

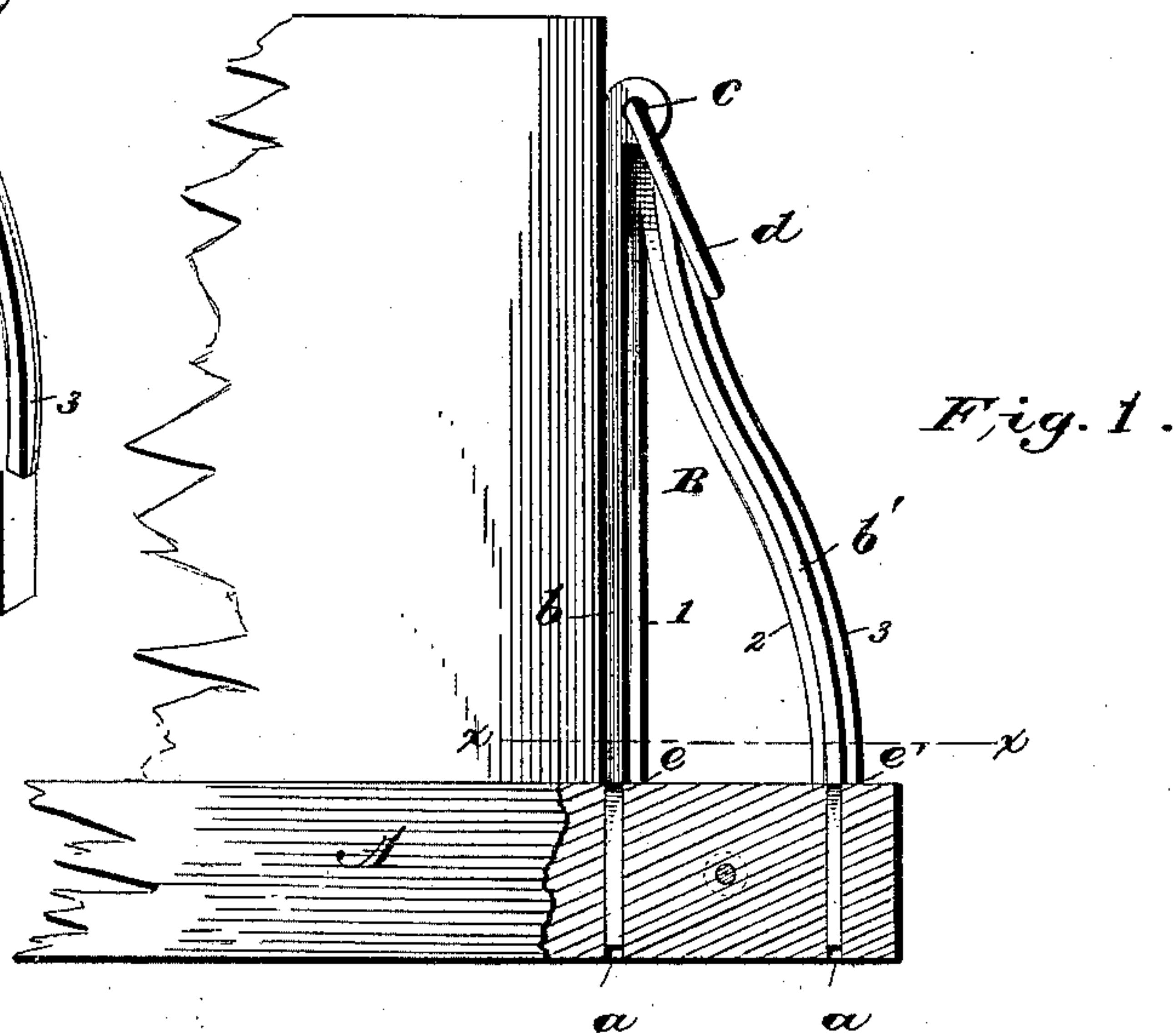
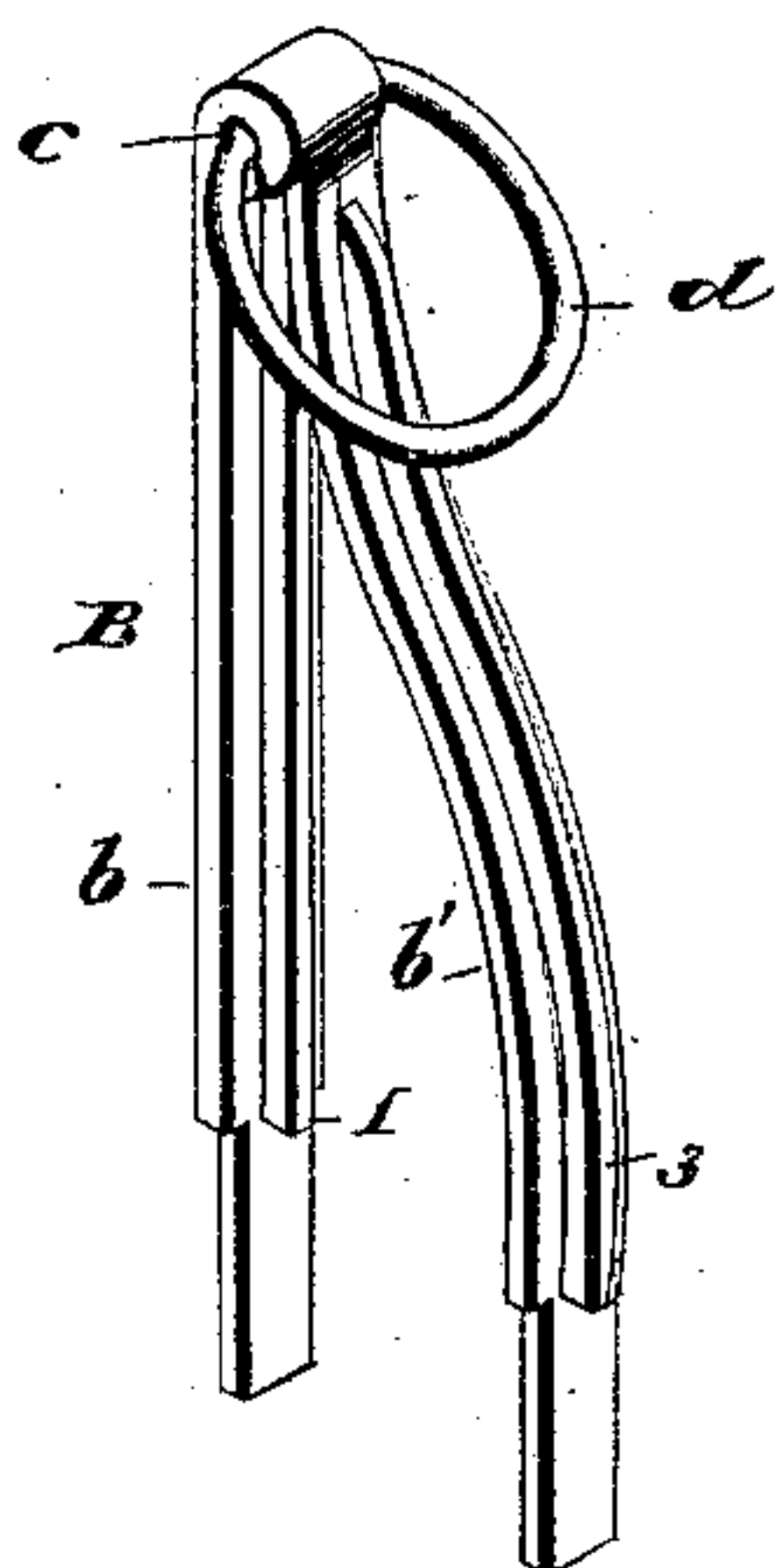
(No Model.)

N. R. DEPPE.  
WAGON STANDARD.

No. 409,935.

Patented Aug. 27, 1889.

*Fig. 2.*



*Fig. 3.*



Witnesses

G. S. Elliott.

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Inventor

By his Attorneys

# UNITED STATES PATENT OFFICE.

NELSON R. DEPPE, OF CONFLUENCE, PENNSYLVANIA.

## WAGON-STANDARD.

SPECIFICATION forming part of Letters Patent No. 409,935, dated August 27, 1889.

Application filed May 9, 1889. Serial No. 310,185. (No model.)

*To all whom it may concern:*

Be it known that I, NELSON R. DEPPE, a citizen of the United States of America, residing at Confluence, in the county of Somerset and State of Pennsylvania, have invented certain new and useful Improvements in Wagon-Standards; and I 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 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.

My invention relates to certain new and useful improvements in wagon-standards; and it consists in the novel construction and arrangement of the parts thereof, as will be hereinafter fully set forth and particularly claimed.

The object of my invention is to provide a standard of simple construction, and one which can be readily attached to the bolster of a wagon.

The above object I attain by the construction illustrated in the accompanying drawings, in which—

Figure 1 is a side view of a wagon-standard constructed in accordance with my invention.

Fig. 2 is a perspective view of the standard detached. Fig. 3 is a sectional view taken through the line *x x* of Fig. 1.

A refers to the bolster of the vehicle, near the end of which my improvement, to be hereinafter described, is firmly secured. At any suitable point near the end of the bolster A is provided a transverse perforation, through which is driven a bolt, the end of which is riveted over washers to prevent the end of the bolsters splitting. The bolster has on each side of the binding-bolt vertical perforations *a a*, within which the lower ends of the standard are driven. The standard B is made up of the members *b* and *b'*, the member *b* extending vertically or at right angles from the bolster, while the member *b'* is curved to form a brace for the member *b*. These parts are preferably made up of wrought or malleable iron and the upper ends of the members secured to each other by welding. The upper end of the member *b* is extended and bent

over to form an eye *c*, which embraces the ring *d*, with which the standard is provided. The member *b* is made up of a piece of metal having a web 1 on the rear edge thereof, while the member *b'* may have webs 2 and 3 on opposite sides thereof. Both members are reduced in size at their lower ends to enter the perforations *a a*, and are provided with shoulders *e* and *e'*, which bear upon the upper surface of the bolster. With a standard constructed as shown the parts are held sufficiently in place by contact or friction with the perforations in the bolster, and when placed in position and pressure brought to bear upon the member *b* the shoulder *e'* will be forced against the bolster and prevent displacement of the standard, and when chains or other fastening means are used with the rings the shoulder *e* will be pressed against the upper surface of the bolster.

With a device constructed as hereinbefore described it is not necessary to use fastenings for securing the lower ends of the members *b* and *b'* to the bolster.

I am aware that prior to my invention bolsters for wagons have been made with inclined braces and vertical members attached to the bolster by means of plates and permanent fastening devices, and I do not claim such broadly; but

What I claim as new, and desire to secure by Letters Patent, is—

The combination, in a wagon-standard, of the vertical member *b*, having the plain tenon at its lower end and upset and perforated at its upper end to form the ring-eye, the inclined member or brace *b'*, having the plain tenon at its lower end and united at its upper end with the vertical member adjacent to the upset portion, both of said members having lateral flanges to serve as strengthening means and at their lower terminal portions as supporting-shoulders, substantially as set forth.

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

NELSON R. DEPPE.

Witnesses:

JAMES A. BRADLEY,  
AUGUSTUS T. GROFF.