

Oct. 1, 1935.

R. MARTINELLO

2,015,948

BOLSTER CONSTRUCTION

Filed March 29, 1934

2 Sheets-Sheet 1

Fig. 1

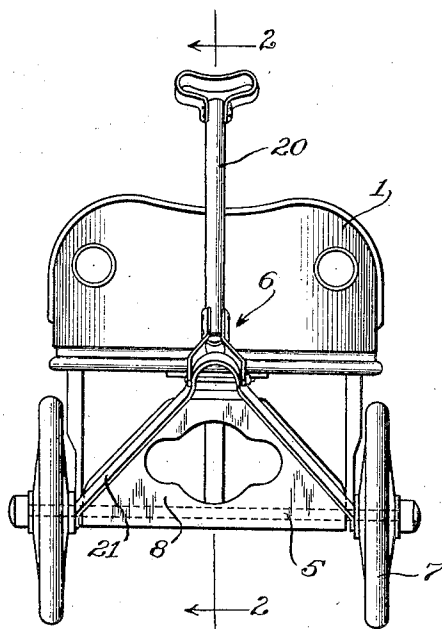
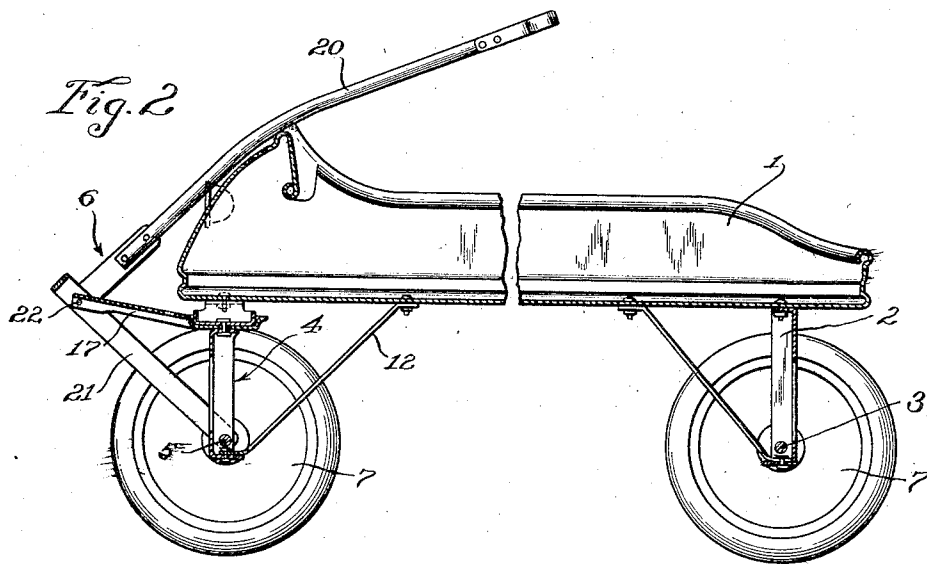


Fig. 2



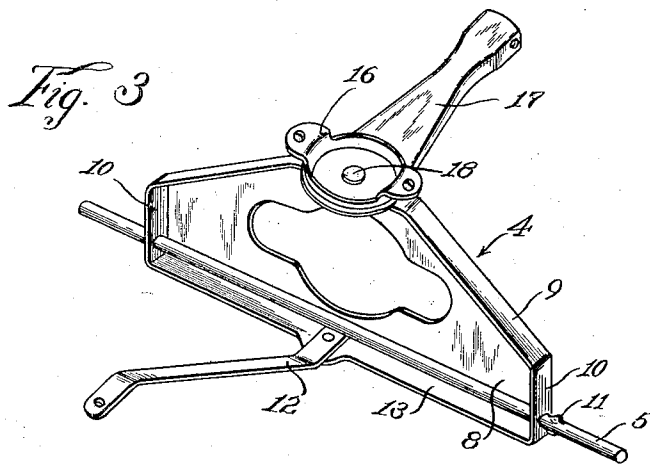
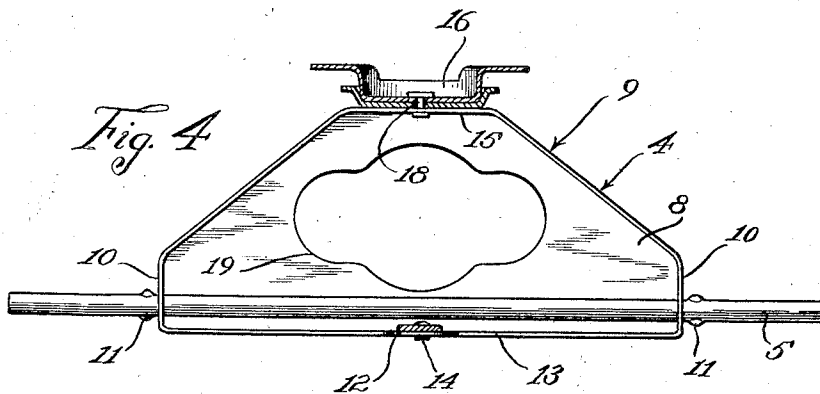
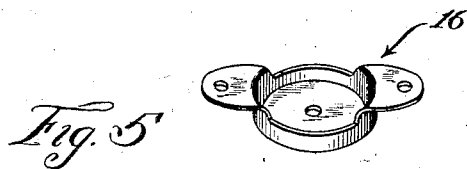
Inventor:
Rudolph Martinello
By Jones, Addington, Ames-Seibold
Attys.

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2 Sheets-Sheet 2



Inventor;
Rudolph Martinello
By Jones, Addington, Ames & Seibold
Attys

UNITED STATES PATENT OFFICE

2,015,948

BOLSTER CONSTRUCTION

Rudolph Martinello, Chicago, Ill., assignor to
Radio Steel & Mfg. Co., Chicago, Ill., a corpora-
tion of Illinois

Application March 29, 1934, Serial No. 717,897

4 Claims. (Cl. 280—87.5)

My invention relates to a bolster construction and more specifically to a sheet metal bolster construction for toy wagons.

One of the objects of my invention is to provide such a bolster construction which will not warp or buckle under the rough usage to which such bolsters are subjected.

A further object is to provide a sheet metal bolster construction having a peripheral flange portion which not only prevents warping and buckling but also provides for easy connection with the associated parts.

Numerous other objects and advantages of the invention will be apparent from the description and claims.

In the drawings,

Figure 1 is a front elevation of a wagon embodying my invention;

Fig. 2 is a longitudinal vertical section on the line 2—2 of Fig. 1;

Fig. 3 is a perspective view of the front bolster and associated parts;

Fig. 4 is a rear view of a front bolster construction, parts being shown in section; and

Fig. 5 is a perspective view of the fifth wheel.

Referring to the drawings in detail, the construction shown comprises a toy wagon having a sheet metal body 1 which may be of any usual or suitable construction, a rear bolster construction 2 for supporting the rear end of the body on the rear axle 3, a front bolster construction 4 for supporting the front end of the body on the front axle 5, a tongue construction 6, secured to the front axle and bolster construction, and wheels 7 mounted on the axles.

The front bolster construction comprises a member 8 of pressed sheet metal having a peripheral stiffening flange 9 which also serves to provide connections with the body of the wagon, the tongue construction, the axle construction and the brace between the lower end of the bolster and the body. The lower side portions 10 of this peripheral stiffening flange are provided with aligned openings, through which the axle may be inserted. The axle may be held against endwise movement after its insertion by bumping up portions of the axle adjacent the peripheral flange portions of the bolster, as indicated at 11. The brace 12 may be pivotally connected to the lower peripheral flange portion 13 by means of a rivet 14 or the like which will permit the necessary turning of the bolster. The upper peripheral flange portion 15 of the bolster may be secured to the fifth wheel 16 and to the tongue connection strap 17 by means of a rivet 18 extending through

the upper peripheral flange portion 15 and the nested portions of the fifth wheel 16 and strap 17, the riveted connection being loose enough to permit the necessary turning of the bolster and tongue connection with respect to the fifth wheel.

The main body portion of the bolster may have its central portion punched out, as indicated at 19, and this punched-out portion may be made of such a shape as to provide a blank of just the right size for forming the fifth wheel 16. The tongue 20 and tongue connection member 17 may be connected with the axle 5 by means of a V-shaped strap 21, through the ends of which the axle extends. This strap 21 may be connected to the tongue connection member by means of a bolt or pin 22.

It will be seen that the bolster provides a rugged support for the body of the wagon which can not be spread apart or warped by any weight on the body of the wagon. It will also be seen that the peripheral stiffening flange 9 not only prevents any warping or buckling of the bolster plate but also provides an easy connection member for the axle 5, reinforcing brace 12 and body connection.

The rear bolster construction may, if desired, be substantially the same as the front, except that the peripheral web is secured directly to the body of the wagon and there are of course no tongue connection members. The brace between the bolster and wagon body may be secured substantially in the same manner as in the front bolster construction.

Further modifications will be apparent to those skilled in the art and it is desired, therefore, that my invention be limited only by the prior art and the scope of the appended claims.

Having thus described my invention, what I claim and desire to secure by Letters Patent is:

1. A toy wagon construction comprising a body, a fifth wheel secured to the body, a tongue, a reach member extending from the fifth wheel and secured to the tongue, a bolster, and an axle secured to the bolster, said bolster comprising a sheet metal member having a substantially flat portion extending between the body of the wagon and the axle and lying in a plane extending longitudinally of the axle and having a flat peripheral reinforcing upper flange portion lying substantially in a horizontal plane, said reach member being of sheet material having a cup portion having a flat bottom lying against the flat upper flange of the bolster and said fifth wheel being of sheet material having a cup portion fitting within the cup portion of the reach member, whereby the pull exerted on the reach member by the

tongue is transmitted to the body through the interfitting of said cup portions.

2. A toy wagon construction comprising a body, a fifth wheel secured to the body, a tongue, a reach member extending from the fifth wheel and secured to the tongue, a bolster, an axle secured to the bolster, and a second reach member from the axle to the tongue, said bolster comprising a sheet metal member having a substantially flat portion extending between the body of the wagon and the axle and lying in a plane extending longitudinally of the axle and having a flat peripheral reinforcing upper flange portion lying substantially in a horizontal plane and having side flange portions lying substantially in parallel vertical planes, the first said reach member being of sheet material having a cup portion having a flat bottom lying against the flat upper flange of the bolster and said fifth wheel being of sheet material having a cup portion fitting within the cup portion of the reach member, whereby the pull exerted on said first reach member by the tongue is transmitted to the body through the interfitting of said cup portions, said axle being a one-piece axle extending completely across the bolster and through openings in the side flanges of the bolster.

3. A toy wagon construction comprising a body, a fifth wheel secured to the body, a bolster, an axle, a tongue, and a reach member extending from the fifth wheel and secured to the tongue, said bolster comprising a sheet metal member having a substantially flat portion extending between the body of the wagon and the axle and lying in a plane extending longitudinally of the axle and having a flat peripheral reinforcing upper flange portion lying substantially in a horizontal plane and having side flange portions lying substantially in parallel vertical planes, said fifth wheel being of sheet material having a flat portion pivotally secured to the flat upper flange

portion of the bolster, said reach member being of sheet material having a cup portion lying against the flat upper flange of the bolster and said fifth wheel having a cup portion fitting within the cup portion of the reach member, whereby the pull exerted on the reach member by the tongue is transmitted through the interfitting of said cup portions, and said axle being a one-piece axle extending completely across the bolster and through openings in the side flanges of the bolster.

4. A toy wagon construction comprising a body, a fifth wheel secured to the body, a bolster, an axle, a tongue, a reach member secured to the lower end of the bolster and extending rearwardly therefrom and secured to the body, and a second reach member extending from the fifth wheel and secured to the tongue, said bolster comprising a sheet metal member having a substantially flat portion extending between the body of the wagon and the axle and lying in a plane extending longitudinally of the axle and having a flat peripheral reinforcing upper flange portion lying substantially in a horizontal plane and having side flange portions lying substantially in parallel vertical planes, said fifth wheel being of sheet material having a flat portion pivotally secured to the flat upper flange portion of the bolster, said second reach member being of sheet material having a cup portion lying against the flat upper flange of the bolster and said fifth wheel having a cup portion fitting within the cup portion of said second reach member, whereby the pull exerted thereon by the tongue is transmitted through the interfitting of said cup portions, and said axle being a one-piece axle extending completely across the bolster and through openings in the side flanges of the bolster.

RUDOLPH MARTINELLO.