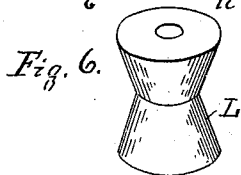
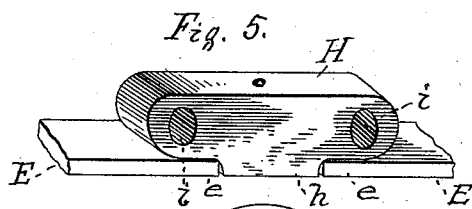
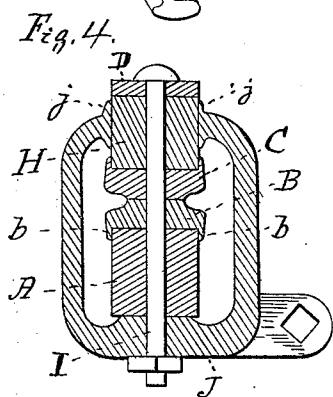
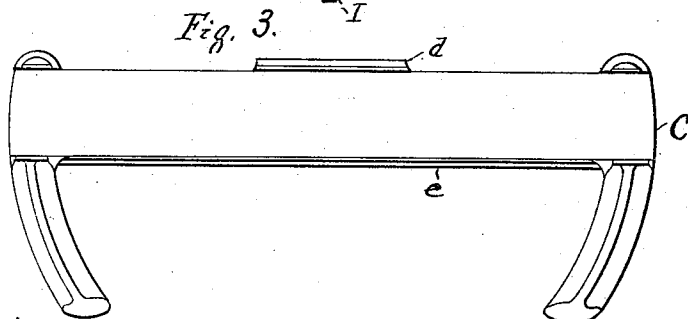
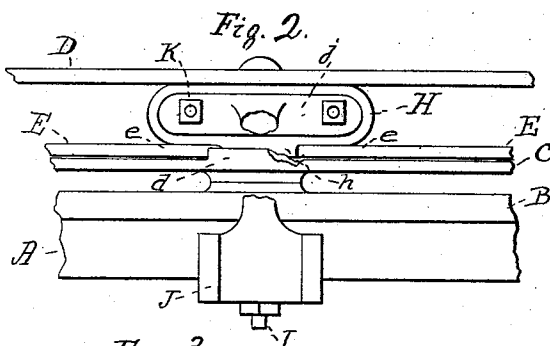
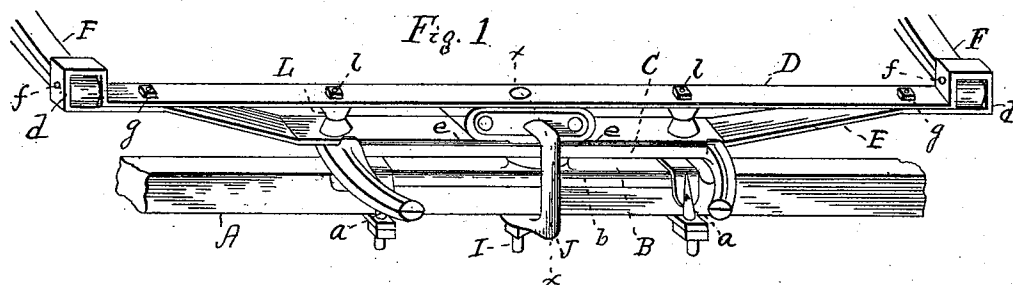


(No Model.)

L. BURG.
WAGON BOLSTER.

No. 475,292.

Patented May 24, 1892.



Witnesses
H. P. Wilson
J. H. Griffin.

Inventor
Lewis Burg
By
M. D. Beck
His Attorney -

UNITED STATES PATENT OFFICE.

LEWIS BURG, OF DALLAS CITY, ILLINOIS.

WAGON-BOLSTER.

SPECIFICATION forming part of Letters Patent No. 475,292, dated May 24, 1892.

Application filed January 7, 1892. Serial No. 417,309. (No model.)

To all whom it may concern:

Be it known that I, LEWIS BURG, a citizen of the United States, residing at Dallas City, in the county of Hancock and State of Illinois, have invented certain new and useful Improvements in Wagon-Bolsters; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to bolsters for vehicles, its object being to improve the construction of such devices whereby they are rendered more easy of adjustment of other parts to them and more durable and substantial; and my invention consists in the several details of construction and arrangement of parts hereinafter fully set forth and described in the specification, and more particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a perspective view of my improved bolster, the axle of the vehicle being broken away at each end. Fig. 2 is a rear view of the central portion of the bolster, showing part of the clip and flange of fifth-wheel broken away. Fig. 3 is a plan view of the top plate of the fifth-wheel detached. Fig. 4 is a vertical transverse section through the line *x x* of Fig. 1. Fig. 5 is a perspective view of the center block and the two ends of the piece of metal from which is formed the bolster, and Fig. 6 is a perspective of one of the thimbles detached.

Similar letters of reference indicate corresponding parts in each figure of the drawings.

A represents the front axle of a vehicle, and B the lower plate of the fifth-wheel, having the side flanges *b*, adapted to fit over the axle. This plate B is secured to the axle by clips *a* in the usual manner.

C represents the upper plate of the fifth-wheel, having the front upwardly-projecting flange *c*, extending its entire length, and the short rear flange *d* in the middle portion of its length.

The bolster consists of a single piece of steel or other suitable metal so bent and doubled on itself as to form the upper plate D and the two boxes *d*, in which the ends of the side springs F are pivoted on bolts *f*, which

pass through the boxes. Near the boxes *d* the plates D and E are in contact with each other and are united by bolts *g*; but from these points the plate E inclines at an angle away from the plate D for a short distance, and then the two ends *e* of the piece of metal are bent to bring them parallel with the plate D, as shown in Figs. 1 and 2. The ends *e* of the bolster rest on the upper plate C of the fifth-wheel and are of such width as to fit snugly between the flanges *c* and *d*. These ends *e* do not abut against each other, but against an enlargement *h* on the center block H. This center block H is made of malleable iron and of the same width as the bolster and is inserted between the upper and lower steel bolster-plates D and E thereof. It fits snugly between the flanges *c* and *d* of the plate C of the fifth-wheel, and the projection *h* on its lower side rests on the plate C, the other portion of its lower surface resting on the ends *e* of the steel plate E. A king-bolt I passes through the plate D, the center block H, the upper and lower plates C and B of the fifth-wheel, the axle A, and the lower portion of a yoke J. The malleable-iron block H is provided with two transverse holes *i*, with which holes in the plates *j* on the ends of the yoke J are adapted to register. The ends of yoke J are on opposite sides of the malleable block H and are secured thereto by bolts K, which pass through the holes in the plates *j* and the block H. As there is frequently a variation in the thickness of the axle, the holes in the plates *j* of the yoke J may not exactly register with the holes *i* in the block H. To overcome this difficulty, I make the holes *i* in the malleable-iron block H much larger in diameter than the holes in the yoke-plates and then fill the holes *i* with wooden plugs, in which a hole can be made of the same size and registering with those in the yoke-plates. The plates *j* will effectually conceal the wooden plugs, which will not, therefore, detract from the appearance of the bolster.

L represents thimbles, preferably of malleable iron, interposed between the parallel but separated portions of the upper and lower plates D and E of the bolster. A bolt *l* passes through each of these thimbles, the upper and lower plates D and E of the bolster, and the upper plate C of the fifth-wheel, and se-

cures them together. These thimbles and the center block H, which usually extends between the upper and lower plates of the bolster the width of the fifth-wheel, are a great improvement over it, as they will not decay or split and will make the bolster more substantial and give it a better appearance.

By my construction it is not necessary to weld the ends *e* of the piece of steel-metal plate forming the bolster, as they and the entire bolster are firmly held in position by the upwardly-projecting flanges *c* and *d* on the upper plate of the fifth-wheel, the block H, which bears on the ends and which has a projecting part *h*, against which they abut, the bolts *l*, and the king-bolt I. The front flange *c* of the upper plate C will also hide the ends *e* of the plate E, and thus give the bolster a neat and finished appearance.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. The combination, with an axle and the lower plate of a fifth-wheel secured thereto, of the upper plate of the fifth-wheel having upwardly-projecting flanges, a bolster formed of a single piece of metal, consisting of upper and lower plates, the lower plate being supported on the upper plate of the fifth-wheel between the flanges, a center block of malleable iron interposed between the upper plate and the ends of the lower plate of the bolster and between the flanges on the upper plate of the fifth-wheel, substantially as described.

2. The combination, with the upper plate of a fifth-wheel provided with upwardly-project-

ing flanges, of a bolster consisting of a single piece of metal bent to form an upper and a lower plate, a malleable-iron center block interposed between the said upper and lower plates and provided with a projection, which extends downward between the ends of the plate from which the bolster is formed and rests on the top plate of the fifth-wheel between its flanges, between which flanges the said ends also rest on the said plate, malleable thimbles interposed between the upper and lower plates of the bolster, and bolts passing through the said thimbles, the upper and lower bolster-plates, and the upper plate of the fifth-wheel, substantially as described.

3. The combination, with an axle, a fifth-wheel, and the upper and lower plates of a bolster, of a malleable-iron center block interposed between the upper and lower bolster-plates and supported on the fifth-wheel, said block having wooden plugs inserted in holes bored for their reception, a yoke whose lower portion abuts against the under side of the axle and whose ends are provided with plate portions adapted to fit against opposite sides of the center block, and bolts passing through holes in said plate portions and through holes bored in the wooden plugs, substantially as described.

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

LEWIS BURG.

Witnesses:

W. A. FELDHAUSEN,
I. H. GASAWAY.