

No. 693,699.

Patented Feb. 18, 1902.

J. B. GASTON.
ANTIFRICTION CHAFE IRON.

(Application filed Sept. 10, 1901.)

(No Model.)

Fig. 1.

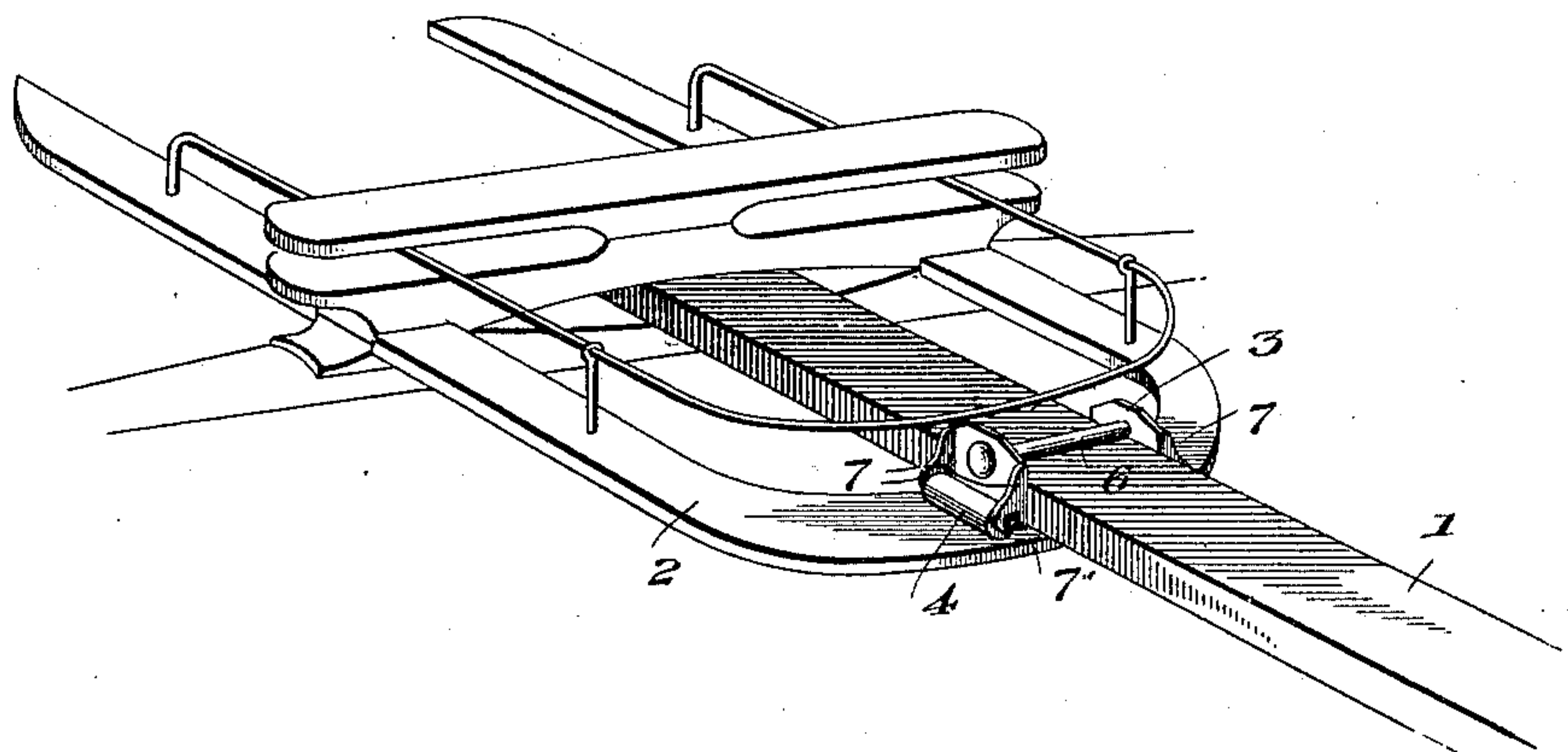


Fig. 2.

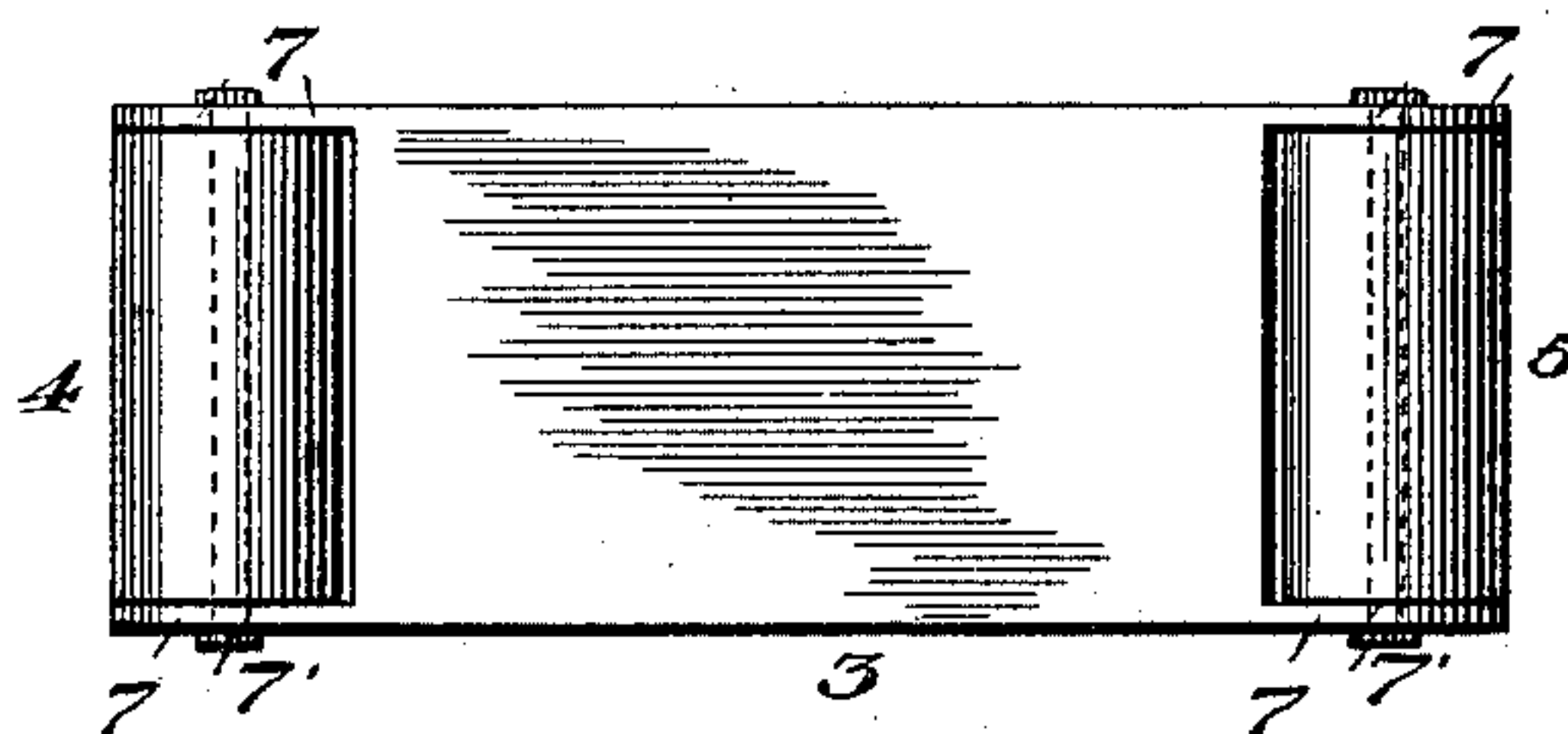


Fig. 3.

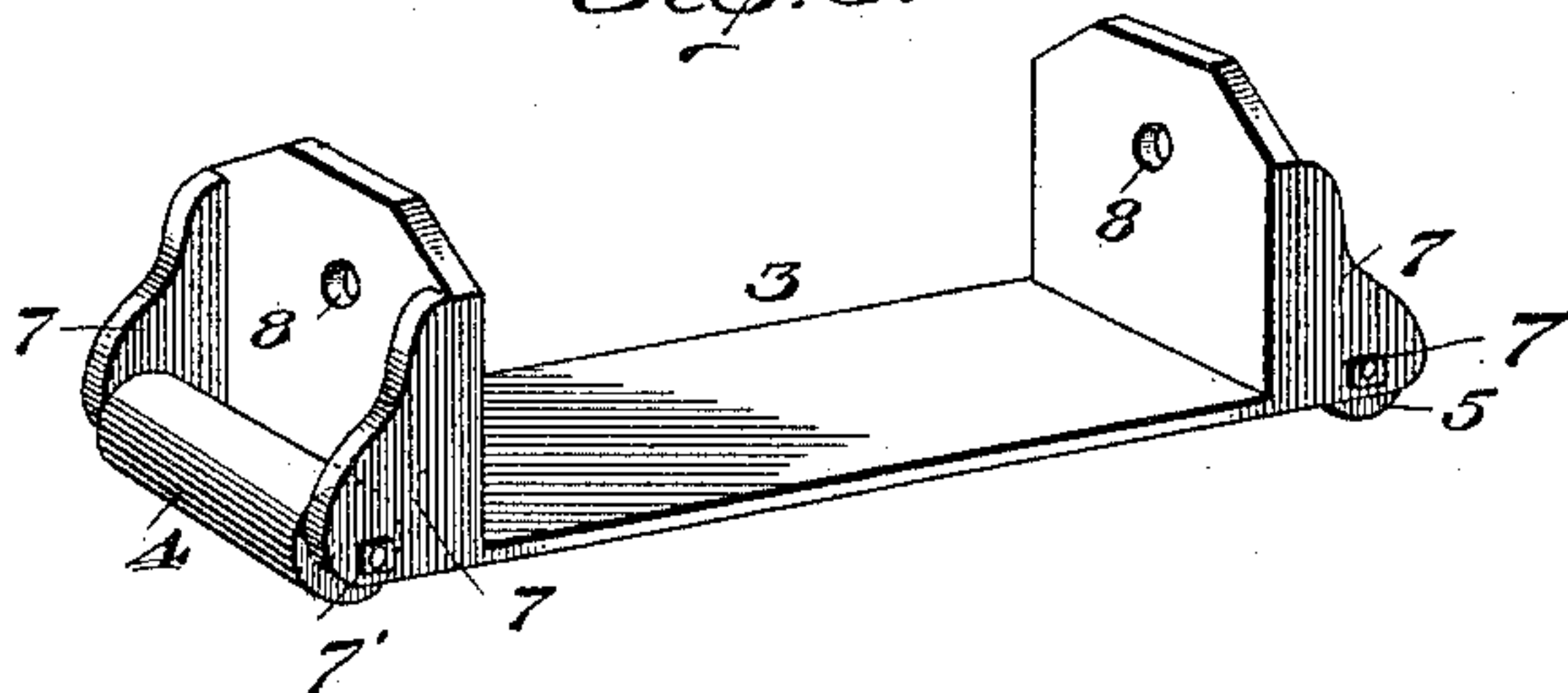
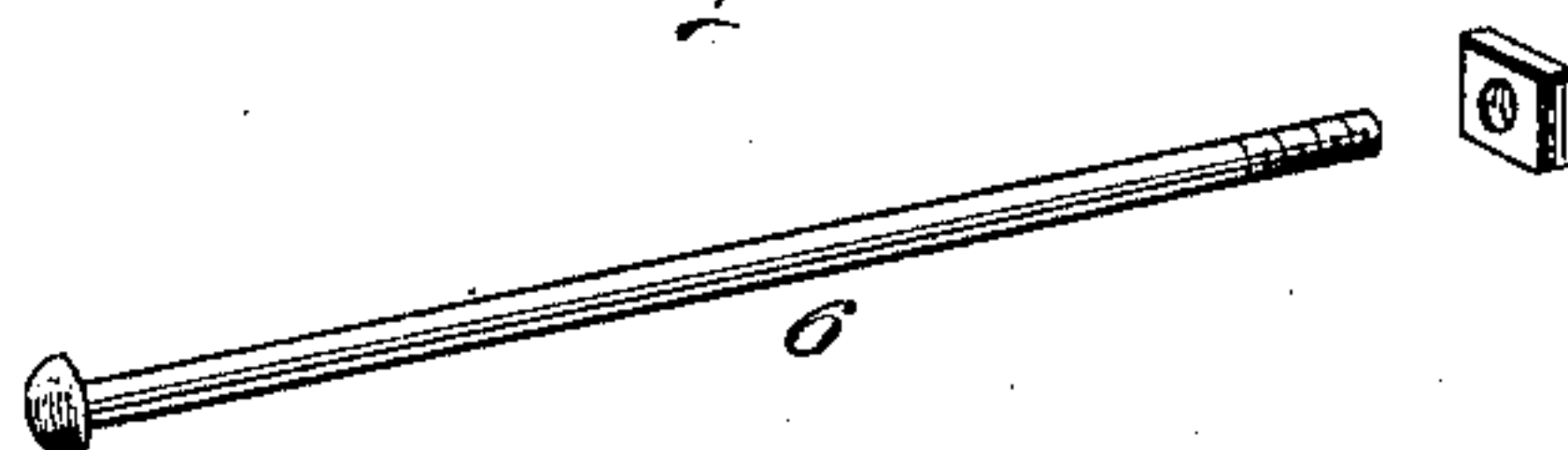


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

JOSIAH B. GASTON, OF SOUTH PASS, WYOMING.

ANTIFRICTION CHAFE-IRON.

SPECIFICATION forming part of Letters Patent No. 693,699, dated February 18, 1902.

Application filed September 10, 1901. Serial No. 74,966. (No model.)

To all whom it may concern:

Be it known that I, JOSIAH B. GASTON, a citizen of the United States, residing at South Pass, county of Fremont, State of Wyoming, have invented certain new and useful Improvements in Antifriction Chafe-Irons for Running-Gear, of which the following is a specification.

My invention relates to antifriction chafe-irons for running-gear.

The object of my invention is the provision of a simple and extremely strong and durable as well as inexpensive chafe-iron, of improved construction, having antifriction-rollers and adapted for rapid and easy application to the reach of a wagon to so coact with the sway bar or circle of the hounds as to prevent chafing thereof with the reach.

My object in particular is to provide an improved device of the class described which will be capable of adjustable clamping to the reach, so that it can be readily removed or moved along the reach to be finally located and secured in the most desirable position to accomplish its offices according to demonstration by actual use of the needs of the running-gear.

Having the foregoing objects in view, the invention consists of the combination, with the reach and sway bar or circle of a running-gear, of an antifriction chafe-iron comprising a frame made in a single piece having a bottom adapted to lie against the bottom of the reach and uprights adapted to lie against the sides of the reach and with their extremities extending an appreciable distance above the reach, said uprights each having a pair of integral separated projections, bolts extending through each pair of projections parallel to the reach, and antifriction-rollers located between the projections on opposite sides of the reach and journaled loosely on the bolts aforesaid, said antifriction-rollers having their lower portions extending below the bottom of the frame and affording a bearing for the sway bar or circle and a bolt passing through apertures or perforations in the portions of the uprights which extend above the reach, said bolt extending transversely of the reach above the same and constituting the sole means for fastening the frame to the reach and adapted for securing it adjustably

thereto by causing the uprights to bind or clamp against the sides of the reach.

In the accompanying drawings, Figure 1 is a perspective view illustrating the application of the invention to an ordinary running-gear of a wagon; Fig. 2, a bottom detail view of the device; Fig. 3, a perspective detail view, and Fig. 4 a detail view of the single bolt employed in securing the chafe-iron to the reach.

The numeral 1 designates the reach of an ordinary running-gear of a wagon, while 2 is the sway bar or circle of the hounds.

My invention consists of four parts—to wit, a frame 3, rollers 4 and 5, and a bolt and nut 6. The frame 3 is made of a single piece in the form of three sides of a rectangle, the bottom being adapted to lie flat against the bottom of the reach and the upright portions to lie against the sides of the reach and by bearing thereagainst assist in preventing any turning or moving of the device. These sides are provided with preferably integral projecting portions 7, a pair being provided for each upright part of the frame, between which are located the antifriction-rollers. The antifriction-rollers are loosely mounted to turn on bolts 7', extending through apertures in these projections, and the lower portions of the rollers project somewhat below the plane of the bottom of the frame, so that they will bear directly against the sway bar or circle of the hounds and prevent any contact of the sway-bar with the reach or the frame of the device. In this connection I desire to call attention to the fact that I provide two independent antifriction-rollers, which bear against the sway-bar at points a sufficient distance apart to distribute the pressure evenly over the sway-bar, and thus obtain superior results, while the employment of bolts as bearings for the rollers gives a larger wearing-surface, reduces friction, and insures durability. The bolt 6, having a suitable nut, passes through opening 8 in the upper portions of the upright parts of the frame above the reach and comprises the sole means for clamping the device to the reach. On tightening the nut sufficiently the upright portions of the frame will be held firmly against the sides of the reach, and these sides being sufficiently wide the device will be securely clamped on the reach

and cannot twist or become loose. It will be observed that this means of fastening is not only simple and strong, but provision is thereby made whereby the attachment can be rapidly placed on a running-gear, removed therefrom, or after trial readily adjusted to the exact point on the reach where it will have the greatest efficiency in performing its offices, and the attachment and removal from the reach of the device necessitates no particular skill nor the use of any tool except a wrench for tightening the nut.

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

The combination with the reach and sway bar or circle of a running-gear, of an anti-friction chafe-iron comprising a frame made in a single piece having a bottom adapted to lie against the bottom of the reach and uprights adapted to lie against the sides of the reach and with their extremities extending an appreciable distance above the reach, said uprights each having a pair of integral separated

projections, bolts extending through each pair of projections parallel to the reach, anti-friction-rollers located between the projections on opposite sides of the reach and journaled loosely on the bolts aforesaid, said anti-friction-rollers having their lower portions extending below the bottom of the frame and affording a bearing for the sway bar or circle, and a bolt passing through apertures or perforations in the portions of the uprights which extend above the reach, said bolt extending transversely of the reach above the same and constituting the sole means for fastening the frame to the reach and adapted for securing it adjustably thereto by causing the uprights to bind or clamp against the sides of the reach.

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

JOSIAH B. GASTON.

Witnesses:

GUY HAISINGTON,
B. N. TIBBALS.