

No. 660,702.

Patented Oct. 30, 1900.

A. HITT.
WAGON STANDARD.

(Application filed July 17, 1899. Renewed Apr. 9, 1900.)

(No Model.)

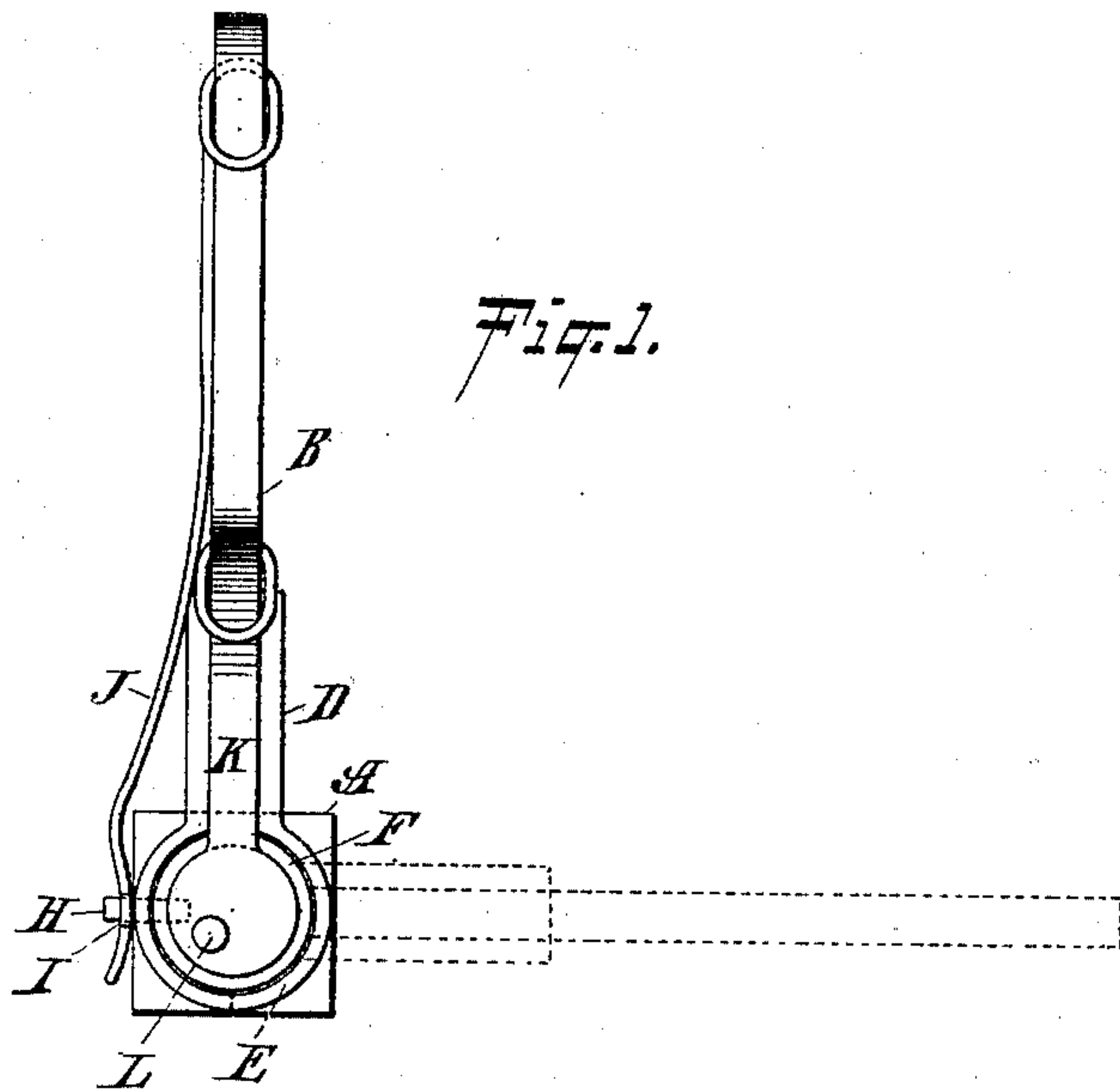


Fig. 2.

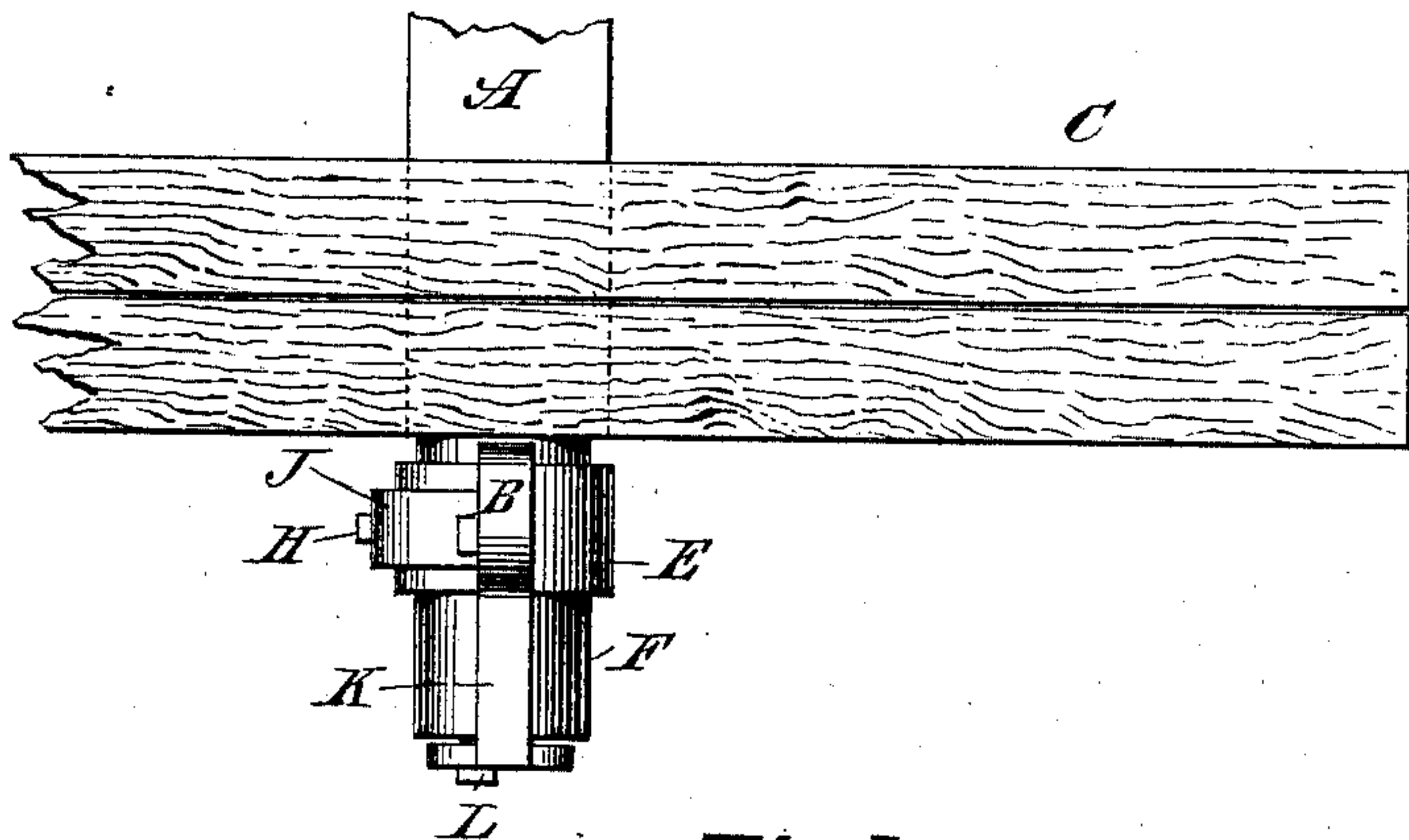
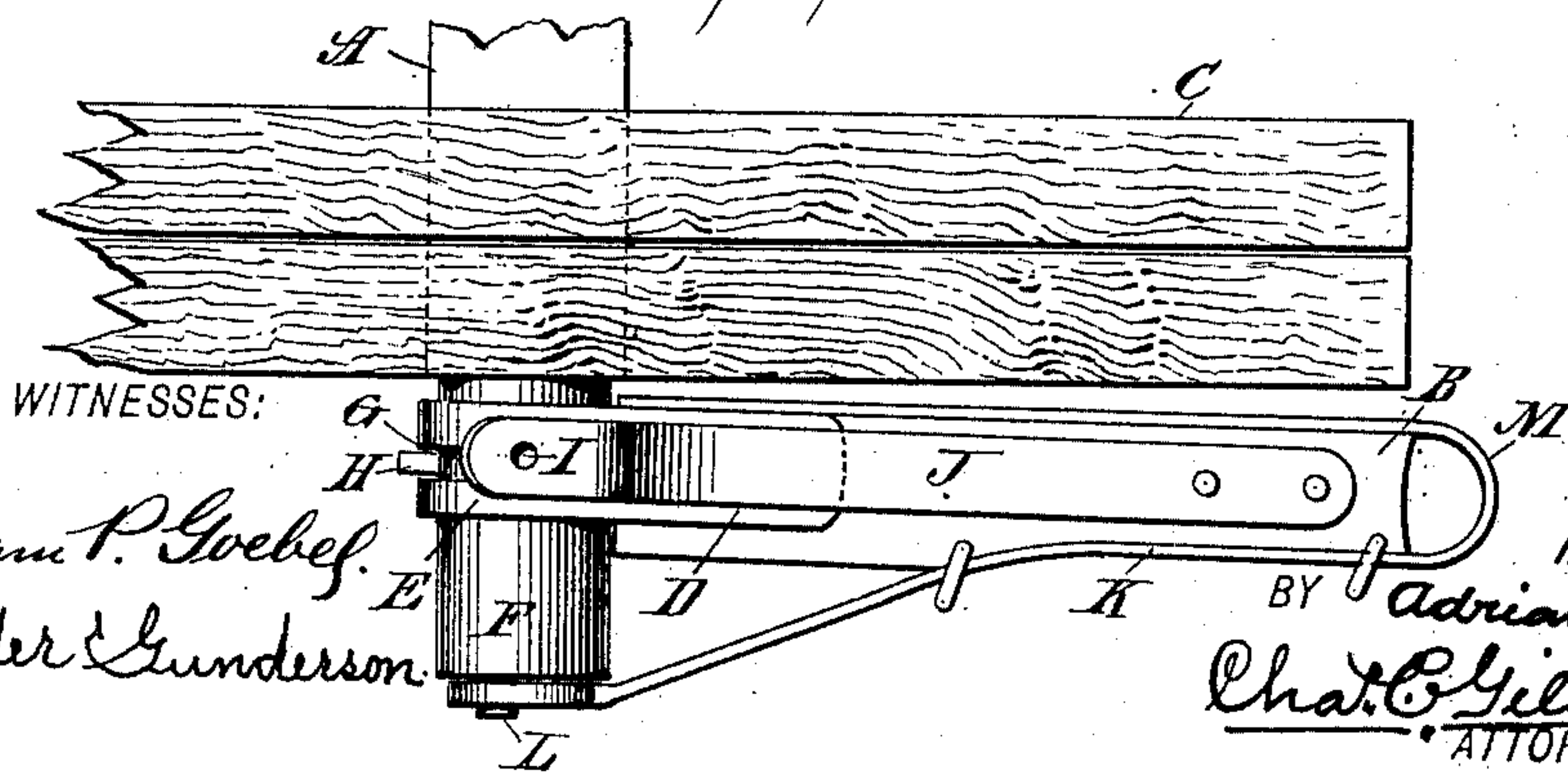


Fig. 3.



WITNESSES:
William P. Goebel.
Gunder Gunderson.

INVENTOR
BY *Adrian Hitt*
Chas. C. Gill
ATTORNEY.

UNITED STATES PATENT OFFICE.

ADRIAN HITT, OF JERSEY CITY, NEW JERSEY, ASSIGNOR TO THE IMPERIAL MANUFACTURING COMPANY, OF SAME PLACE.

WAGON-STANDARD.

SPECIFICATION forming part of Letters Patent No. 660,702, dated October 30, 1900.

Application filed July 17, 1899. Renewed April 9, 1900. Serial No. 12,043. (No model.)

To all whom it may concern:

Be it known that I, ADRIAN HITT, a citizen of the United States, and a resident of Jersey City, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Wagon-Standards, of which the following is a specification.

The invention relates to improvements in wagon-standards; and it consists in the means hereinafter described and claimed for providing the ends of the bolster or bolsters of a wagon with standards which are capable of being turned downward without detaching them from the bolster and which when turned downward will move slightly outward, so as to free themselves from the load upon the wagon. The standards are provided with locking means by which when turned to their vertical position they may be held stationary, and said standards will ordinarily be employed only upon the ends of the rear bolster.

The invention will be fully understood from the detailed description hereinafter presented, reference being had to the accompanying drawings, in which—

Figure 1 is an end view of a wagon-bolster equipped with a standard constructed in accordance with my invention, the dotted lines denoting the lower position of the standard. Fig. 2 is a top view of same; and Fig. 3 is a like view of same, the standard being shown as having been turned downward and automatically drawn outward from the load of boards resting on the wagon-bolster.

In the drawings, A designates a portion of the usual wagon-bolster, B the standard on the end thereof, and C some boards to denote a load resting on said bolster.

The standard B is pivotally secured so as to be turned downward and rearward from its vertical position (illustrated by full lines in Figs. 1 and 2) to a horizontal position, as indicated by dotted lines in Fig. 1 and full lines in Fig. 3. The standard B is provided with the metal strap D, which is secured at its ends to the opposite sides of the standard and about its middle portion is fashioned into the circular loop E, which passes around the reduced circular end F of the bolster A and is slotted, as at G, to pass over the pin H, which is rigid with the bolster and extends

frontward from about the horizontal center of same, as illustrated. When the standard B is turned downward and rearward, as shown in Fig. 3, the end of the slot G in the loop E will reach the pin H and by contact therewith form a stop to prevent the standard B from turning unduly downward. When the standard B is returned to its vertical position, (shown by full lines in Figs. 1 and 2,) the slot G in the loop E will pass along the sides of the pin H, and said pin will, upon the standard B reaching its upright position, be engaged by the aperture I in the spring-catch J, and thereby the standard B will be locked in its upright position. The catch J is a metallic strip secured at its upper end to the side of the standard B and at its lower end flexed against the forward side of the loop E, as denoted in Fig. 1. When the standard B is turned to its upright position, the lower downwardly-turned end of the catch J will pass over the end of the pin H until the aperture I in said catch has reached said pin, and at this time the spring tension of the catch J will move said catch inward toward the loop E, the pin H then passing through the said aperture I and effectually locking the standard B in its upright position. In order to turn the standard B downward and rearward, it is necessary to manually free the lower end of the catch J from the pin H and then press the upper portion of the standard B rearward, whereby the standard is caused to turn downward and toward the rear, the reduced end F on the bolster operating at such time as a pivotal bearing for the standard.

It is desirable not only that the standard B may be locked in its upright position and be capable of being turned downward and rearward, but that said standard may when turning downward and rearward have a slight outward motion imparted to it in order that it may effectually clear itself from the load of lumber or other material which may be upon the wagon, and this object is accomplished by the present invention, as indicated in Fig. 3. In Fig. 3 the standard B is shown in its horizontal position and with its then rear end turned outward slightly from the load, (denoted by the lumber C on the bolster.) The means I have provided for effecting the out-

ward motion of the standard B is the strap K, which extends downward along the outer side or edge of the standard and thence turns outward and is pivotally secured by a pin L upon the outer end of the bolster A. If the pin L were applied centrally to the end of the bolster, the standard B would turn downward and rearward, but would not during such operation turn outward from the load on the wagon, and hence in accordance with my invention the pin L is forward of the longitudinal center of the bolster and its cylindrical end F in order that as said standard B is turned downward and rearward a sufficient strain will come upon the strap K to pull the upper end of the standard slightly outward, as illustrated in Fig. 3. The strap K not only performs the function of pulling the upper portion of the standard B outward when said standard is turned downward and rearward, but affords support and strength for said standard. The strap K extends along the outer side or edge of the standard B and along the inner side or edge of said standard, and at the upper end of said standard said strap K curves upward therefrom to form the eye M, as shown more clearly in Fig. 3.

The employment of the strap K results in the standard B being during its downward movement automatically moved outward from the load and during its upward movement automatically restored to its normal inward position.

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

1. The wagon-bolster, combined with the

standard thereon, the band D secured to said standard and passing around said bolster and having the slot G, the outwardly-projecting pin H secured to said bolster within the confines of said slot, and the plate-spring catch J secured to the exposed side of said standard and having the aperture at its lower portion to automatically engage said pin when said standard is turned to its upright position; substantially as set forth.

2. The wagon-bolster, the standard thereon, and the strap secured to said standard and passing around the end of said bolster and forming the means by which said standard is rendered capable of being turned downward, combined with means for automatically moving said standard outward from the load so that said standard while being turned downward may pass free of said load; substantially as set forth.

3. The wagon-bolster, and the standard pivotally mounted thereon, combined with the strap K secured to said standard and to said bolster and eccentrically to the longitudinal center on which said standard turns, whereby during the downward motion of said standard its upper end is pulled outward from the load; substantially as set forth.

Signed at New York, in the county of New York and State of New York, this 15th day of July, A. D. 1899.

ADRIAN HITT.

Witnesses:

CHAS. C. GILL,
GUNDER GUNDERSON.