No. 883,689. PATENTED APR. 7, 1908.

F. W. BLECKLEY.

VEHICLE STANDARD.

APPLICATION FILED MAY 29, 1907.

Fig. 1.

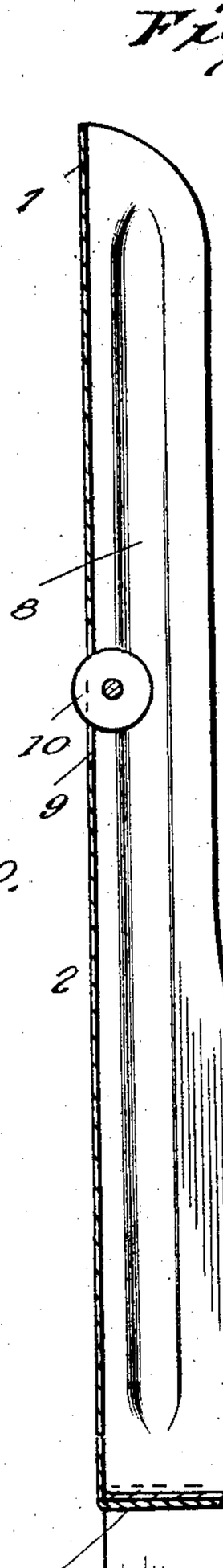


Fig. 2.

Fig. 3.

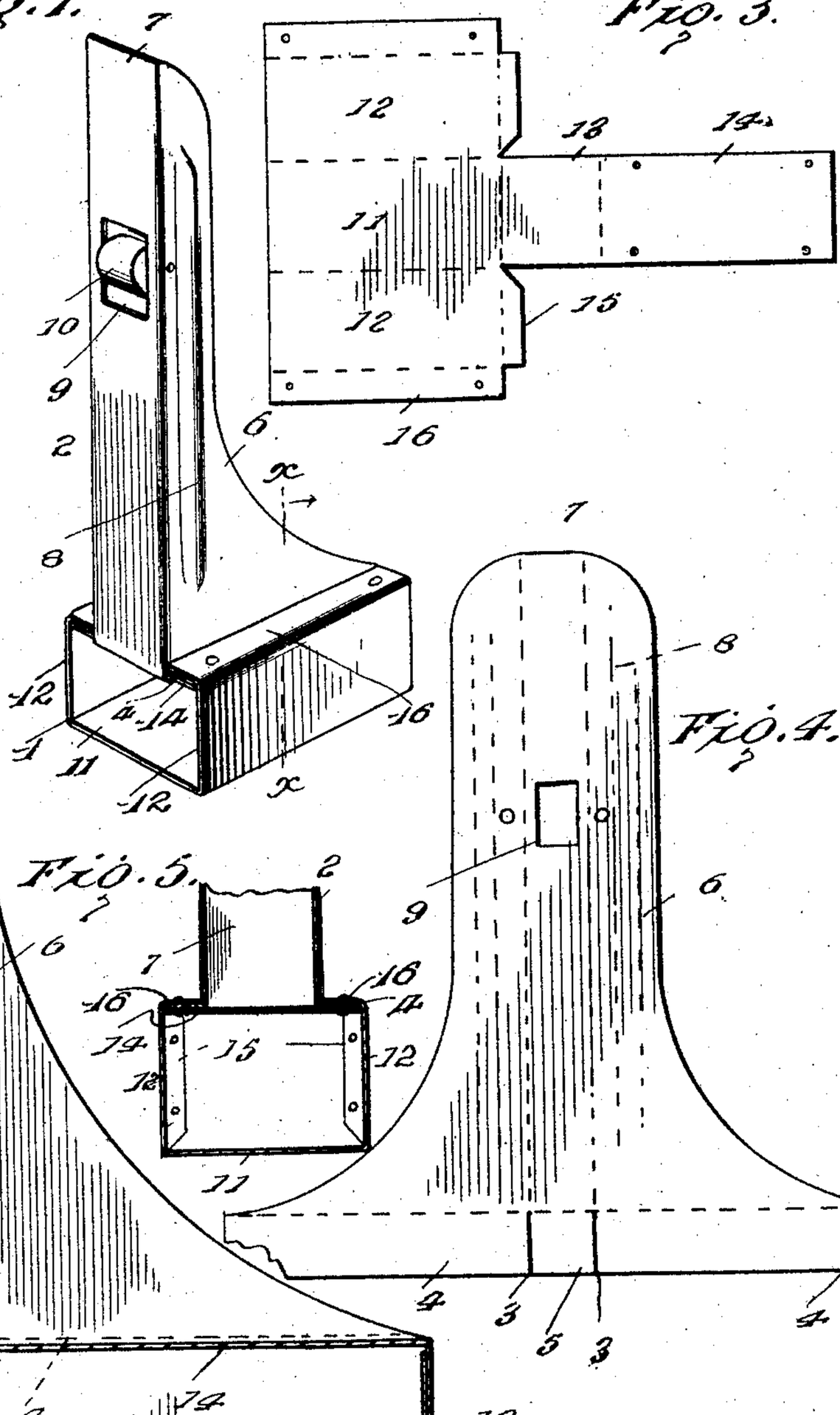


Fig. 4.

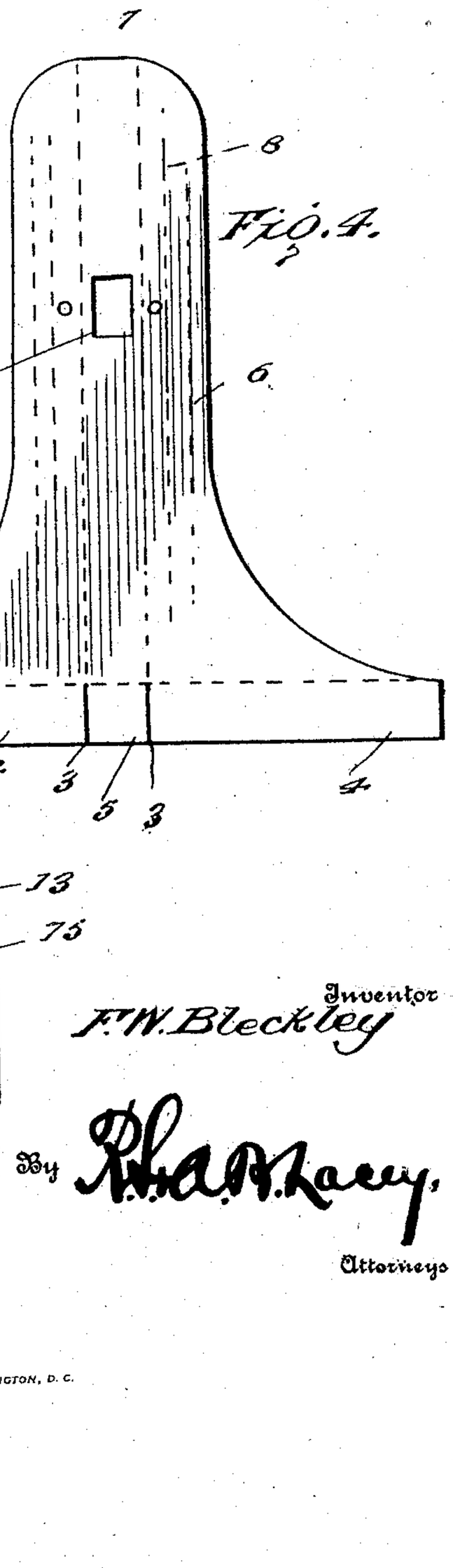
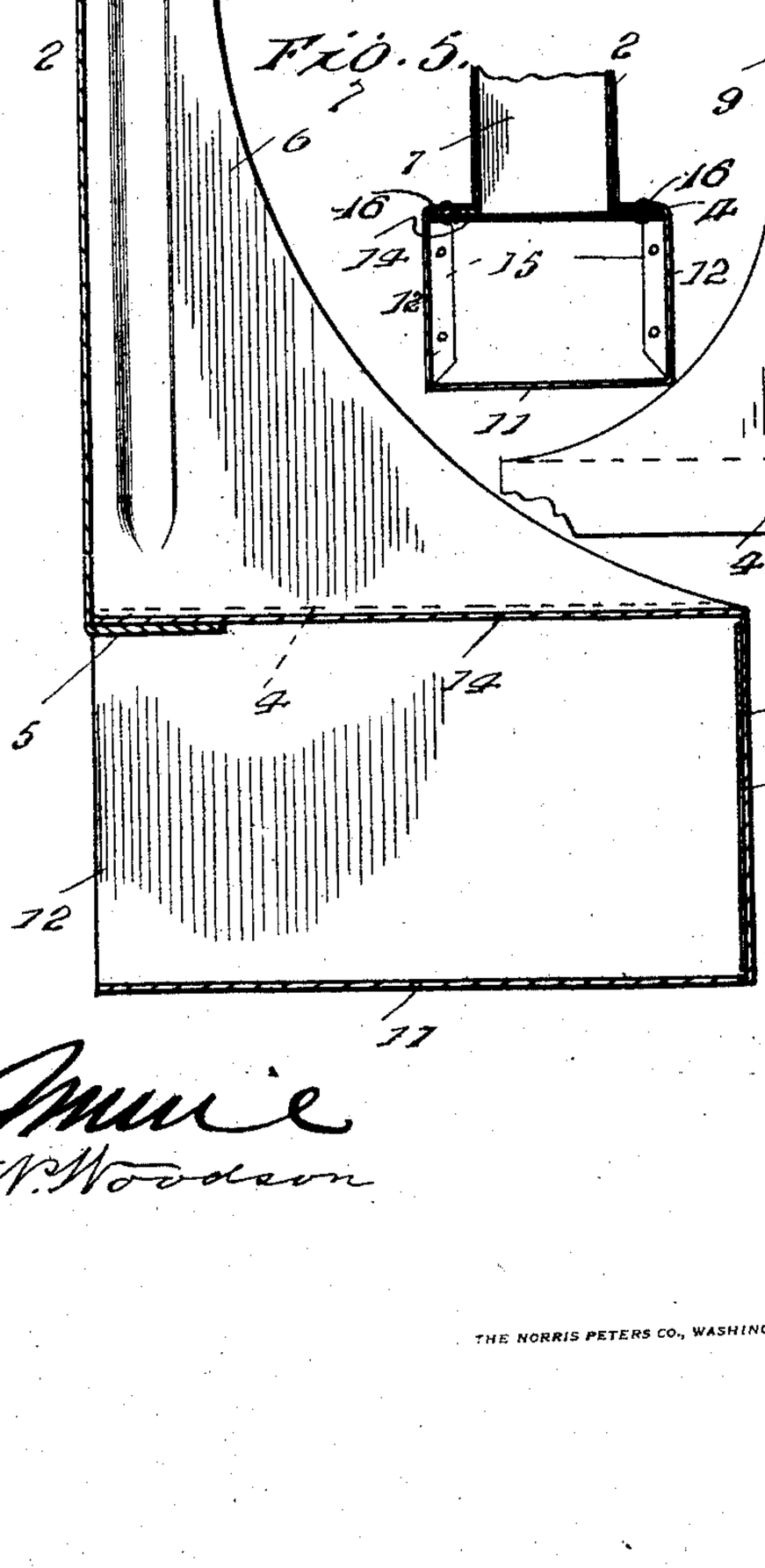


Fig. 5.



Witnesses

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VEHICLE-STANDARD.

No. 883,689. Specification of Letters Patent. Patented April 7, 1908.

Application filed May 29, 1907. Serial No. 376,342.

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 Vehicle-Standards, of which the following is a specification.

This invention relates to a metallic standard for vehicles being formed of sheet metal bent into the required shape and secured by rivets or like fastening means, the purpose being to provide a cheap, durable and light article to replace the ordinary wooden standard at about the same cost and which is practically indestructible and less cumbersome in appearance and obviates the use of braces or stays.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction and the means for effecting the result, reference is to be had to the following description and accompanying drawings.

While the invention may be adapted to different forms and conditions by changes in the structure and minor details without departing from the spirit or essential features thereof, still the preferred embodiment is shown in the accompanying drawings, in which:

Figure 1 is a perspective view of a vehicle standard embodying the invention. Fig. 2 is a vertical central section thereof, showing the parts on a larger scale. Fig. 3 is a detail view of the blank from which the socket is formed. Fig. 4 is a detail view of the blank from which the standard proper is formed. Fig. 5 is a vertical section on the line *x*—*x* of Fig. 1.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The standard comprises two portions, a socket 1 and an upright 2, the two parts being riveted or connected by substantial fastening means. The upright is formed of a blank having the shape substantially as indicated in Fig. 4, the base portion of the blank having parallel cuts 3 and adapted to be bent on the dotted lines to provide outer flanges 4 and a lip 5. Longitudinal edge portions of the blank are bent on parallel lines corresponding with the cuts 3 forming side pieces 6 having ribs 8 pressed therefrom in order to stiffen and strengthen the same and thereby enable comparatively thin sheet metal being employed. An opening 9 is formed in the front 7 to receive a roller 10 by means of which friction between the standard and wagon body is reduced to a minimum amount. The flanges 4 and the lip 5 are in different planes to admit of the flanges 4 resting upon the top of the socket and the lip 5 to underlap said top, this being shown most clearly in Fig. 2.

The socket 1 is formed from a blank having the outline substantially as indicated in Fig. 3 and which is adapted to be bent upon the dotted lines indicated in said figure. This blank when bent into the shape substantially as shown in Fig. 1 forms a socket comprising bottom 11, sides 12, end 13, top 14, vertical flanges 15 and horizontal flanges 16. The vertical flanges 15 extend along the inner side of the vertical edge portions of the end piece 13 and are riveted thereto. The horizontal flanges 16 overlap the top 14 and the flanges 4 of the upright, the several parts being secured by rivets or like fastenings passed through registering openings formed in the flanges 4 and 16 and the top 14. It will thus be understood that there are three thicknesses of metal at the outer edge portions of the top of the socket, thereby materially strengthening and bracing the same so as to withstand the strain to which the standard is subjected when in use. The lip 5 underlaps the outer end of the top 14 and supports the same and is riveted thereto.

The standard is preferably constructed of sheet steel because of its strength and durability, while at the same time admitting of the provision of a comparatively light structure combined with lasting qualities and a neat appearance. The socket is closed on all sides except that into which the end of the bolster or cross-bar is inserted. By having the socket closed, it forms a metal end or protector for the bolster or cross piece and in the event of the bolster being of channel iron, the outer end is closed by the socket, thereby preventing rain, sleet or foreign matter finding its way into the bolster, said socket forming a cap for the end thereof.

The socket portion of the standard not only protects the ends of the bolster whether of wood or channel iron, but also adds strength to the standard itself by resisting all leverage strain applied against the top of the standard even without being bolted

The only necessity for bolts through the socket is to fix its position at an adjusted point on the bolster. The strain coming upon the upper portion of the standard causes the socket to grip or bind upon the bolster at diagonally opposite points, thereby relieving the bolts or fastenings between the socket and bolster of such strain.

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

1. A vehicle standard comprising a socket, having horizontal flanges extended inward from the upper edges of its sides to overlap the top of the socket and spaced therefrom, and an upright placed upon the socket and having outer horizontal flanges confined between the top of the socket and the said horizontal flanges thereof, the top of the socket and the horizontal flanges of said upright and socket being connected by suitable fastening means.

2. A vehicle standard comprising a socket and an upright portion placed thereon, said upright portion having horizontal flanges secured to the top of the socket and having a lip bent around and underlapping said top of the socket and secured thereto.

3. A vehicle standard comprising a socket having inner horizontal flanges at the upper edges of its side pieces overlapping the top and spaced therefrom, and an upright having outer horizontal flanges confined between the top and the inner horizontal flanges of said socket and secured thereto and having a lip bent around the edge of said top and underlapping the same and fastened thereto.

4. A vehicle standard comprising an upright portion and a socket, the latter formed from a blank bent into the shape substantially as set forth and comprising a bottom, top, end, sides and vertical and horizontal flanges, the vertical flanges connecting adjacent vertical edges of the end and sides and the horizontal flanges connecting adjacent edges of the top and sides.

5. A vehicle standard comprising an upright and a socket, the upright being formed of a sheet metal blank having spaced cuts extended inward from its base and having edge portions of the blank bent on lines corresponding with the said cuts to form a front and sides and having the base portion bent to provide horizontal flanges to rest upon the top of the socket and a lip to underlap the said top of the socket.

6. A vehicle standard comprising a socket and an upright, each formed of a sheet metal blank bent substantially as shown, the socket comprising inner horizontal flanges overlapping the top and spaced therefrom, and the upright having horizontal flanges and a lip, the latter underlapping the outer edge portion of the top of the socket and the horizontal flanges resting upon the top of the socket and underlapping the horizontal flanges of said socket, the several overlapped parts being connected by suitable fastening means.

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

FREDERICK W. BLECKLEY. [L. S.]

Witnesses:
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