

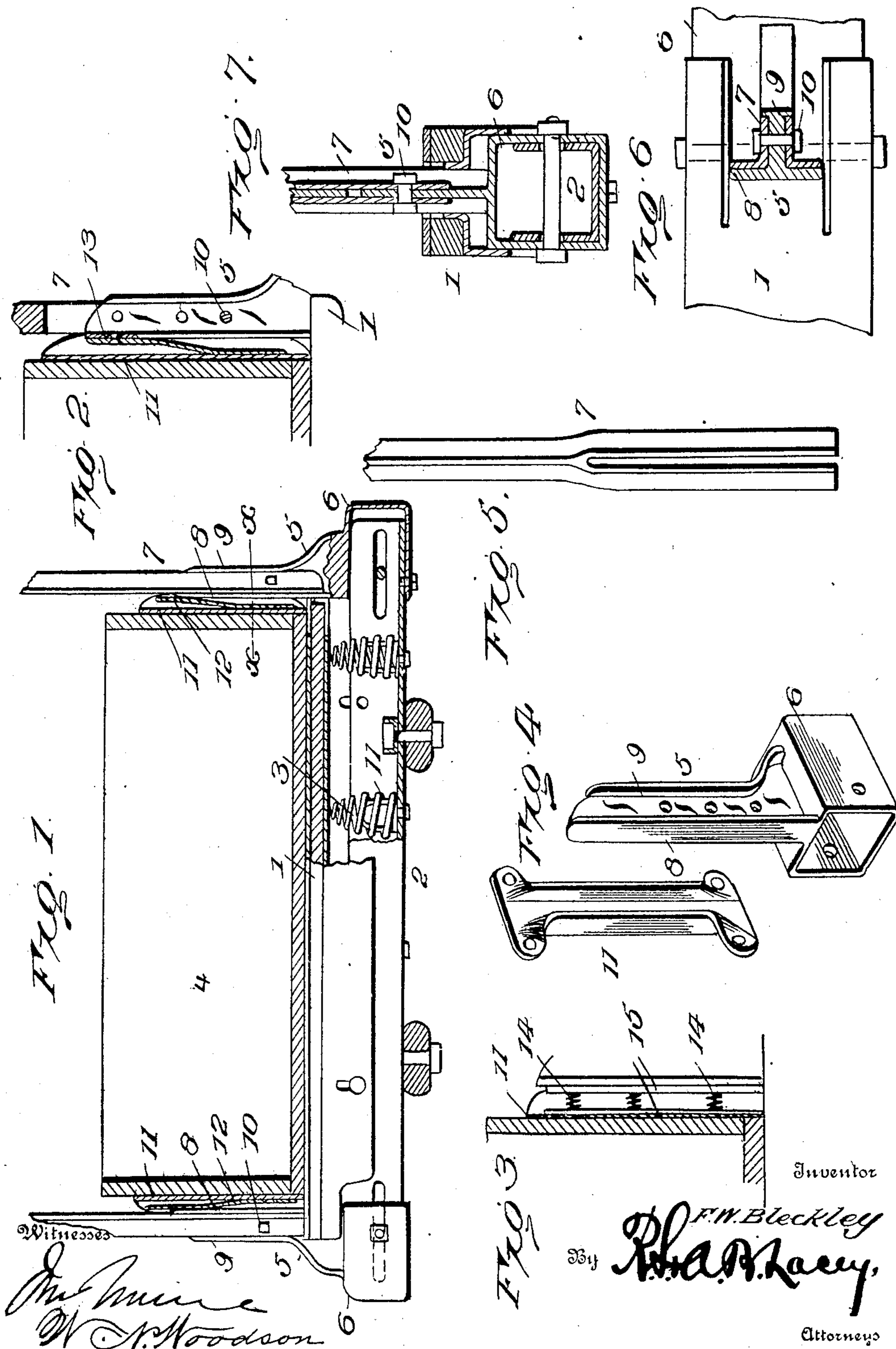
No. 878,452.

PATENTED FEB. 4, 1908.

F. W. BLECKLEY.

WAGON.

APPLICATION FILED DEC. 15, 1906.



# UNITED STATES PATENT OFFICE.

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WAGON.

No. 878,452.

Specification of Letters Patent.

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*To all whom it may concern:*

Be it known that I, FREDERICK W. BLECKLEY, citizen of the United States, residing at Hazleton, in the county of Luzerne and State of Pennsylvania, have invented certain new and useful Improvements in Wagons, of which the following is a specification.

This invention appertains to the type of wagons especially designed for farm use and which have the bed or body removably fitted to the running gear, the purpose being to obviate binding between the body and stakes and to construct the latter in such a manner as to admit of their ready adjustment upon the bolster and the fitting thereto of extensions when required, said extensions being adjustable and firmly braced when in position.

Advantages other than those hereinbefore enumerated will readily suggest themselves to one skilled in the use of the type of wagons for which the invention is intended and will be readily apparent from the following description taken in connection with the drawings hereto attached.

Referring to the drawings in which corresponding parts are indicated by like reference characters: Figure 1 is an end view of a wagon and bolster illustrating an embodiment of the invention, an end portion of the bolster being in section, as also the guides cooperating with the stakes. Fig. 2 is a modification showing the interposed spring between the wagon body and stakes attached to the latter. Fig. 3 is a further modification showing one way of adapting coil springs for use between the body and stakes. Fig. 4 is a perspective view of the stake. Fig. 5 is a view in elevation of a stake extension as seen from the outer side. Fig. 6 is a cross section of the stake and extension on the line  $x-x$  of Fig. 1 showing the parts on a larger scale. Fig. 7 is a vertical sectional view through the lower portion of the standard, the parts being shown on an enlarged scale.

As shown, the bolster comprises an upper member 1 and a lower member 2 and interposed springs 3, the latter sustaining the load and supporting the upper member upon which the bed, or body 4, of the wagon rests. Stakes 5 are fitted to the ends of the bolster and are preferably adjustably connected thereto to admit of using the running gear in connection with wagon beds, or bodies, of

different widths. The stakes may be of any construction but are preferably of cast metal and are formed at their lower ends with sockets 6 and have laterally extended flanges at their front and rear edges to stiffen and strengthen the stakes and provide stops for engagement with the front and rear edges of the extensions 7 so as to sustain the lateral stress when the wagon is loaded. Each of the extensions 7 is forked at its lower end to embrace opposite sides of the stake, the fork members being of a width corresponding to the distance between the front and rear flanges 8 and 9 of the stakes so as to be braced thereby. The extensions are preferably of cast metal and are of T form in horizontal section, the outwardly extended rib being divided so as to extend upon each side of the space formed between the fork members to embrace opposite sides of the stake and insure a substantial connection being obtained between the extension and the stake. The extension is adjustable vertically to admit of lengthening or shortening the stake as may be required and each is provided with a series of openings through which a bolt, or fastening 10 is adapted to pass to hold the extension 7 in adjusted position.

When the wagon body 4 is placed in position upon the bolster and between the stakes, a space is left between the sides of the body and the stakes sufficient to obviate binding of the body should the same be unequally loaded, or when subjected to vertical and side movement incident to the wagon passing over rough roads and the wheels dropping into ruts or passing over obstacles. Springs are interposed between the sides of the wagon body and the stakes to centralize the wagon body, and to prevent a too free lateral movement thereof.

The springs may be flat, or of the coil type. In order to prevent longitudinal displacement of the body, guides 11 are provided at the sides thereof to receive the stakes, said guides comprising vertical members spaced apart a distance to embrace opposite sides of the stakes. The springs are preferably interposed between said guides and the stakes and are housed and retained in place by the said guides. The guides may be of any formation and, as illustrated, consist of channel irons having outwardly extended lugs which are apertured to receive

bolts, or like fastenings, employed for securing the guides to the wagon body. The vertical flanges of the guides embrace opposite sides of the stakes.

5 As shown in Fig. 1, the spring 12 is flat and secured at one end to the guide. As indicated in Fig. 2, the spring 13 is formed of a flat piece of steel and is made fast at one end of the stake. Fig. 3 shows an arrangement  
10 in which coil springs 14 are interposed between a guide and a plate 15, the latter adapted to come in contact with the stake and sustain the wear, preventing displacement of the coil springs and equalizing the  
15 strain thereon.

A wagon body when loaded and mounted upon the running gear in accordance with this invention, is adapted to move vertically between the stakes without binding, this  
20 being due to the spaces provided between the sides of the body and the stakes, and when the body cants, or turns, the springs interposed between its sides and the stakes are compressed, thereby preventing binding of  
25 the body, while at the same time keeping the same in a central position between the stakes so as not to clear one or the other which would result disastrously and be highly objectionable. The extensible stakes may be  
30 used with, or without, the body, this being evident from Fig. 1.

From the foregoing, it is to be understood that the spring, or springs, interposed between the wagon body and stakes may be of

any form and may be attached either to the body or to the stakes, or may be loose and interposed between such parts simply. The manner of securing the springs to place is unimportant and may vary according to the adaptation of the invention.

Having thus described the invention, what is claimed as new is:

1. In a device of the character described, the combination of a support, a stake mounted upon the support and provided at its front and rear edges with laterally extended flanges, and an extension having an end thereof bifurcated to receive the stake, the members of the bifurcation fitting between the flanges and being guided in their movements thereby.

2. In a device of the character described, the combination of a support, a stake mounted upon the support, and provided at its front and rear edges with laterally extended flanges, and an extension of T-form, the outstanding rib thereof being bifurcated at one end of the extension to receive the stake, the member of the bifurcation fitting between the flanges of the stake and being guided in their movements thereby.

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

FREDERICK W. BLECKLEY. [L. s.]

Witnesses:

LILLIAN SAUNDERS,  
JOHN WILHELM.