W. W. MULLEN.

WAGON STANDARD.

APPLICATION FILED APR. 29, 1907.

899,178. Patented Sept. 22, 1908.

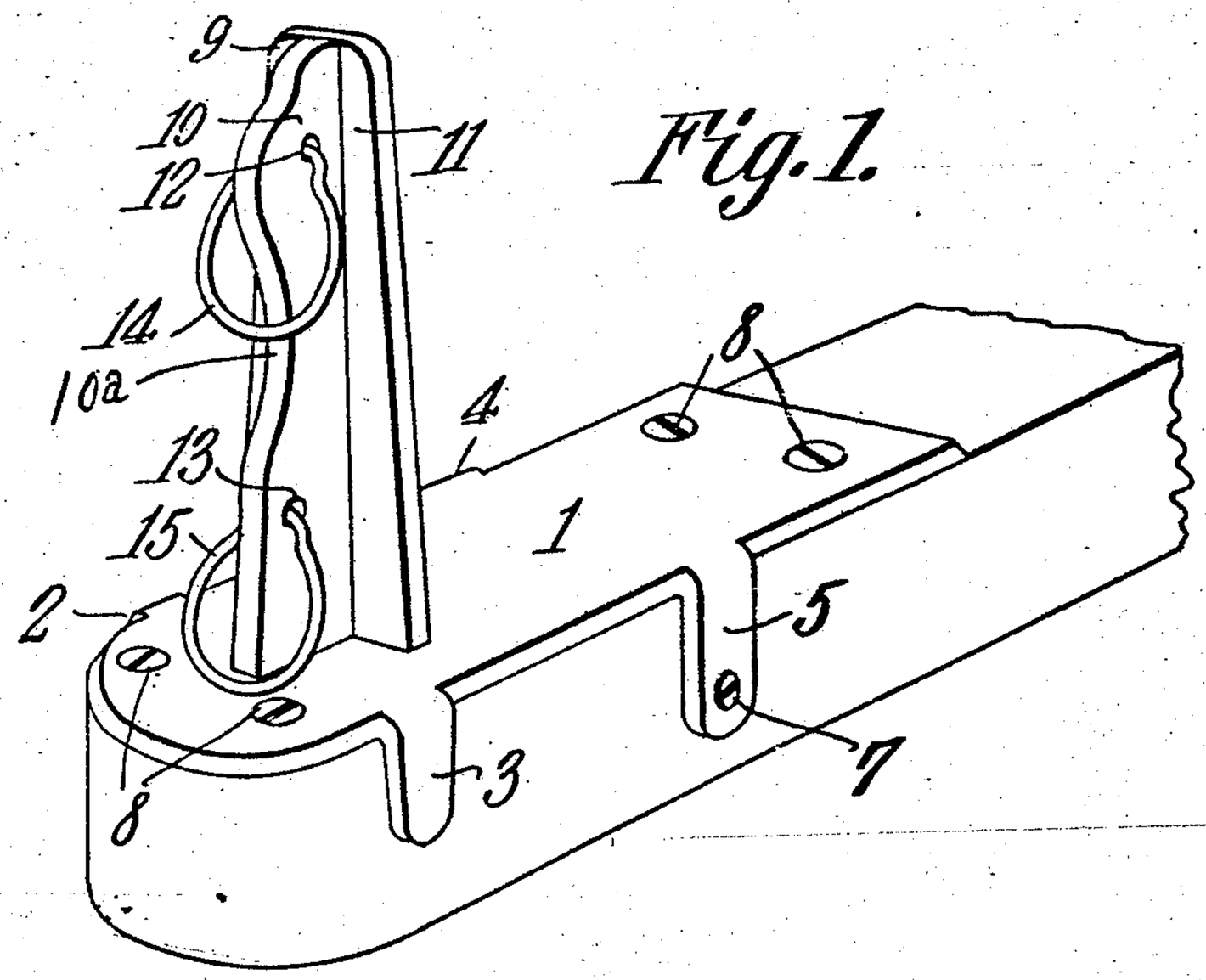


Fig. 1.

Fig. 2.

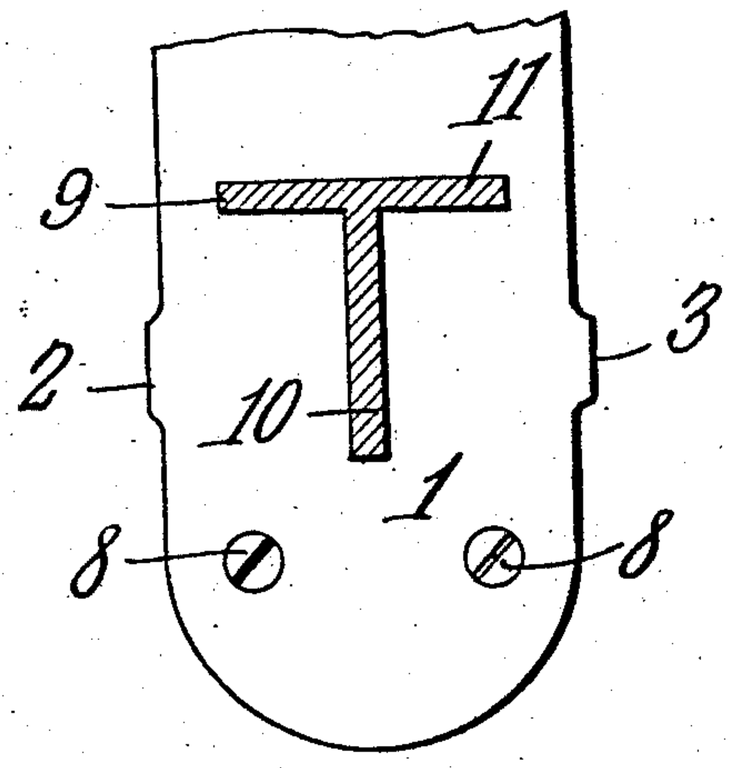
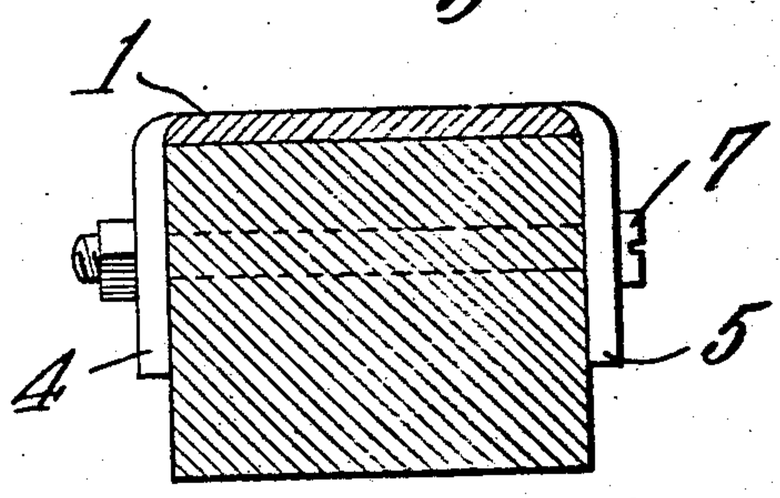


Fig. 3.



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UNITED STATES PATENT OFFICE.

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WAGON-STANDARD.

No. 899,178. Specification of Letters Patent. Patented Sept. 22, 1908.

Application filed April 29, 1907. Serial No. 370,941.

To all whom it may concern:

Be it known that I, WINFIELD W. MULLEN, a citizen of the United States, residing at Bunker Hill, in the county of Miami and State of Indiana, have invented a new and useful Wagon-Standard, of which the following is a specification.

This invention relates to improvements in wagon standards that are adapted to be secured to the ends of the bolsters or other parts of the running gear, and serve to retain the load or the vehicle body centered relatively to the running gear, and it has for its object to provide an improved standard that may be manufactured cheaply and is capable of being easily applied to the vehicle, and when in place it is so reinforced that it is capable of withstanding strains acting in various directions, so that the standard cannot become broken or bent relatively to the bolster or other part supporting it.

To these and other ends, the invention comprises the various novel features of construction and combination and arrangement of parts, which will be hereinafter more fully described, and pointed out particularly in the appended claims.

In the accompanying drawings: Figure 1 is a perspective view of a wagon standard constructed in accordance with the present invention. Fig. 2 represents a horizontal section through the upright. Fig. 3 represents a transverse section through the attaching plate and the bolster showing how the standard is secured thereto.

Corresponding parts in the several figures are indicated throughout by similar characters of reference.

The standard shown in the present embodiment of the invention is preferably made of a single piece of metal, such as a casting of steel or malleable iron, or, if preferred, it may be made of a forging, and it comprises, in the present instance, an attaching plate 1 which is substantially flat on its under surface and adapted to fit the top of the bolster or other part to which it is to be attached, and proceeding from the opposite longitudinal edges of the plate are a pair of centering lugs or projections 2 and 3 which extend downwardly substantially at right angles to the plane of the attaching plate and are adapted to engage the opposite longitudinal edges of the bolster at points adjacent to its outer end. Toward the other end of the attaching plate are a pair of attaching lugs 4 and 5 which proceed edgewise from the opposite longitudinal edges of the plate and are turned substantially at right angles thereto and engage the opposite edges of the bolster, these attaching lugs being preferably apertured to receive a suitable securing device that clamps them in coöperative relation with the bolster and serves to prevent a relative transverse movement of the standard in a direction horizontally or vertically relatively to the bolster, a bolt 7 being shown in the present instance. The attaching plate may be apertured to receive a suitable number of securing screws 8 which enter the top of the bolster and serve to assist the bolt 7 in holding the standard on the bolster.

Extending vertically from the attaching plate at a point adjacent to its outer end is an upright portion of the standard, and this upright portion, in the present instance, is substantially T-shaped in cross section, that is to say, it embodies a set of three vertically extending ribs 9, 10 and 11 which are arranged at ninety degrees relatively to one another, the ribs 9 and 11 being in the same vertical plane while the rib 10 projects laterally from their outer surfaces and forms a reinforcing flange or brace that serves to prevent a relative bending movement of the upright in a direction transversely of the vehicle, while the forwardly and rearwardly directed flanges formed by the ribs 9 and 11 serve to reinforce the upright in a direction longitudinally of the vehicle.

In order to accommodate the extension standards or uprights, the rib 10 is provided with apertures 12 and 13 into which are fitted rings 14 and 15.

As heretofore stated, the entire device can be made of malleable metal, cast or forged and it will thus be seen that after fastening the plate or base 1 upon a bolster, the lugs 2, 3, 4 and 5 can be bent downward and inward against the side surfaces of the bolster, so as to insure a snug fit thereon. This can be conveniently done particularly in view of the fact that the lugs are spaced apart and each can therefore be bent independently of the others without danger of breaking.

A standard constructed in accordance with the present invention may be manufactured and sold at small cost, for the reason that it may be readily cast in a single piece from steel or malleable iron, or any other suitable metal, and it may be readily fitted to the upper surface of a bolster or other suitable

part of the running gear without the necessity of removing any part of the vehicle, and when in position it cannot become displaced or broken.

Importance is attached to the fact that the plate 1 is flat and that the projections 2, 3, 4 and 5 are spaced apart and extend from the edges of the plate. With this construction it becomes possible to readily apply the device to a bolster whether or not the side faces thereof are irregular or rough. Moreover, it is immaterial whether or not the end of the bolster is rounded or square because the device can be secured to either form equally as well. It will also be noted that the rib 10 has a recess in its longitudinal edge as indicated at 10^a. The upper ring 14 is designed to normally rest within this recess and does not therefore extend outward to a position where it is liable to be in the way when not in use.

What is claimed is:—

A wagon standard comprising a flat base, separately bendable centering projections depending from opposite longitudinal edges of the base, separately bendable attaching projections depending from the longitudinal edges of the base, all of said projections being disposed to be bent inwardly upon opposite faces of a bolster, fastening means extending through and connecting the attaching projections, an upright integral with the base and T-shaped in cross section, and rings pivotally connected to the upright, said upright having a recess for the reception of one of the rings when in normal position, the base having apertures adjacent its ends for the reception of securing means.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

WINFIELD W. MULLEN.

Witnesses:
O. S. DUCKWALL,
C. M. MULLEN.