(No Model.)

A. MILLER.

WAGON BOLSTER STANDARD.

No. 489,824. Patented Jan. 10, 1893.

Fig 1

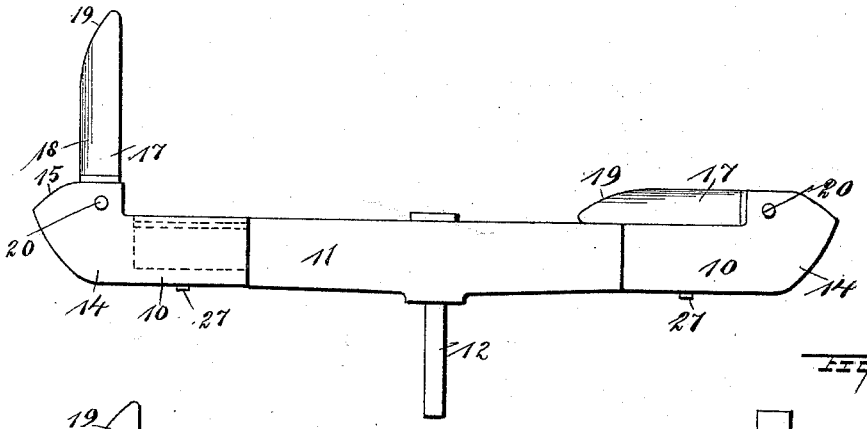


Fig 3

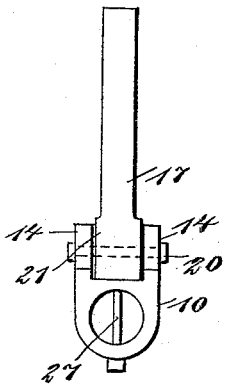


Fig 2

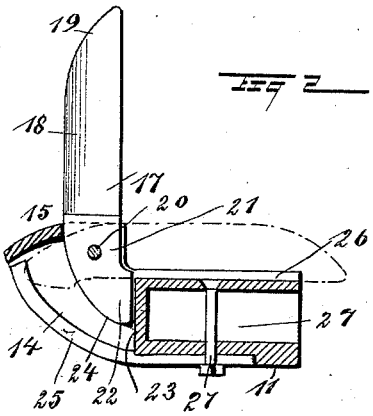
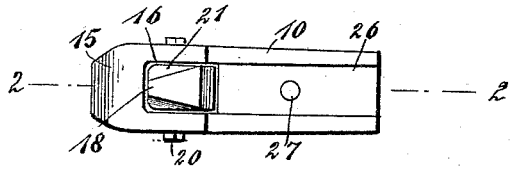


Fig 5



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WAGON-BOLSTER STANDARD.

SPECIFICATION forming part of Letters Patent No. 489,824, dated January 10, 1893.

Application filed September 28, 1892. Serial No. 447,177. (No model.)

To all whom it may concern:

Be it known that I, ANTHONY MILLER, of Cape Girardeau, in the county of Cape Girardeau and State of Missouri, have invented a new and Improved Combined Ferrule and Standard, of which the following is a full, clear, and exact description.

My invention relates to improvements in ferrules and standards such as are adapted to be secured to wagon bolsters, or sled bolsters, so as to strengthen the bolsters and form convenient stays for the load carried by the bolsters.

The object of my invention is to produce a cheap, strong and simple ferrule and standard which may be easily applied to any ordinary bolster, which when once applied will strengthen the ends of the bolster, which has the standard arranged in such a way that it may be folded down edgewise upon the bolster so as to permit a log or other article to be easily rolled upon the bolster, and which after the load is placed upon the bolster may have the standard raised and will hold the standard so that it will be extremely strong and will prevent any accidental rolling off of the log.

To these ends, my invention consists in a combined ferrule and standard, the construction of which will be hereinafter described and claimed.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of a bolster provided at its ends with my improved ferrule and standard, one standard being shown in a vertical position and the other tipped down upon the bolster; Fig. 2 is a detail longitudinal vertical section of the ferrule and standard on the line 2—2 in Fig. 4; Fig. 3 is an end view of the ferrule and standard, with the standard erected; and Fig. 4 is a plan view of the same.

The ferrule 10 is adapted to be fitted snugly upon the ends of the bolster 11, which bolster may be of any approved kind, and as shown, is provided with a king-bolt 12 in the ordinary way.

In attaching the ferrule the ends of the bolster are reduced so as to approximately fit the bore of the ferrule, and the ferrule is heated and forced on while hot, thus insuring a snug fit. The ferrule is further fastened by a bolt extending through it and the bolster as hereinafter described. The outer end portion of the ferrule is slotted vertically, and the said end is thickened vertically and formed into two parallel curved wings 14, which are united at the top and outer edge by a rib 15, a slot extending upward in place of the rib 15, as shown at 16, in Fig. 4, to permit the standard 17, which is pivoted between the wings 14, to be tipped up into a vertical position. The standard 17 is thinned on its outer edge, as shown at 18, and curved near the top as shown at 19, so that when it is tipped down flatwise upon a bolster, the logs or other matter forming the load may roll easily over it. The standard is thickened at its lower or base end, as shown at 21, and is held between the wings by a pivot pin 20, which may be removed when necessary to renew the standard, or to enable a longer or a shorter standard to be substituted for the one carried by the ferrule. The standard has a shank 22 which extends downward below the pivot pin 20, and this shank has one flat face 23, which when the standard is in a vertical position, rests against the end of the bolster, and as the back of the standard will rest against the rib 15 at the same time, it will be seen that there will be practically no strain on the pivot pin, and that the standard will be very strong as the strain will be taken up by the bolster end and rib 15. The lower end of the standard is rounded, as shown at 24, so as to enable it to run smoothly on the curved rubber iron 25, which is secured to the under side of the ferrule, being countersunk therein, as shown in Fig. 2, and the outer or free end of the rubber iron is curved so as to close the slot between the wings 14. The length of the shank 22 is such that when the standard swings, the rounded end 24 rubs against the iron 25, and the friction prevents the standard from moving too easily and causes it to lie snugly against the bolster when once tipped into such position. The ferrule is flattened on top and provided with a longitudinal groove 26, in which the standard lies when tipped down, and the groove thus prevents the standard from being swung laterally and strained or broken. A bolt 27, extends vertically and transversely through the

ferrule, this bolt being used to fasten the rubber iron 25 in front and also to fasten the ferrule to the bolster. When the vehicle is being loaded, the standard is tipped down upon the bolster and ferrule, as shown at the right hand in Fig. 1, and the load rolled on, after which the standard is tipped up into a vertical position, in which position it will prevent the accidental displacement of the load.

It will be noticed from the foregoing description that the ferrule and standard are both of the simplest nature, that the device is therefore cheap, and it is very strong and may be applied easily to a bolster.

Having thus described my invention, I claim as new, and desire to secure by Letters Patent,—

1. A combined ferrule and standard, comprising a ferrule adapted to fit upon a bolster, parallel wings produced upon the outer end of the ferrule, the wings being connected at the top and outer edge by a rib, and a standard pivoted between the wings, the standard having a depending shank to strike the end of the bolster and its back arranged to strike the rib connecting the wings, substantially as described.

2. A combined ferrule and standard, comprising a ferrule body adapted to fit a bolster, and having a longitudinal groove in its upper side, parallel wings produced at the outer end of the bolster, the wings being connected at the top and outer edge by a rib, and a swinging standard pivoted between the wings and adapted to lie in the groove of the ferrule, the said standard having its back arranged to strike the rib and a depending shank held to abut with the end of a bolster, substantially as described.

3. A combined ferrule and standard, comprising a ferrule adapted to fit a bolster, parallel curved wings produced at the outer end of the bolster, the wings being connected at the top by a cross rib, a swinging standard pivoted between the wings and adapted to fold upon the ferrule, the standard having a depending rounded lower end or shank to strike the end of a bolster, and a curved rubber iron fastened to the ferrule and arranged to close the slot between the wings, the rubber iron being also adapted to frictionally engage the lower end of the standard, substantially as described.

4. The combination, of the ferrule shaped to fit a bolster and having wings at its outer end which project above the bolster body, and a swinging standard pivoted between the wings and adapted to lie upon the bolster, the standard having its free end rounded on one edge and straight on the other, substantially as described.

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Witnesses:
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