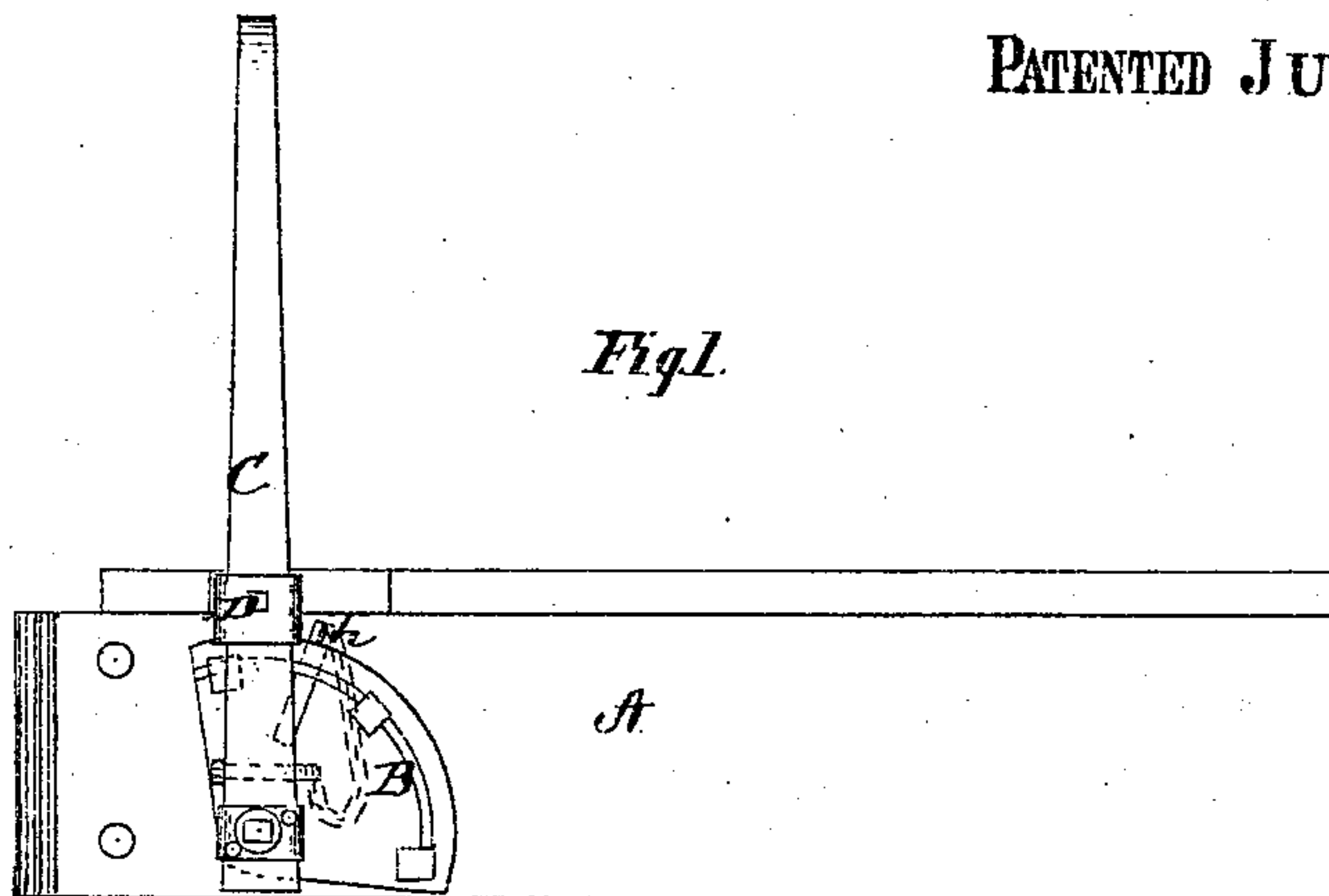


117146

Sheldon S. Beeman
Standard ^{1/2} Rail Road Cars

PATENTED JUL 18 1871



Witnesses.

Jas. O. Hutchinson
C. L. Quert.

Inventor.

Sheldon S. Beeman
per
Alexander Mason

Atty.

UNITED STATES PATENT OFFICE.

SHELDON S. BEEMAN, OF ST. ALBANS, VERMONT.

IMPROVEMENT IN STANDARDS FOR RAILWAY CARS.

Specification forming part of Letters Patent No. 117,146, dated July 18, 1871.

To all whom it may concern:

Be it known that I, SHELDON S. BEEMAN, of St. Albans, in the county of Franklin and in the State of Vermont, have invented certain new and useful Improvements in Standard for Railroad Cars; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in the construction and arrangement of a standard for railroad cars, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a side view of a section of a railroad car with my standard. Fig. 2 is a transverse vertical section of the car, showing a front view of the standard. Fig. 3 is a vertical section through the standard, and Fig. 4 is a perspective view of the segment to which the standard is affixed.

A represents a portion of the railroad car to which the segment B is secured. This segment is provided on the outer side around the circumference with a flange, *a*, having a stop, *b*, at each end, as shown in Fig. 4. That portion of the segment B which is the center of the circle of which said segment forms a part is raised, and through the same passes a bolt, *d*, to pivot the

standard C, said bolt passing through a sleeve, *e*, placed in the standard. The standard C passes through a square collar or jacket, D, secured to it by a bolt, and said collar is, on its inner side, provided with a hook-like projection, *f*, which extends the whole side of the collar and grasps the flange *a* of the segment. At a suitable point in the segment B is a square hole, *i*, for the insertion of a square pin, *h*, to hold the standard in an upright position.

The stops *b b* prevent the standard from passing too far up or too far down by the hook *f* striking the same; and the standard being sustained near the surface of the car and near the bottom of the sill—or, in other words, having two points of bearing—it will sustain a greater pressure, and will never have lost motion enough to let it lean outward.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination of the segment B, having flange *a* and stops *b b*, standard C, collar or jacket D, with hook *f* and the square pin *h* inserted in the hole or mortise *i* on the segment, all constructed and arranged substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 28th day of April, 1871.

SHELDON S. BEEMAN.

Witnesses:

J. S. WRIGHT,
D. A. CAMERON.