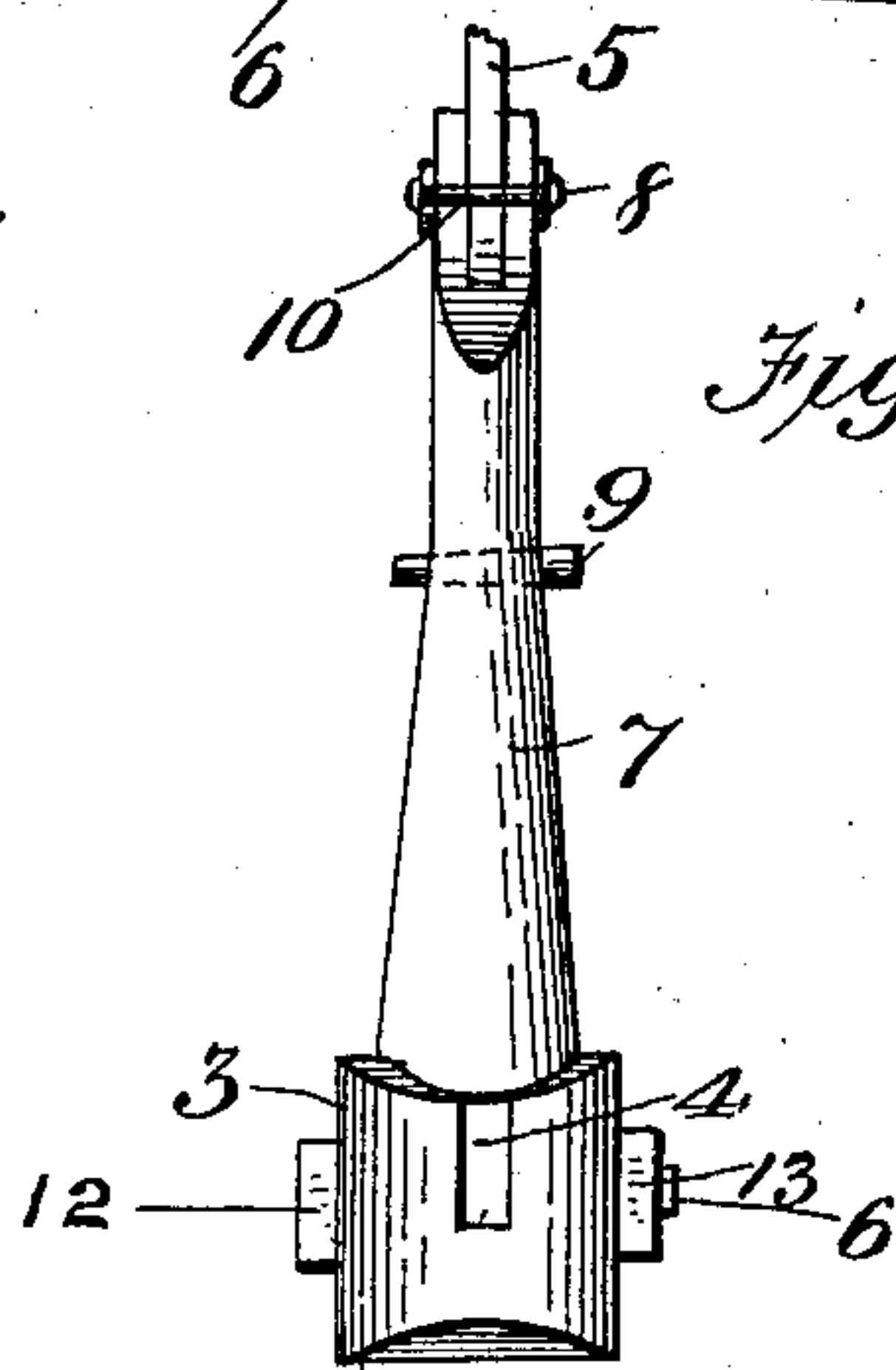
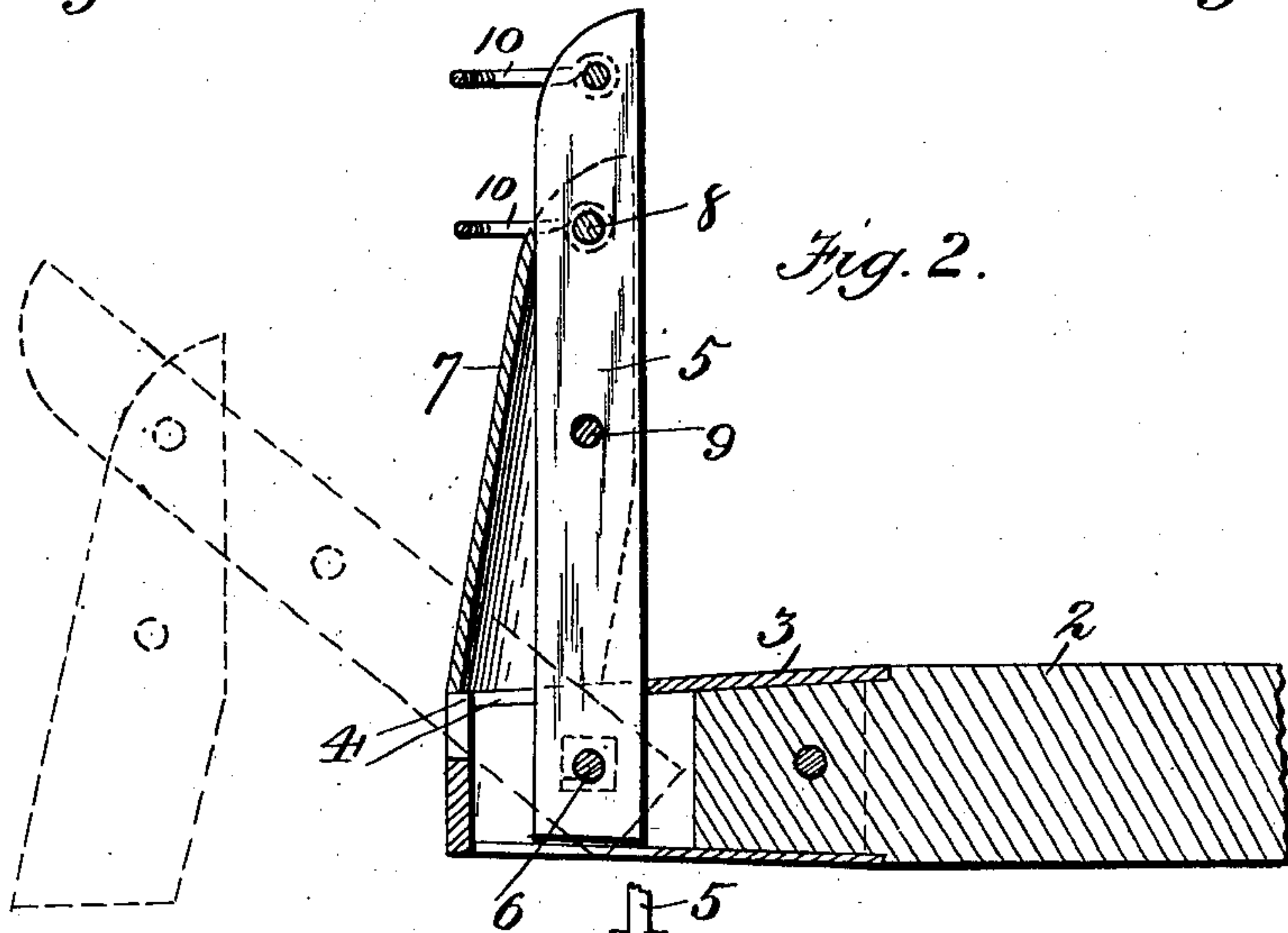
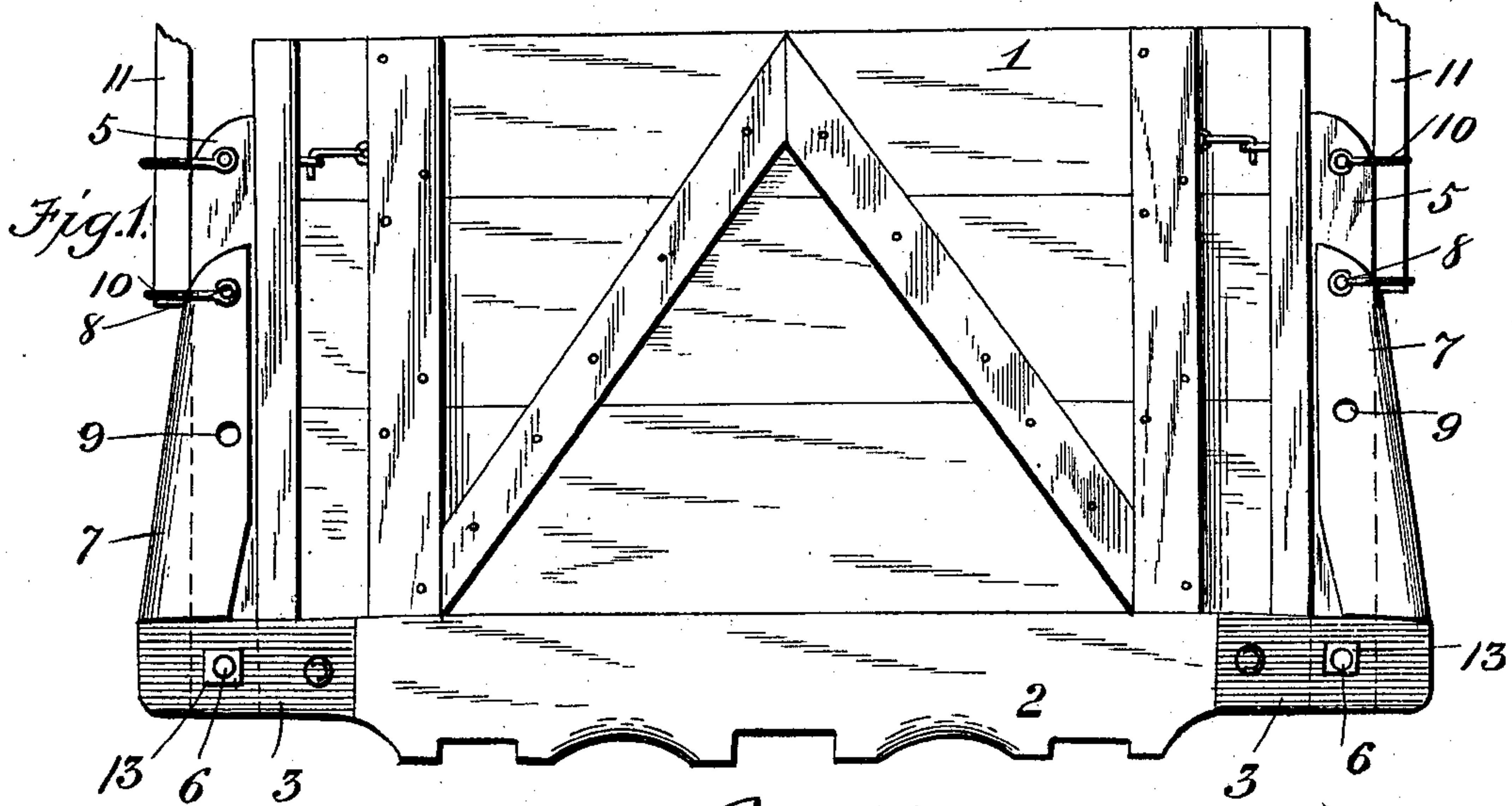


No. 711,434.

Patented Oct. 14, 1902.

G. MOCK.
WAGON STANDARD.
(Application filed Apr. 24, 1902.)

(No Model.)



Witnesses
F. L. Ourand
Ida Ford.

George Mock
Inventor
by *G. J. Stockman*
Attorney

UNITED STATES PATENT OFFICE.

GEORGE MOCK, OF BARDSTOWN, KENTUCKY, ASSIGNOR OF ONE-HALF TO
CHARLES T. STEWART, OF BARDSTOWN, KENTUCKY.

WAGON-STANDARD.

SPECIFICATION forming part of Letters Patent No. 711,434, dated October 14, 1902

Original application filed March 10, 1902, Serial No. 97,518. Divided and this application filed April 24, 1902. Serial No. 104,536. (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 application is a division of an application filed by me March 10, 1902, Serial No. 97,518.

This invention relates to certain improvements in wagon-standards; and it 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.

The particular object of the present invention 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 said bed to be readily removed from the wagon-bolster whenever desired. This object is well accomplished by the construction illustrated in the accompanying drawings, which disclose the preferred construction of my invention.

In said drawings, Figure 1 is a rear end elevation of a portion of a wagon having its body secured to the bolster by my improved standards. Fig. 2 is a view, partly in section, of a portion of a wagon-bolster provided with my improved standard, showing in full lines the position of the standard when it is adjusted to lock the wagon-bed and in dotted lines the position of the standard when it is adjusted to release said bed. Fig. 3 is an end view of the bolster with the standard in its upright position thereon, the upper end of said standard being broken off.

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 or any suitable construction and which constitutes a suitable standard-support. The ends of the bolsters are provided with metallic casings 3, which have suitable slots 4 therein for the purpose of enabling the standard proper, 5, to swing on its pivot 6 throughout a suitable arc in adjusting it into either its holding or releasing position. The standard is provided with a bracing means 7, which is permanently pivoted at its upper end, as shown at 8, to the part 5, and when said part is in its upright position inclines outward from said pivot 8 and bears at its lower end upon the upper surface of the wagon-bolster, or rather upon the casing 3, applied to the end of said bolster, out of and into engagement with which it is free to be adjusted in order to permit said part 5 to be swung out of engagement with the wagon bed or body and to brace it when in such engagement, respectively. It will be observed that the lower extremity of the bracing means is not fastened to the wagon-bolster—that is to say, it is permanently detached from said bolster—and hence there are no bolts or other means connecting the bracing means directly with the wagon-bolster which must be removed before the bracing means can be turned in the adjustment of the standard out of holding position. It will also be observed that the upper end of the bracing means is permanently pivoted to the standard proper, as hereinabove stated. By the expression “permanently pivoted” used in describing the connection of the upper end of the bracing means with the standard proper I mean that it is permanent only in so far as that it is unnecessary to remove the pivot in order to adjust the bracing means and standard proper into and out of holding position. To assure that the parts shall be securely held in locking position, suitable means are provided for locking said parts together when in such position, which means preferably consist of a pin 9, which is inserted through registered openings formed in said part 5 and brace 7 and is removable therefrom to permit relative movement of the parts. When the standards are in their upright positions and the

braces thereof bear at their lower ends upon the wagon-bolsters or casings thereof and the pins 9 are inserted through said standards and braces, it will be evident that the standards and braces will be locked together and that the standards will be rigidly held in place against the sides of the wagon bed or body, so as efficiently to lock the latter in position on the bolsters. Whenever it is desired to remove said bed or body, with the standards herein described, it is only necessary to remove said pins 9, after which the braces may be swung out of engagement with the casings 3 upon their pivots 8 and the standards may be swung out of engagement with the wagon-bed upon their pivots 6, thus releasing the bed. To again lock the bed in place, a reversal of the above movements is all that is required. Said bracing means 7 is preferably composed of a body folded lengthwise to form therein a longitudinal channel which receives the standard, as shown, and with its lower end formed to provide an extended bearing upon the wagon-bolster or the casing thereof. To aid in giving a desirable freedom of movement to the bracing means in the adjustment thereof to release the standard from the wagon bed or body, the upper surface of the casing 3 may be slightly inclined downward and outward, as shown in Figs. 2 and 3.

If desired, the standard may be provided with rings 10, secured to proper places thereon for the purpose of supporting false standards 11, which constitute removable extensions of the main standard or standards proper employed when it is desired to increase the depth of the wagon-body by the addition of removable sideboards thereto.

The pivot 6 of the standard proper, 5, is preferably provided by a bolt having a head 12 at one end and a nut 13 threaded on its other end, whereby the standard may be most readily applied to and removed from the wagon-bolster.

From the above it will be seen that a very simple, durable, and inexpensive construction of wagon-standard has been produced, which may be set close to the end of the wagon-bolster and may be most readily and easily adjusted to lock the bed or wagon-body in place and to release the same.

I wish it understood that while the detail construction is advantageous and is made the subject-matter of more and less specific claims, yet the invention is not restricted in all respects to the detail embodiments thereof shown in the accompanying drawings, and that the details of construction may be changed without departing from the spirit and scope of the invention.

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

1. A pivoted wagon-standard, embracing a pivoted standard proper and a bracing means therefor, said bracing means being perma-

nently pivoted at its upper end to said standard, and means for locking the standard and bracing means against relative movement, said locking means engaging both the standard and bracing means at one side of their common pivotal point, whereby the lower end of the bracing means need not be secured to the wagon-bolster, substantially as described.

2. A pivoted wagon-standard, embracing a pivoted standard proper, and a bracing means therefor, said bracing means and standard being permanently pivoted together, and a locking-pin extending through said bracing means and standard at a distance from the common pivotal point thereof, said locking-pin being removable, substantially as described, whereby the standard and bracing means are locked against relative movement without necessitating the securing of the bracing means to the wagon-bolster.

3. A pivoted wagon-standard proper, in combination with a bracing means therefor, having a longitudinal channel to receive the same, said bracing means having its upper end permanently pivoted to said standard and its lower end arranged to bear on the wagon-bolster at one side of the standard, and a pin removably inserted through openings formed in said standard and bracing means, for locking the standard and bracing means against relative movement, substantially as described.

4. A pivoted wagon-standard proper, in combination with a bracing means therefor, said bracing means being folded lengthwise to form a longitudinal channel therein for the reception of said standard and having its lower end formed to provide an extended bearing upon the wagon-bolster, and a pin removably inserted through openings formed in said standard and bracing means, for locking the standard and bracing means against relative movement, substantially as described and for the purposes set forth.

5. A wagon-bolster, having a slotted end, in combination with a standard pivoted at its lower end within said slotted end of the bolster, a bracing means for said standard, composed of a body folded lengthwise to provide a longitudinal channel which receives said standard, the lower end of said bracing means bearing upon the upper surface of said bolster and being permanently detached therefrom, and the upper portion of said bracing means being permanently pivoted to said standard, and a pin inserted in openings formed in said standard and bracing means for locking the same together against relative movement, substantially as described and for the purposes specified.

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

GEORGE MOCK.

Witnesses:

E. F. WELLS,
JOHN S. KELLEY.