

No. 614,134.

Patented Nov. 15, 1898.

C. A. ROBERTS.
ATTACHMENT FOR WAGON STANDARDS.

(Application filed Feb. 12, 1898.)

(No Model.)

Fig. 1.

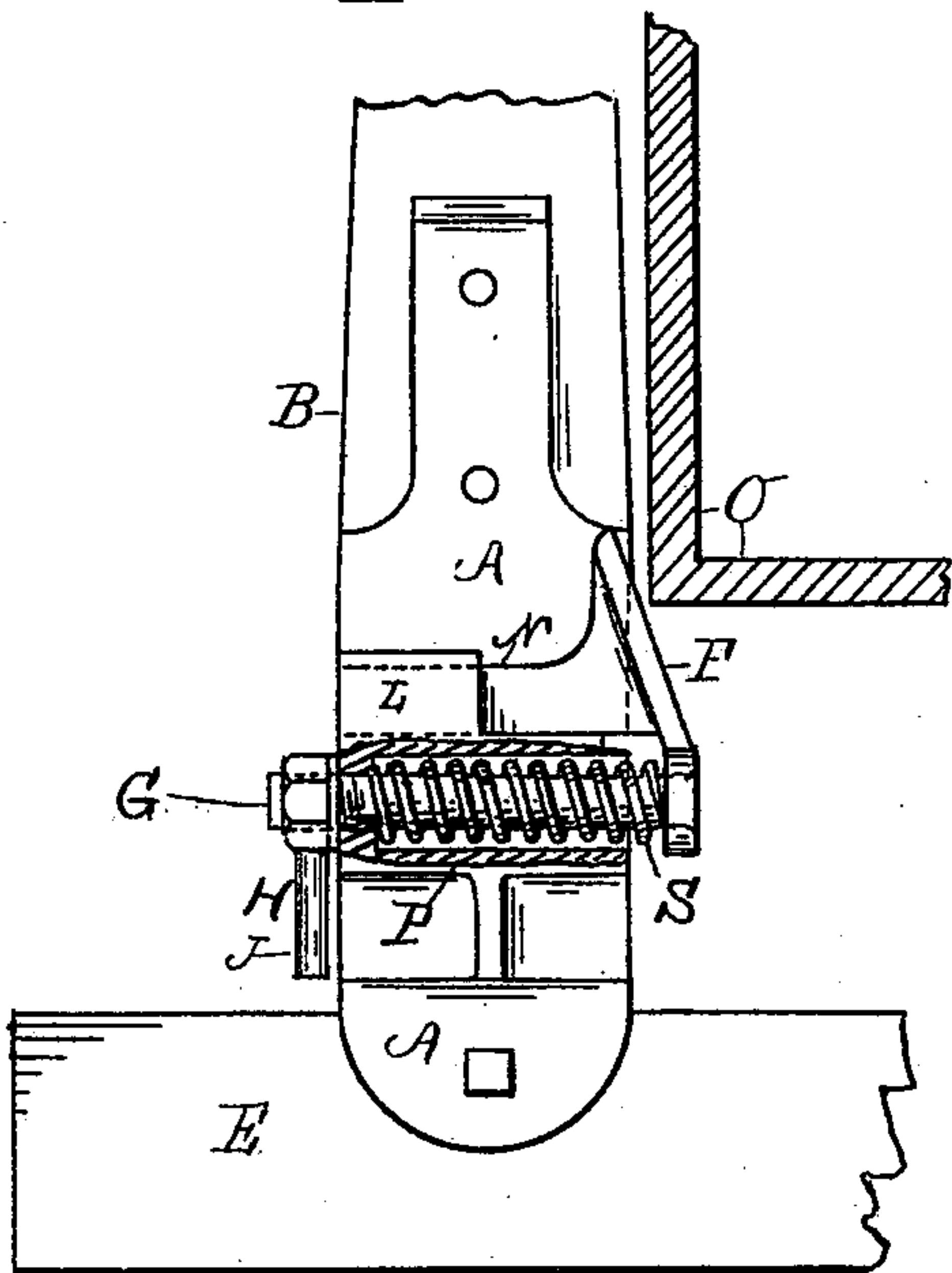


Fig. 2.

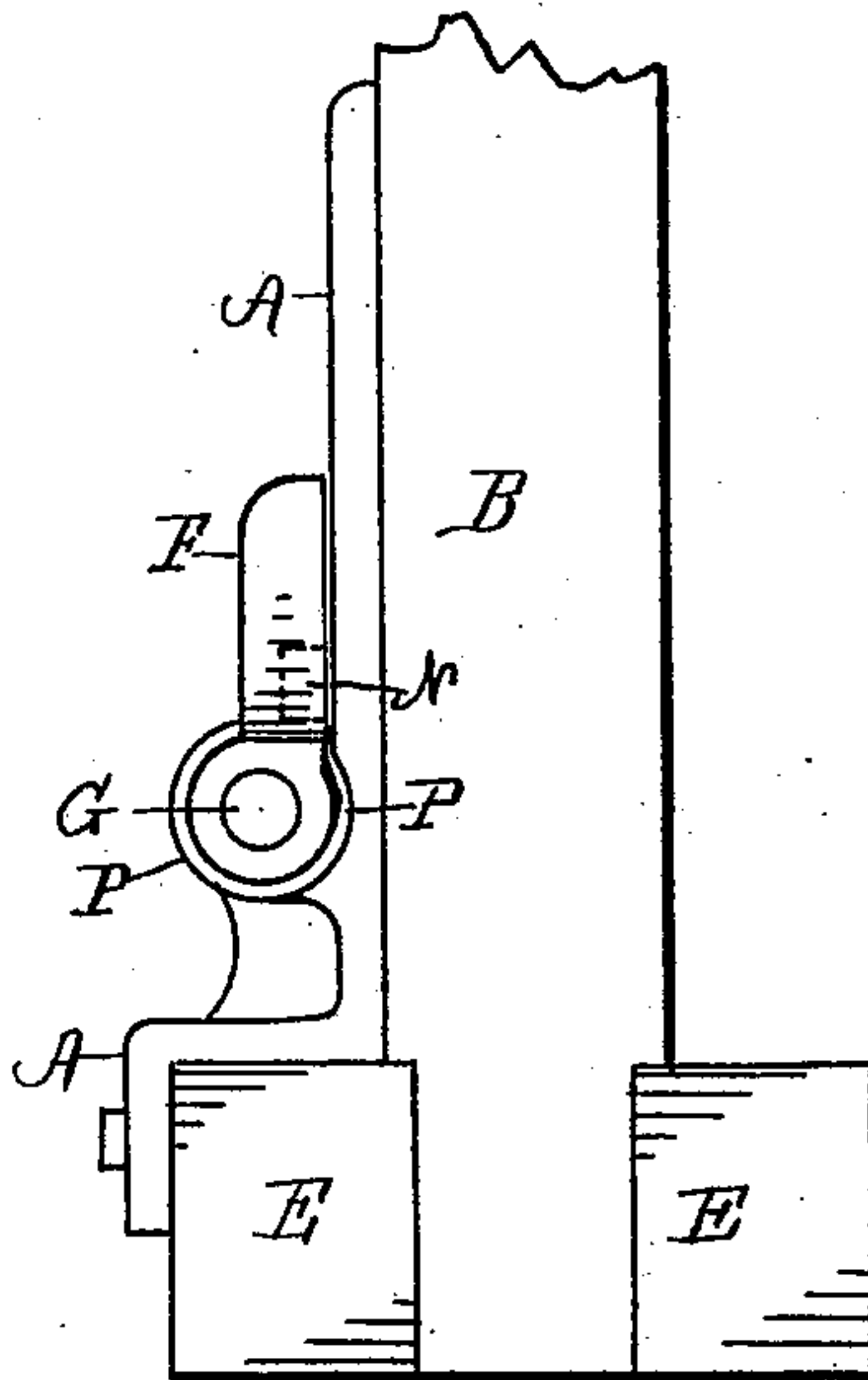
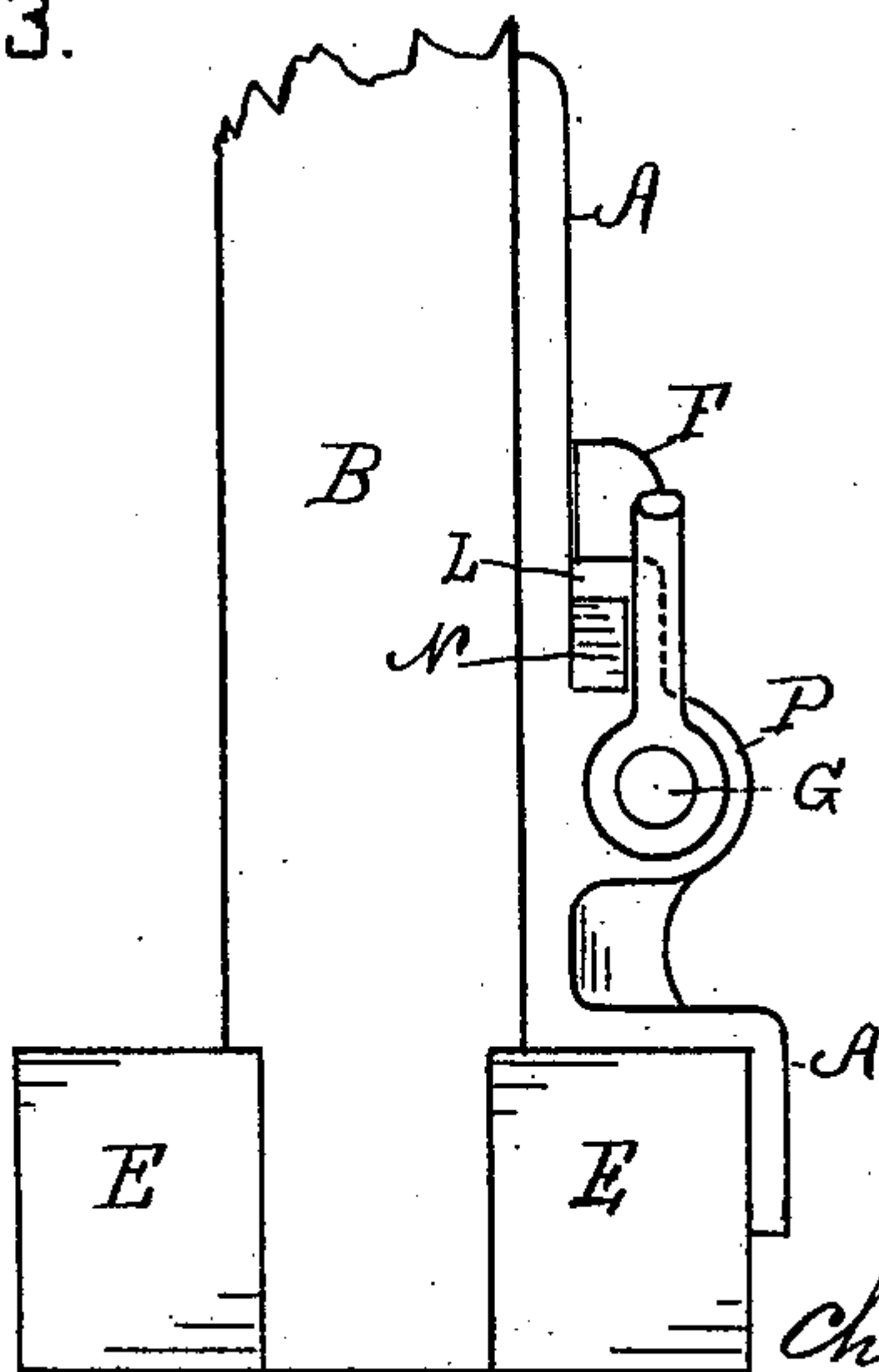


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

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ATTACHMENT FOR WAGON-STANDARDS.

SPECIFICATION forming part of Letters Patent No. 614,134, dated November 15, 1898.

Application filed February 12, 1898. Serial No. 670,028. (No model.)

To all whom it may concern:

Be it known that I, CHARLES A. ROBERTS, a citizen of the United States of America, residing at Rensselaer, in the county of Jasper and State of Indiana, have invented certain new and useful Improvements in Attachments for Wagon-Standards, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain improvements in an attachment to wagon-standards for preventing wagon-boxes from adhering to the standards, so as to render it more easy to lift the wagon-box from the wagon, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side elevation of the attachment as it would appear applied to a wagon standard and bolster of an ordinary lumber-wagon, a portion being shown in section to show the coil-spring located in its barrel. Fig. 2 is a front elevation of the attachment applied to the wagon standard and bolster, and Fig. 3 is a rear elevation of the attachment applied to the wagon standard and bolster.

Sometimes a wagon-box fits so closely between the standards of a wagon or swells when the weather is damp that it is quite difficult to lift the box up from between the standards.

This invention is for the purpose of preventing the box from adhering to the standards and centering it between them, so it may not be worn by the standards.

Referring to the drawings, E represents the bolster of an ordinary wagon, and B represents one of its standards, and O represents a portion of the wagon-box.

A is a plate designed to be attached to the side of the standard by means of screws or bolts, and its lower end is attached to the bolster by a bolt, as shown. Said plate is provided on its outer side and integral therewith with a barrel P, having seated therein a coil-spring S, carried on a bolt G, the head of which extends out through the inclined face F of the bolt N and is countersunk therein. Said plate A is also provided with an integral box L, in which the bolt N is placed and in which it has end movement, but which is held forward by means of the coil-spring S, bearing against the back of the downwardly-extending portion of the inclined face F of the bolt N. The

bolt G has a nut H turned on its outer end for holding the said bolt in place. Said nut has a tailpiece J for preventing it from turning backward and off the bolt. By means of said nut the bolt G and the incline F, connected with it, may be adjusted to or from the wagon-box to accommodate the device to the size of the box.

In operation a wagon-box O may be let down between the standards B in the ordinary way, but instead of coming in contact therewith will engage the inclined surface F of bolt N and move it back against the coil-spring S and pass down beyond the incline until it rests on bolster E in the ordinary manner. As it is intended to use such an attachment on each bolster-standard, the wagon-box O will be centered between and held out of contact with the standards, so as to render it easy to lift the box up out from between the standards, as there is little bearing-surface of the incline F against the box, and that is a yielding bearing caused by the coil-spring. It is intended to provide the wagon-box with a wearing-plate where it is in contact with the incline, so it may not be worn at that place. Should the wagon-box become contracted by dry weather or from other cause, the spring will follow it out and center it between the standards and prevent it from shaking to pieces.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is as follows, to wit:

1. The combination of the standard B and bolster E, plate A having the barrel P and box L, coil-spring S seated in said barrel, bolt G carried in said spring, bolt N carried in box L and having the inclined head F connected with the head of bolt G and carried thereby, and the nut H having a tailpiece J, said nut being turned on the rear end of bolt G, all arranged to operate substantially as and for the purpose set forth.

2. In the attachment for wagon-standards, the combination of a pair of spring-bolts having inclined heads adapted to engage the wagon-box substantially as and for the purpose set forth.

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Witnesses:

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