

(No Model.)

D. B. TURNBULL.
RUB IRON FOR WAGONS.

No. 260,138.

Patented June 27, 1882.

Fig. 1.

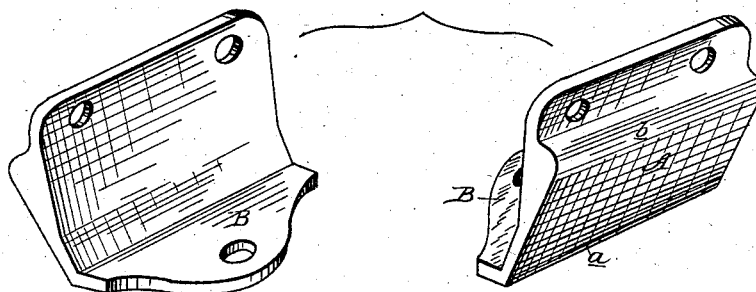
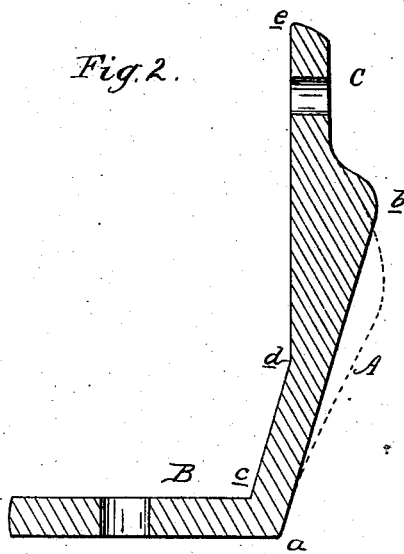


Fig. 2.



Attest:
M. J. Sprague
E. Sully.

Inventor:
David B. Turnbull
By *M. J. Sprague*
Atty.

UNITED STATES PATENT OFFICE.

DAVID B. TURNBULL, OF DEFIANCE, OHIO. .

RUB-IRON FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 260,138, dated June 27, 1882.

Application filed March 29, 1882. (No model.)

To all whom it may concern:

Be it known that I, DAVID B. TURNBULL, of Defiance, in the county of Defiance and State of Ohio, have invented new and useful Improvements in Rub-Irons for Wagons; and I hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

The nature of this invention relates to new and useful improvements in rub-irons for wagons, by means of which the great wear upon wagon-tires is avoided and the raising or cramping of the wagon-body in turning is prevented, which difficulties constantly occur in the employment of the rub-irons as ordinarily constructed, and which are in common use. These rub-irons are usually made either of wrought or cast iron. In either case, after a comparatively short use, the tire of the front wheels cut a V-shaped crease into them, and this has a tendency to wear the tire rapidly and to allow the wheels to "wedge" under the iron and lower corner of the box, so that the box on one side is raised or tilted.

The object of the present invention is to prevent these difficulties; and the invention consists in the peculiar construction of the rub-irons, as more fully hereinafter described.

Figure 1 represents a perspective view of a pair of my improved rub-irons, one a right-hand and the other a left-hand one. Fig. 2 is a vertical central cross-section, showing in dotted lines a modification in the outline of the face or exposed and wearing side.

In the accompanying drawings, A represents the face or exposed and wearing side of my improved rub-iron, and the iron is provided with an inwardly-projecting flange, B, designed to be engaged with the bottom of the wagon, and secured thereto by suitable bolts or rivets through the flange and bottom. From the bottom edge, *a*, the face side rises at an angle of about fifteen degrees from a vertical line to the

point *b*, where it turns sharply to the rear and terminates in a flange, *c*, through which bolts or rivets may be employed to secure it to the side of the wagon-box. From *c* to *d* the wall has parallel sides, but from *d* to *e* the inner or rear wall presents an obtuse angle to the part from *c* to *d*, thereby allowing a thickening of that part of the iron which is subjected to the greatest wear. The outer wearing-face may be an inclined plane or present an oval face, as shown in dotted lines in Fig. 2. This inclination of the outer face presents a much larger surface to the action of the wheel, and is cast with a chill to prevent the corner of the tire from cutting into the face, which by the chilling process is made so hard and smooth that wear is not only avoided, but all danger of "wedging" and tilting the box is prevented.

I am aware of the construction shown in Patent No. 218,562, of 1879, in which the wearing portions project downward and inward from the vertical plane of the securing-surfaces; but this construction is liable to allow the wheel to bind under the inclined surfaces and raise or wrench the body, while the wheel is prevented from action. In my device the wearing portion or face projects outward beyond the plane of the body and plate, and being chilled avoids these difficulties.

What I claim is—

The rub-iron herein described, consisting of the vertical and horizontal securing-plates A B, the former having an oval or inclined outwardly-projecting wearing portion of chilled metal from *a* to *b*, an inclined portion from *c* to *d*, adapted to be sunk in the body of the vehicle, and a vertical bearing from *d* to *e*, the whole being constructed and adapted to serve as and for the purposes specified.

DAVID B. TURNBULL.

Witnesses:

A. A. ALDRICH,
JAMES BUTLER.