(No Model.)

B. W. TUTTLE.

WAGON STANDARD.

No. 327,504. Patented Sept. 29, 1885.

Fig 1

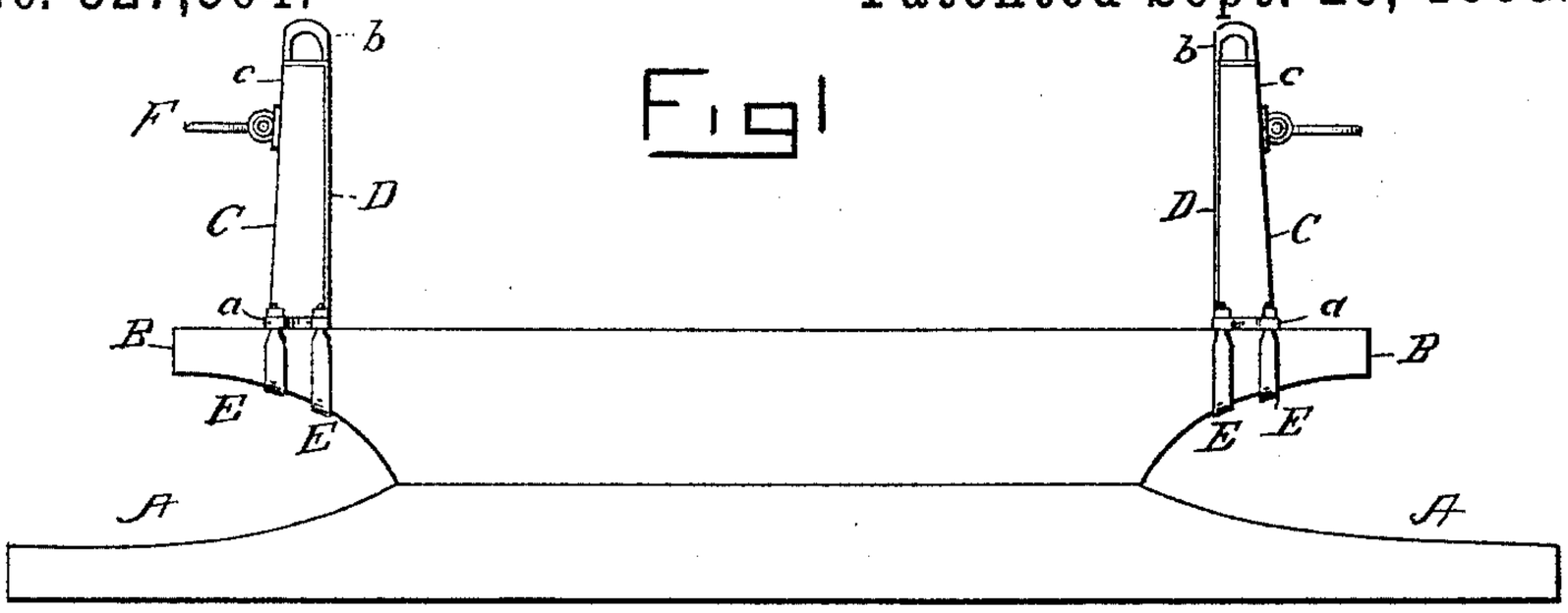
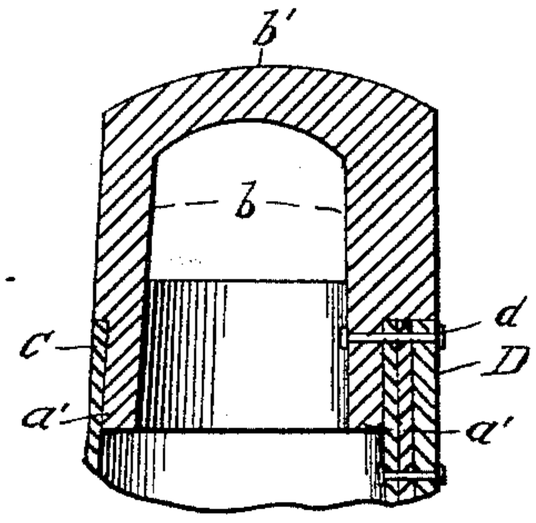


Fig 2.



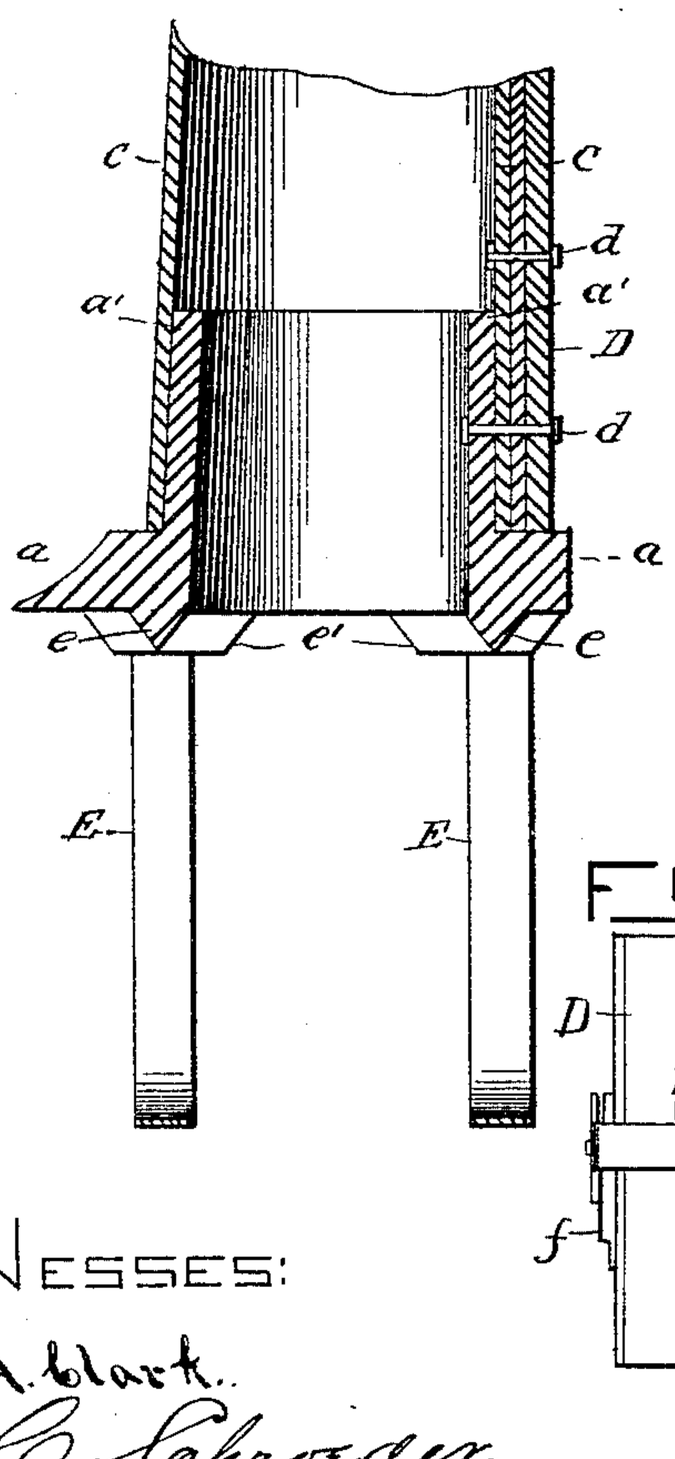


Fig 3

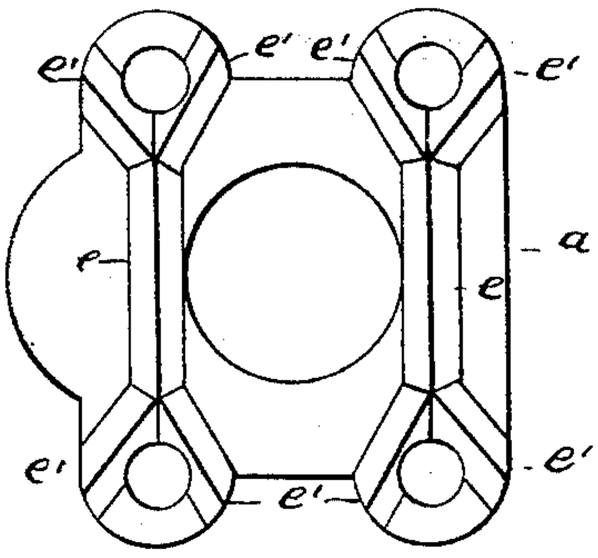


Fig 4

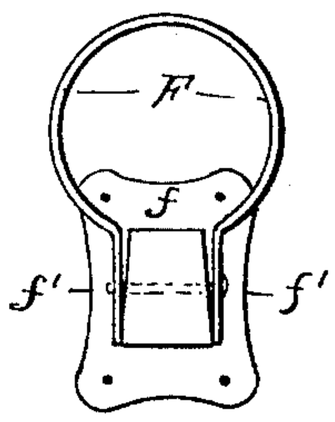
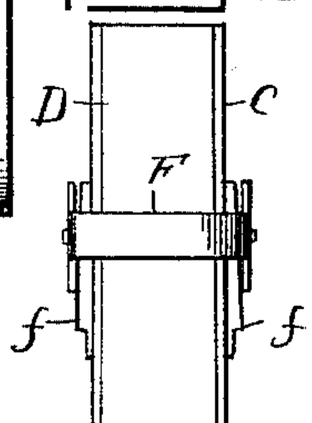


Fig 5



WITNESSES:

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Jno. C. Schroder.

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Benj. W. Tuttle

by Geo. W. Dyer

Atty

UNITED STATES PATENT OFFICE.

BEERI W. TUTTLE, OF COUNCIL HILL, ILLINOIS, ASSIGNOR OF ONE-HALF TO PETER J. RAW AND ANTHONY W. T. RAW, BOTH OF SAME PLACE.

WAGON-STANDARD.

SPECIFICATION forming part of Letters Patent No. 327,504, dated September 29, 1885.

Application filed February 19, 1885. (No model.)

To all whom it may concern:

Be it known that I, BEERI W. TUTTLE, of Council Hill, in the county of Jo Daviess and State of Illinois, have invented a new and useful Improvement in Wagon-Standards; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The purpose of my invention is to produce a light, cheap, and durable wagon-standard which shall be convenient to manufacture and can be easily applied to the wagon-bolster to avoid movement in an endwise and lateral direction; and my purpose, further, is the combination, with such standard, of a ring or rings so applied as to avoid the usual jarring and rattling when the vehicle is in motion.

The novelty therein consists in the construction of the standard and its attachment to the bolster of the vehicle, and in the combination therewith of the rings, all as more fully hereinafter described and claimed.

For the better understanding of the construction and combined arrangement of these parts as applied to the bolster of a vehicle, attention is called to the accompanying drawings, in which—

Figure 1 is a front elevation of a wagon axle and bolster with standards constructed and secured upon the latter in accordance with my invention; Fig. 2, a vertical section of my improved standard; Fig. 3, a bottom view of the base of my standard; Fig. 4, a detail of one of the stake-rings and means whereby it is secured to the standard, and Fig. 5 a detail of a modification of this stake-ring.

Similar letters denote corresponding parts in each of the views.

A denotes the usual wagon-axle, and B an ordinary bolster secured upon the top of the same, and provided at each end with a standard, C, constructed and applied in accordance with my invention. These standards are made of metal, and consist each of a bed-plate, *a*, and a top, *b*, connected intermediately by a tube, *c*, which together constitute the standard proper. As shown, the parts mentioned comprise a standard tapering from its base to the top; but this form is not essential, as any other form would make no material change in its character as a standard.

For convenience I will first describe the construction and manner of constructing the standard, and then the way it is secured upon the bolster, and then the construction of the rings and manner of attaching them to the standard.

The bed-plate *a*, for convenience, is provided with a cylindrical socket, *a'*, in order that the tube *c* can be riveted to it by running the neck or point of the anvil through the bed-plate into the tube, and the top *b* is likewise constructed for the same purpose, and has in addition to its socket *a'* a top yoke, *b'*, for the attachment of chains or the like. The tube *c* is made preferably from a sheet of steel fitted around the sockets of the base-plate *a* and top *b*, respectively, so that its edges overlap from top to bottom. A strip of metal, D, is then placed on the outside of the tube at the point where the edges overlap, and the three thicknesses are secured together by rivets *d d* which also pass through the sockets *a'* of the top and base plates.

Intermediate fastenings of the tube *c* and strip D may be made; but those mentioned are deemed sufficient.

The strip D not only serves to strengthen the tube, but it takes up the strain and sustains the wear of the wagon-body from contact therewith. The bed-plate *a* has rounded corners, and is provided on its bottom with two parallel V-ridges, *e e*, the ends of which terminate in oblique branches *e' e'*, of similar shape. This bed-plate *a* is placed upon the bolster B, which is mortised to receive its ridges; so it will be apparent that the standard has no movement and cannot be moved either in an endwise or lateral direction. The corners of the bed-plate are each perforated between the oblique branch ridges *e' e'*, to receive the ends of clips or stirrups E E, two being employed to secure the standard to the bolster, which they encircle, as shown in Fig. 1.

F denotes the stake-ring, which is pivoted to and embraces an ear, *f*, of a plate, *f'*, which is secured to the standard C near its upper end by rivets passing through it and the tube

c. The ear *f* of the plate *f'* is made wedge-shaped—that is, it is wider at one point than at any other—and consequently it will be observed that if the ring is pressed down it will be held at a right angle to the standard, for the reason that the parts of the ring which embrace the ear *f* will be expanded by its widened portion, and the spring or tension of the ring will prevent it from passing a right angle. By this connection of the ring with the standard I avoid the usual jarring and rattling noise of the stake-rings when the wagon is in motion.

In the modification illustrated in Fig. 5 the tubular portion of the standard is represented by C, and D is the strengthening and connecting strip shown in the other figures. In this view wedge-shaped plates *f f* are secured to the standard at opposite points, and the end of the ring F embraces and is pivoted to the same, as in Fig. 4, and operates in the same way and for the same purpose.

Having thus described my invention and the manner of constructing the same, what I claim, and desire to secureby Letters Patent, is—

1. A wagon-standard consisting of a metal tube secured at its ends to top and bottom plates, and secured to the bolster by clips or stirrups, substantially as described.

2. A wagon-standard consisting of a sheet of metal fitted around cylindrical sockets of a top and bottom plate, and covered at its overlapping edges by a metal strip secured to the same, substantially as described.

3. A wagon-standard consisting of the hollow bed-plate *a*, hollow top casting, *b*, intermediate connecting-tube, *c*, and strip D, and secured to the wagon-bolster by the clips or stirrups E E, and ridges on the bottom of the base-plate *a*, substantially as described.

4. In combination with a wagon-standard, the ring or rings F, having ends embracing and pivoted to the wedge-shaped ear or plates *f*, secured to the standard, substantially as described.

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

BEERI W. TUTTLE.

Witnesses:

MONROE M. CADY,

PETER J. RAW.