

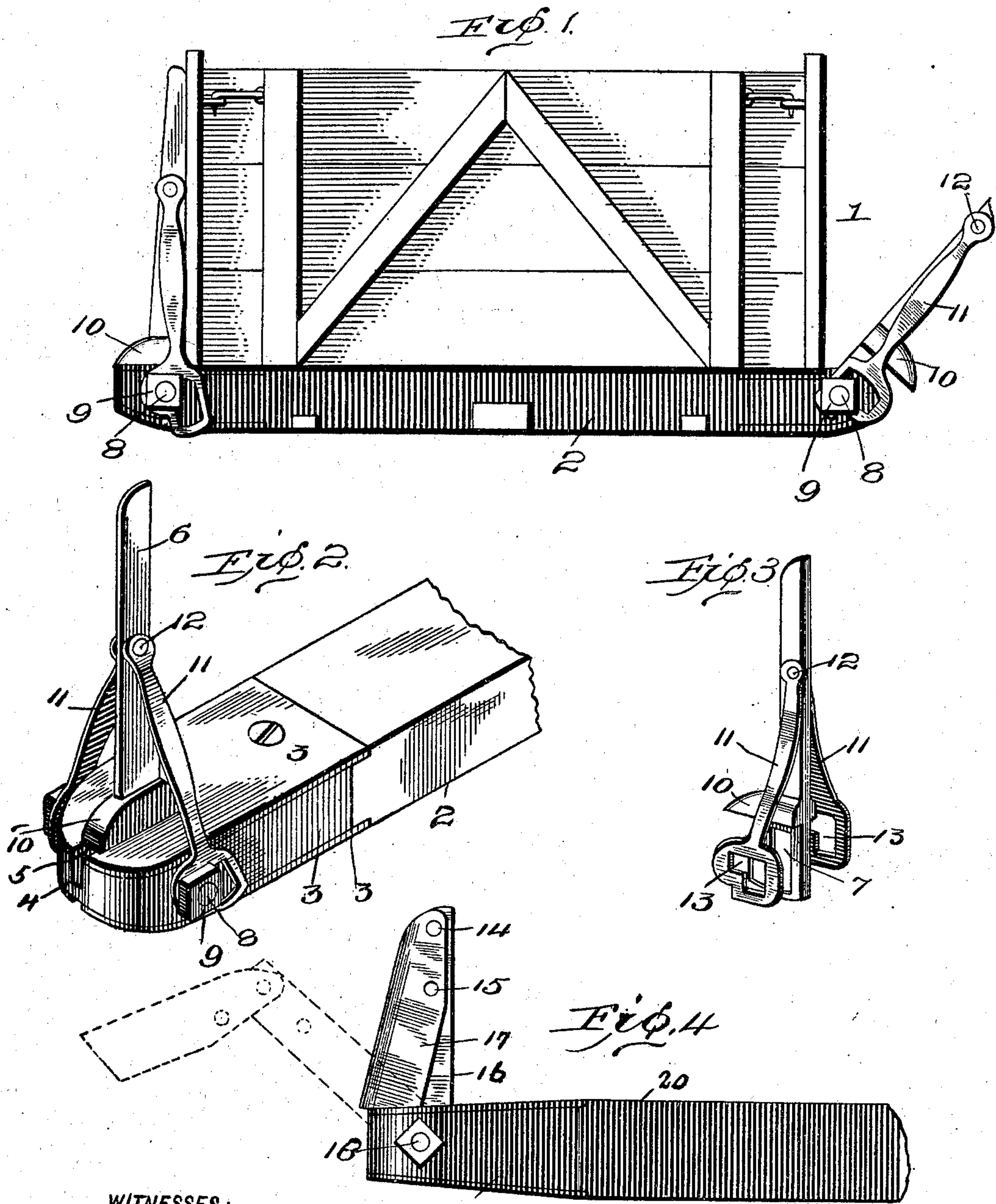
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G. MOCK.  
WAGON STANDARD.

(Application filed Mar. 10, 1902.)

(No Model.)



WITNESSES:  
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# UNITED STATES PATENT OFFICE.

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## WAGON-STANDARD.

SPECIFICATION forming part of Letters Patent No. 708,968, dated September 9, 1902.

Application filed March 10, 1902. Serial No. 97,518. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE MOCK, a citizen of the United States, residing at Bardstown, in the county of Nelson and State of Kentucky, have invented certain new and useful Improvements in Wagon-Standards; and I do 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 the figures of reference marked thereon, which form a part of this specification.

This invention relates to certain improvements in wagon-standards; and its object is to provide a simple and durable construction of standard which will efficiently hold the wagon-bed against accidental displacement and at the same time will enable the bed readily to be removed whenever desired.

To this end the invention consists, essentially, in a wagon-standard adapted to be mounted for both upward and pivotal movement on the end of the bolster and so related to the bolster and wagon-bed that when fixed in its upright position it will hold the bed in place, and when it is desired to release said bed the same may be accomplished by raising the standard bodily and turning it on its pivot outward away from said bed.

The invention further consists in certain peculiarities in the construction of parts and in certain novel combinations of elements, substantially as hereinafter described, and particularly pointed out in the subjoined claims.

In the accompanying drawings, illustrating the invention, Figure 1 is an end view of a portion of a wagon having its body or bed secured by means of my improved standards, showing one standard adjusted to hold the bed and another standard adjusted to release the same. Fig. 2 is a perspective view of the end of a wagon-bolster provided with my improved standard. Fig. 3 is a perspective view of the standard detached from the bolster.

Similar numerals of reference designate similar parts in the several views.

1 designates a wagon bed or body of any suitable construction, and 2 designates a

wagon-bolster, which may be of the usual construction. Preferably metallic casings 3 are applied to the ends of the bolsters, and said ends and casings are formed with registered slots 4 and 5, respectively, to receive the lower end of the standards proper, 6, which lower end is formed with an elongated slot 7, through which loosely passes the bolt 8, which secures the standard proper to the bolster, said bolt having a fastening-nut 9. The standard proper is provided with a projection or foot 10, which when the standard is in its lowered position of adjustment bears upon the upper surface of the bolster or the casing of the bolster, thus forming an extended bearing, which coöperates with the bracing means in preventing accidental movement of the standard. Said bracing means in this form of the device comprises rods 11, which are secured to opposite sides of the standard proper at their upper ends, as shown at 12, and extend divergently therefrom to opposite sides of the bolster, where they embrace said bolt 8. The lower ends of said rods are preferably formed with approximately L-shaped slots 13 for the passage of the bolt. In the position of adjustment of the standard in which it locks the wagon bed or body in place the bolt 9 passes through the forward approximately horizontal portions of the slots 13 in the brace-rods and the upper portion of the slot 7 in the standard proper, and the parts are secured by the nut 9, as shown in Fig. 2 and at the left-hand side of Fig. 1. In said position of the parts the brace-rods will be inclined toward the longitudinal center of the wagon-bolster. As the bolt 8 is in the horizontal portion of the slot and closely embraced thereby all tendency to movement of the brace-rods is obviated when the nut 9 is tightened. When it is desired to remove the wagon bed or body from the bolsters, it is only necessary to loosen the nut 9 on the bolt 8 and turn the braces pivotally on the pin 12 until the vertical portions of their slots 13 register with the bolt 9, after which the standard proper, 6, and said rods may be lifted from the bolster and turned pivotally on the bolt 8 away from the wagon-bed, thus releasing the latter, as shown at the right-hand side of Fig. 1. When each of the standards has



been thus released from the wagon-bed, the latter may be lifted from the bolsters.

I wish it understood that the construction shown in the accompanying drawings and hereinabove described in detail is only the preferred embodiments of my invention and that none of the subjoined claims are to be construed as restricted to details further than are expressly included therein. Changes in the details may be also made without departing from the spirit of the invention.

Having thus described the invention, what I believe to be new, and desire to secure by Letters Patent, is—

1. A means for securing a wagon-bed removably to a bolster, including a wagon-standard having means by which it may be secured to said bolster, said parts being constructed and combined to permit the standard to be raised bodily and to move pivotally with relation to said bolster.

2. A wagon-standard having a footpiece to engage the wagon-bolster when the standard is in vertical position, and means for adjustably and pivotally securing said standard to said bolster, said means being such that the standard may be raised bodily to disengage the footpiece from the bolster and then turned pivotally.

3. A wagon-standard having a lengthened slot in its lower end and a footpiece above said slot, means extending through said slot for securing the standard to a wagon-bolster, said slot and securing means being such that the standard may be raised bodily and moved pivotally with relation to said securing means, and bracing means for said standard.

4. A wagon-standard having means by which it may be secured to a wagon-bolster, said parts being constructed and combined

to permit the standard to be raised bodily and to move pivotally with relation to said bolster, and a footpiece which partakes of the movement of said standard and is constructed to bear upon said bolster.

5. A wagon-standard having a lengthened slot in its lower end and provided above said slot with a lateral projection, braces pivotally secured at their upper ends to said standard and having elongated slots in their lower ends and a fastening-bolt which extends through said slots in the standard and braces and is so related to said slots as to permit the standard and braces to be raised vertically and moved pivotally upon said bolt.

6. A wagon-standard having a vertically-elongated slot at its lower end and provided above said slot with a lateral projection, combined with braces pivotally secured at their upper ends to opposite sides of said standard and having their lower ends formed with approximately L-shaped slots, a bolt passing through the slots in said standard and braces, and a fastening-nut on said bolt.

7. A wagon-bolster having a vertical slot, combined with a standard having its lower end located in said slot and provided with a vertically-elongated slot, said standard having a lateral projection above said slot to bear upon said bolster, braces pivotally secured at their upper ends to said standard and having approximately L-shaped slots in their lower ends, a bolt passing through said slots, and a fastening-nut on said bolt.

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

GEORGE MOCK.

Witnesses:

T. D. WILLIAMS,  
J. E. LEWIS.