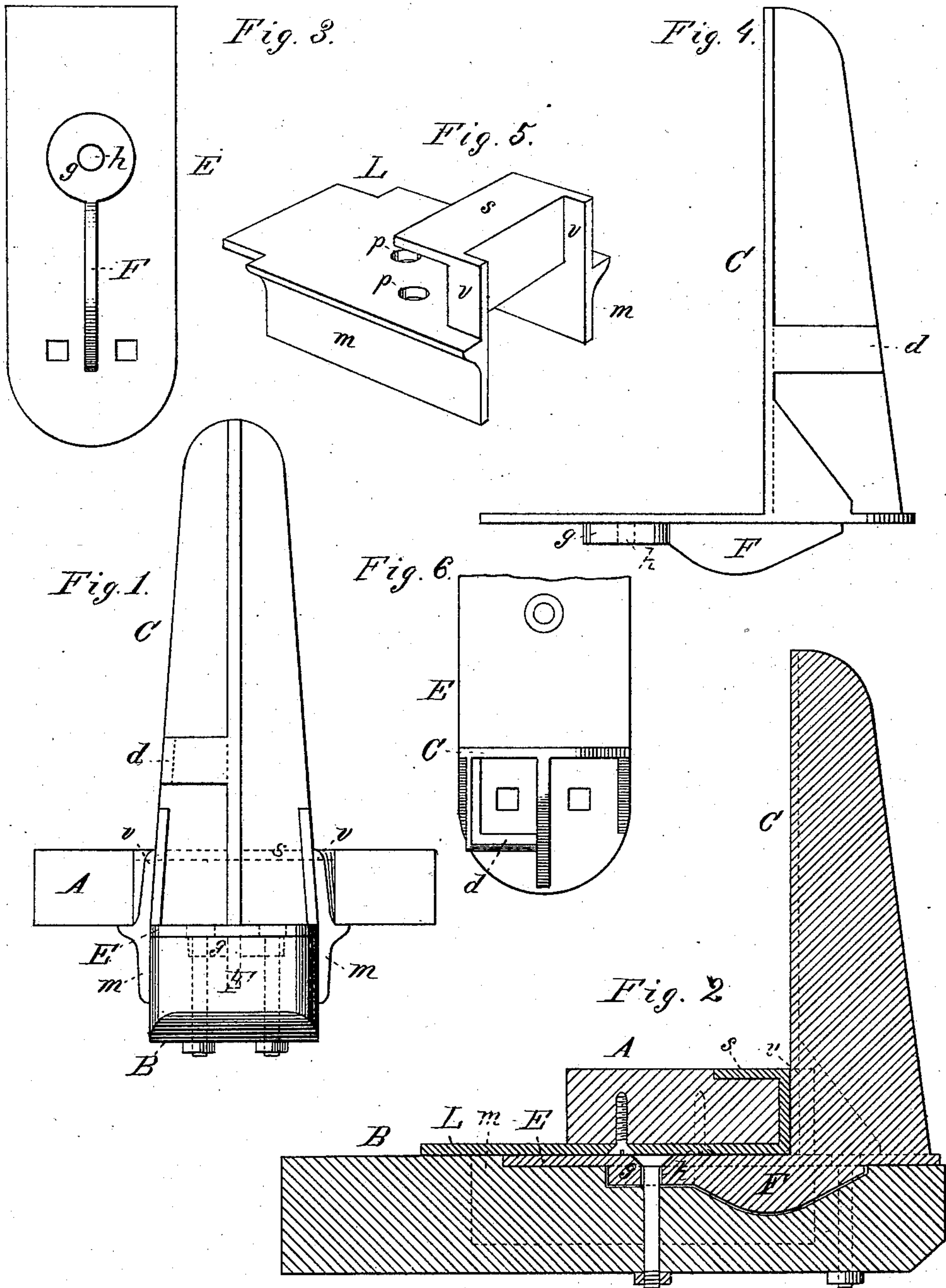


(No Model.)

P. PAPINEAU.  
WAGON STANDARD.

No. 290,702.

Patented Dec. 25, 1883.



WITNESSES

Villette Anderson.  
Philip Massi.

INVENTOR

P. Papineau  
by Anderson & Smith  
his ATTORNEYS



# UNITED STATES PATENT OFFICE.

PETER PAPINEAU, OF PAXTON, ILLINOIS.

## WAGON-STANDARD.

SPECIFICATION forming part of Letters Patent No. 290,702, dated December 25, 1883.

Application filed January 16, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, PETER PAPINEAU, a citizen of the United States, residing at Paxton, in the county of Ford and State of Illinois, have invented certain new and useful Improvements in Bolster-Standards for Lumber-Wagons; and I do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a side view of my standard. Fig. 2 is a vertical sectional view of the same. Fig. 3 is a bottom view. Fig. 4 is a front view. Fig. 5 is a perspective view of the wear-plate. Fig. 6 is a top view of the standard.

This invention has relation to improvements in means for connecting the bed of a lumber-wagon to the bolster thereof; and it consists in the construction and novel arrangement of the T-flanged metallic standard having a base-plate extending inward from the bearing-face of the standard, and provided with a keel-flange extending into a recess of the bolster; and the invention further consists in the wear-plate for the bed, having parallel flanges extending downward to engage the bolster, a hook-flange at its outer end to engage the bed, and parallel vertical flanges extending outward to engage the standard, all as hereinafter set forth.

In the accompanying drawings, the letter A designates the bed of a wagon, and B the bolster.

C represents a metallic standard, which is made in T-flange form, so that it will have great strength, and will yet be light. Two of the flanges are usually connected by a bent cross-bar, *d*, forming a loop, which is designed to supply the place of the ring usually connected to the rear standards of lumber-wagons; but the standards may be made without this loop. The base E of the standard is in plate form, extending horizontally inward from the inner or bearing face of the standard to rest on the upper surface of the bolster, which is usually rabbeted to receive it. On the un-

der side of the base-flange is cast a keel-flange, F, having at its end a boss, *g*, through which is formed the perforation *h* for the fastening screw or bolt. The keel-flange F usually extends under the T-form standard, and adds materially to the strength of the base at the bottom of said standard.

The bolster is recessed to receive the keel-flange F and its boss *h*, so that when the standard is secured to the bolster the base will be level and solidly connected to the top of the bolster in such a manner that it cannot move backward, forward, or sidewise. The upper surface of the base forms a guard, preventing the wood of the bolster from being injured or worn away.

The bed A is also provided with a wear-plate, L, which is formed with parallel flanges *m*, which extend downward on each side of the bolster, a hook-flange, *s*, at its outer end, designed to engage the edge of the bed, and vertical parallel flanges, *v*, extending outward to engage the standard. This plate is secured to the bed by means of a screw or screws passing through a perforation, *p*, or perforations of the plate into the wood of the bed.

Bed-plates provided with flanges or feathers on their under sides, and standards with inwardly-extending horizontal flanges, provided with lateral downwardly-projecting flanges, and also T-shaped standards, have been heretofore used.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with the T-flanged metallic standard having its base-plate extending inward from the bearing-face of the standard, and provided on its under side with a keel-flange and boss, of the loop *d*, for connecting the flanges of the standard, and the wear-plate L, constructed and adapted to operate in connection with a wagon-bolster and bed, substantially as described.

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

PETER PAPINEAU.

Witnesses:

J. S. FREDERICK,  
J. R. KINNAN.