

(No Model.)

C. E. HEWITT.
WEAR IRON FOR WAGONS.

No. 356,687.

Patented Jan. 25, 1887.

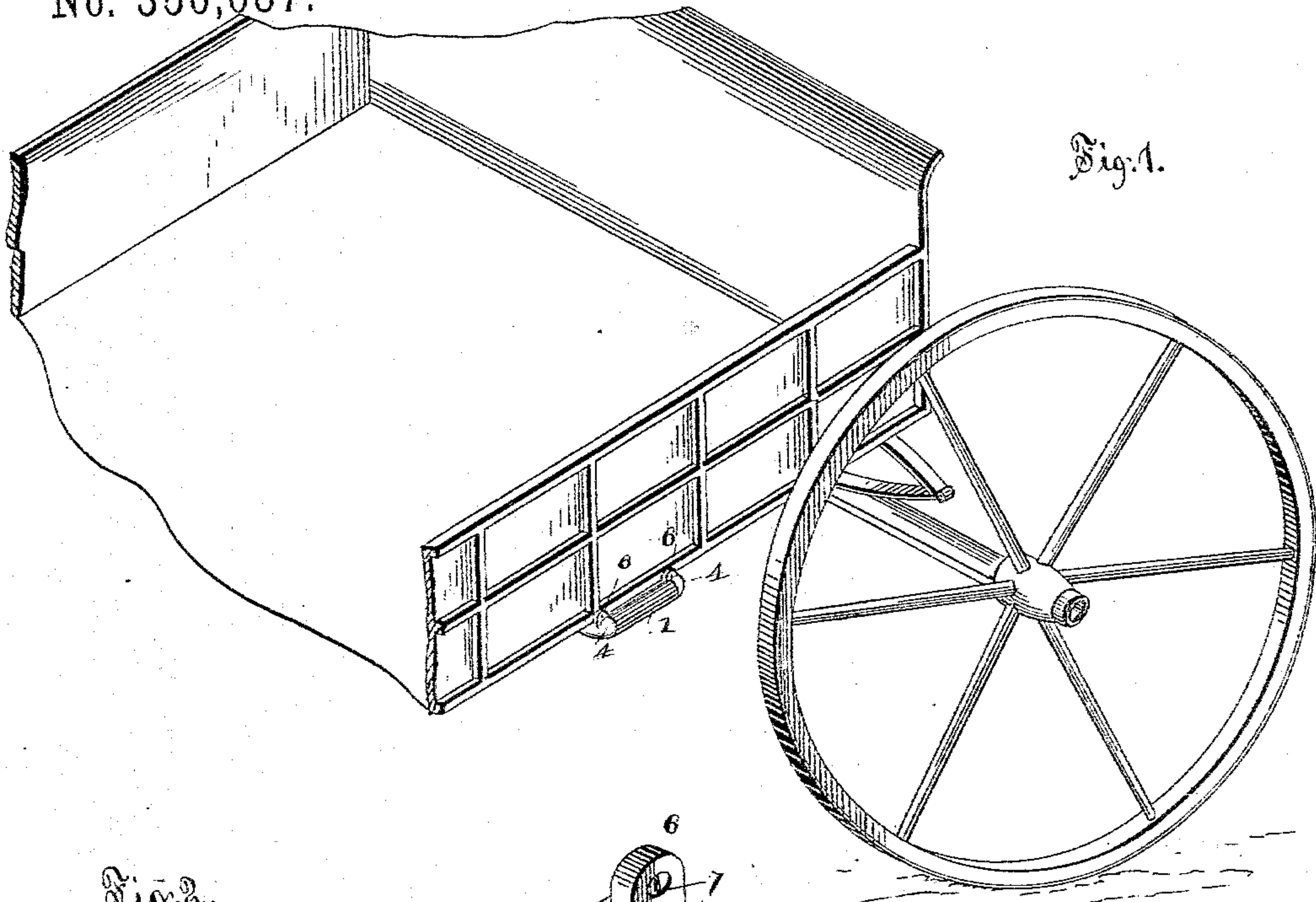


Fig. 1.

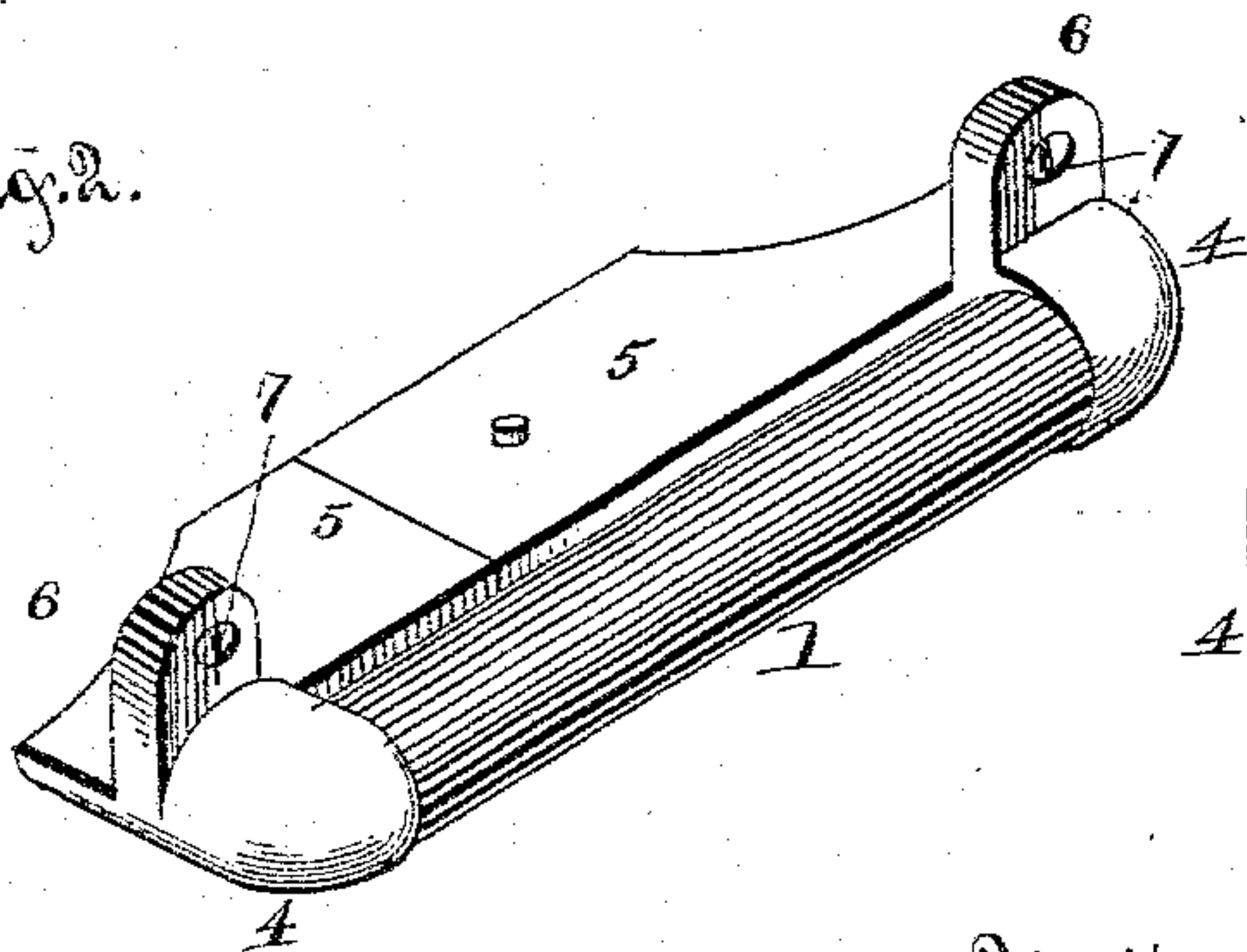


Fig. 2.

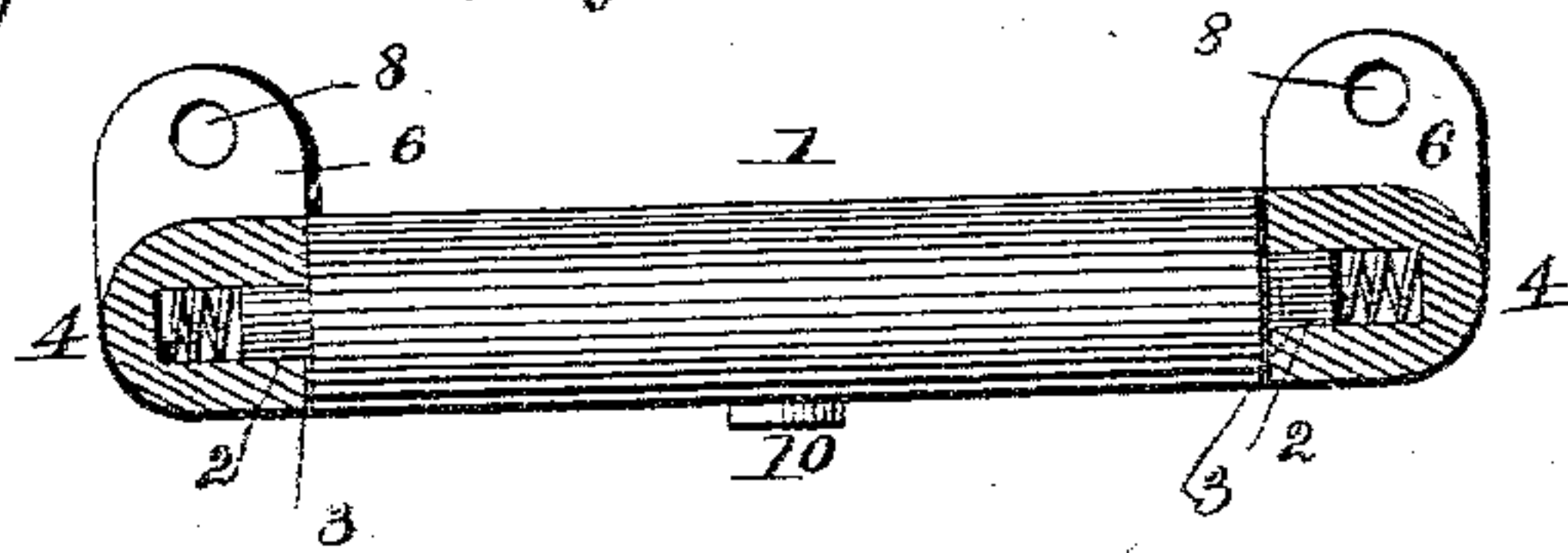
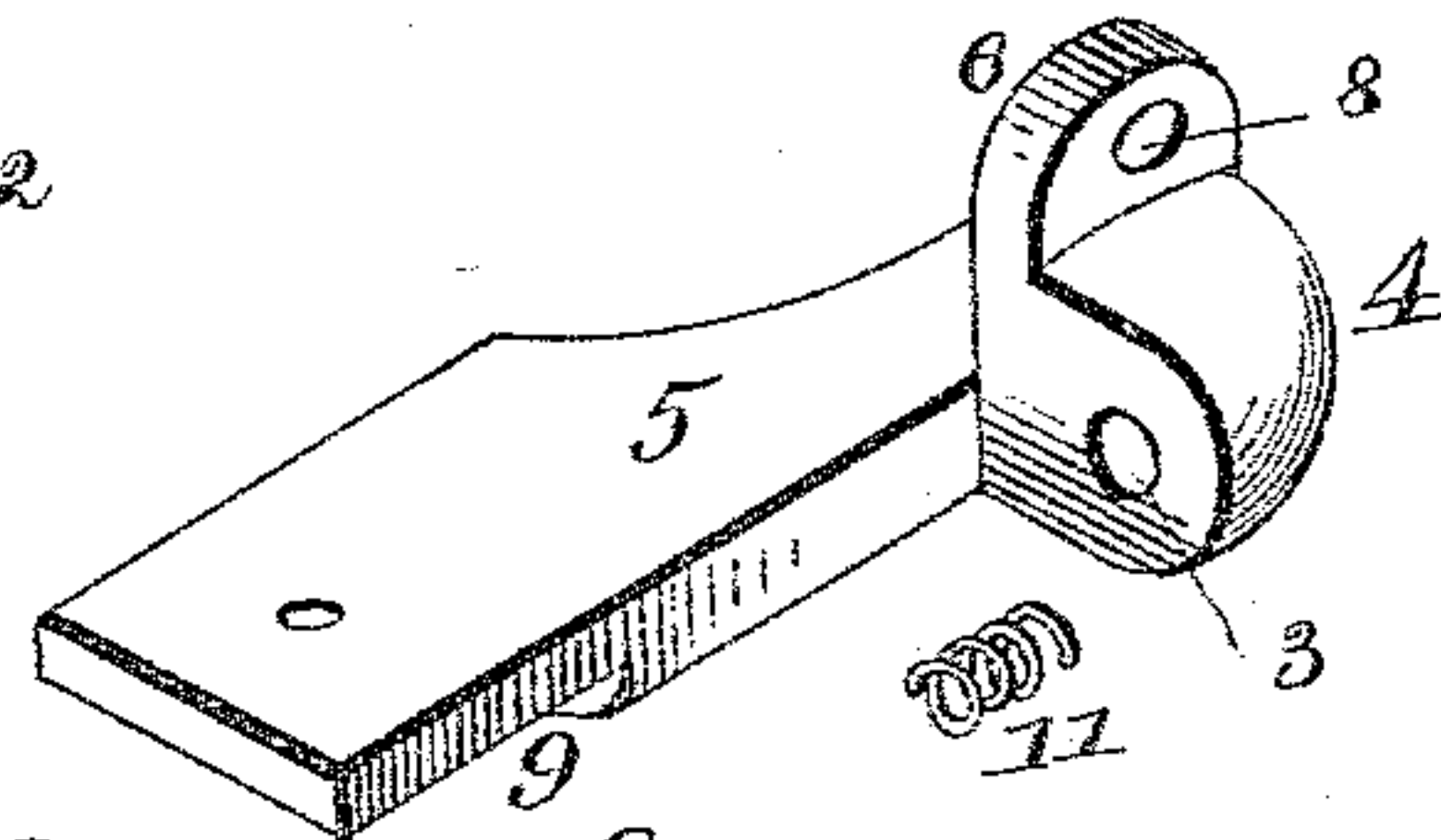
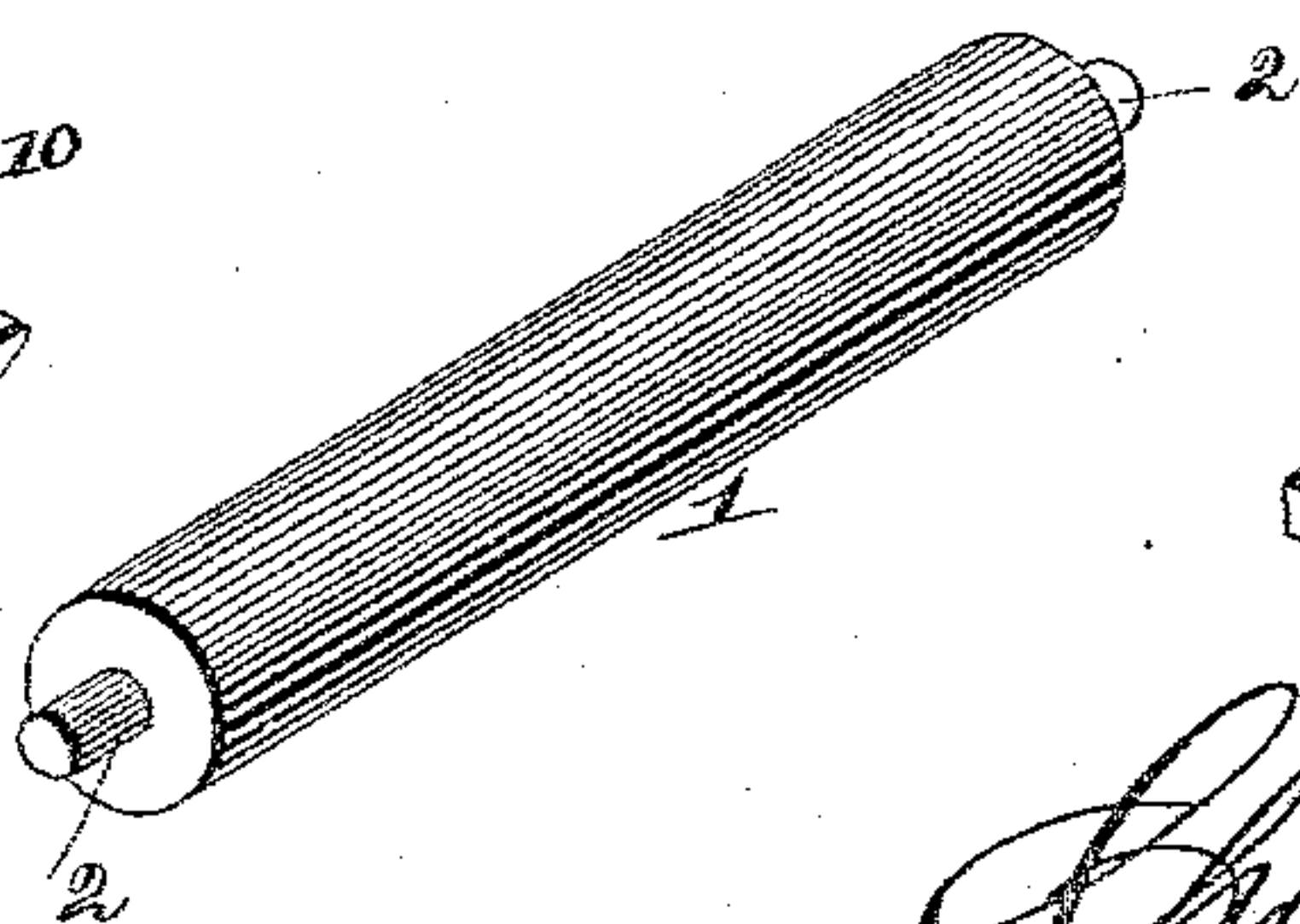
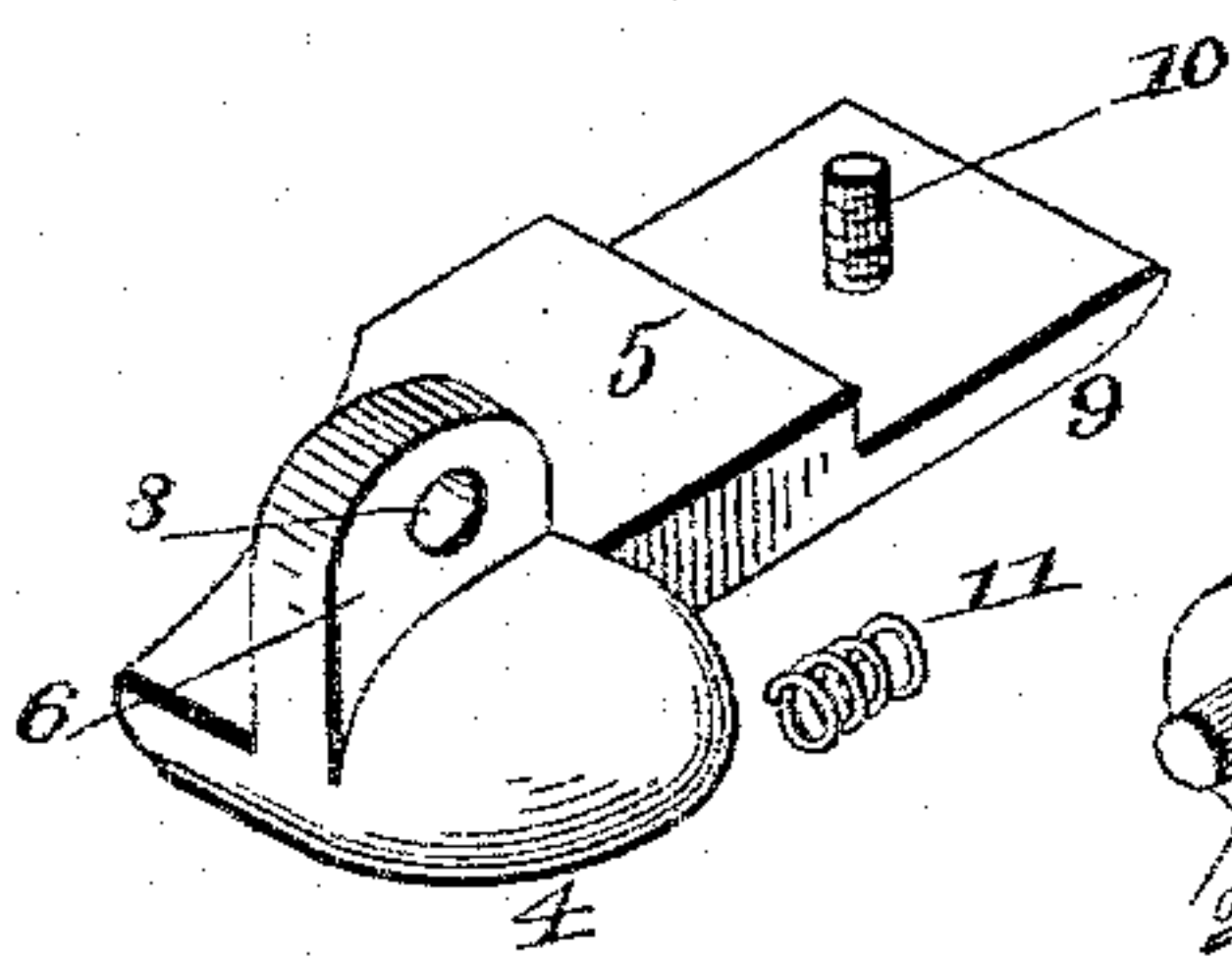


Fig. 3.



Charles E. Hewitt,

Inventor

Witnesses
F. L. Curand
B. M. S. Jones.

By his Attorneys
L. B. Rogers & Co.

UNITED STATES PATENT OFFICE.

CHARLES E. HEWITT, OF BRANDON, VERMONT.

WEAR-IRON FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 356,687, dated January 25, 1887.

Application filed November 13, 1886. Serial No. 213,771. (No model.)

To all whom it may concern:

Be it known that I, CHARLES E. HEWITT, a citizen of the United States, and a resident of Brandon, in the county of Rutland and State of Vermont, have invented certain new and useful Improvements in Wear-Iron for Wagons; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view showing my improved wear-iron for vehicles in position upon the body. Fig. 2 is a similar view of the iron removed. Fig. 3 is a longitudinal sectional view of the same, and Fig. 4 is a perspective view of the portions of the iron separated.

Similar numerals of reference indicate corresponding parts in all the figures.

My invention has relation to wear-irons for vehicle-bodies, or irons secured upon the lower edges of the side pieces of a vehicle-body for the purpose of preventing the wheels from cutting into the side pieces when turning; and it consists in the improved construction and combination of parts of such a wear-iron, in which a roller is journaled in a frame secured to the lower edge of the side piece of the vehicle-body, the said frame being separable, so as to admit of the roller being removed, as hereinafter more fully described and claimed.

In the accompanying drawings, the numeral 1 indicates the roller, which is formed with reduced trunnions 2 at its ends, which trunnions are journaled in bearings 3, formed in lugs 4, projecting outward from the ends of the outer edges of the plates 5, forming the base of the frame. These plates are formed with upwardly-projecting lips 6, projecting from the lugs, and the lips are formed with perforations 8, for the insertion of fasteningscrews 7, passing into the side piece of the vehicle-body. The meeting ends of the plates are formed with reduced or shouldered portions 9, which fit upon each other, and are secured together by means of a thumb-screw, 10, the plates forming one united plate.

Coiled springs 11 are inserted into the bearings, bearing with their outer ends against the

ends of the trunnions, which slide in the bearings, as well as revolve, the springs allowing the roller to be moved endwise by the wheel of the vehicle and to be returned to its normal position again.

It will be seen that when the vehicle is turned and the front wheels are turned so as to bring one wheel to bear with its rim against the roller of the wear-plate the said roller will revolve with the wheel, preventing the body from being raised with the rim of the wheel, as it is liable to be where no roller is found, and the roller, revolving with the wheel, will prevent the disagreeable noise from being created, which will be created when the rim of the wheel is revolved against the stationary edge of the common wear-plate.

The springs will allow the roller to yield lengthwise, the roller being liable to be moved lengthwise on account of the rim of the wheel striking the roller obliquely, and the springs will always return the roller to its normal position, being inclosed in both bearings and bearing against both trunnions.

The roller may be provided with a yielding and soft covering—as, for instance, leather or rubber—which will, furthermore, prevent noise from being created between the rim of the wheel and the roller.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

In a wear-plate for vehicles, the combination of two plates having reduced or shouldered inner ends fitting over each other, and having upwardly-projecting perforated lips and outwardly-extending lugs formed with bearings in their inner sides, a thumb-screw passing through the reduced ends of the plates, securing them together, a roller having its trunnions revolving and sliding in the bearings, and coiled springs in the bottoms of the bearings bearing against the ends of the trunnions, as and for the purpose shown and set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

CHARLES E. HEWITT.

Witnesses:

WALTER P. WHEELER,
WALTER F. SCOTT.