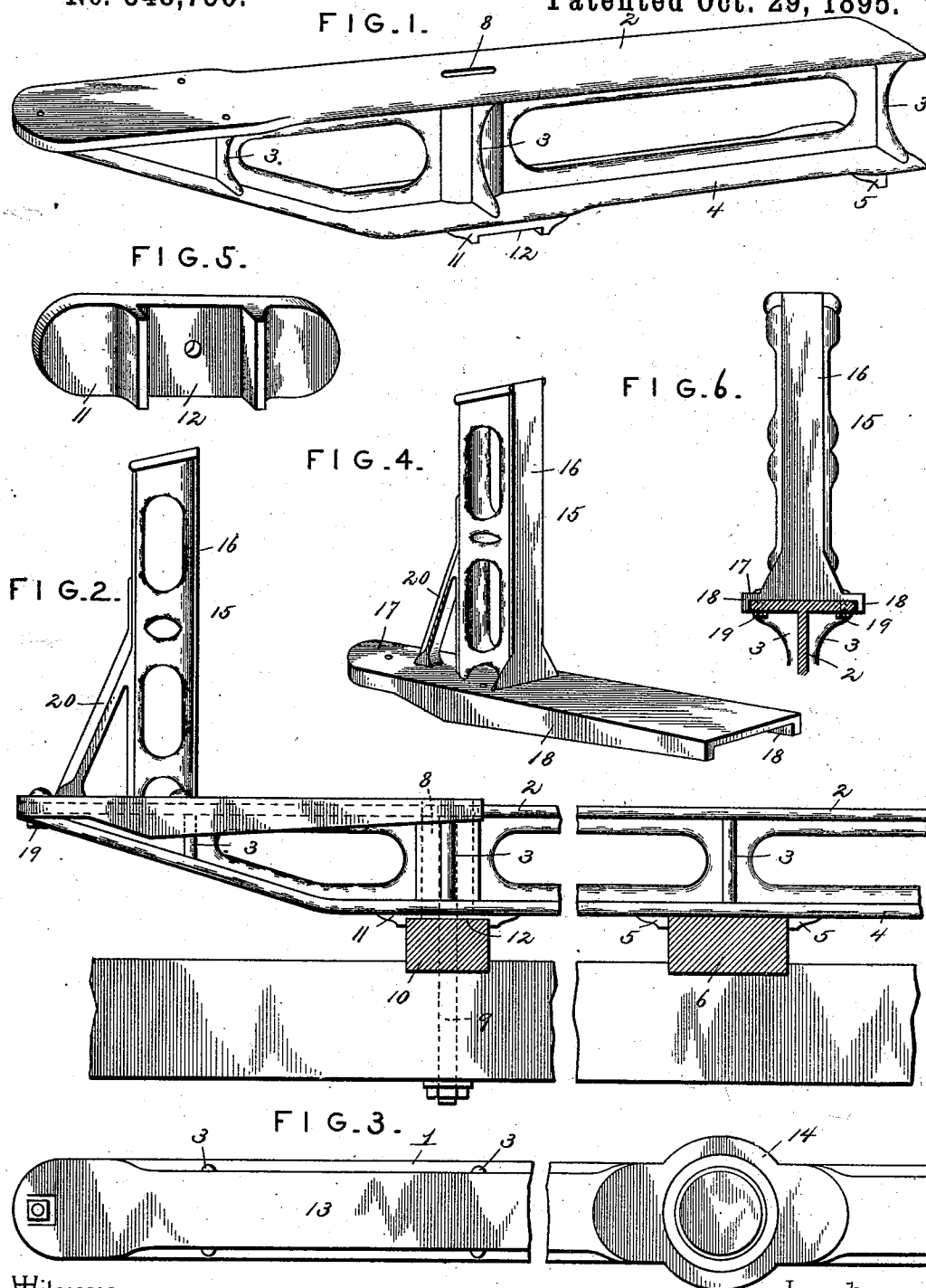


(No Model.)

K. JONES.
WAGON BOLSTER.

No. 548,756.

Patented Oct. 29, 1895.



Witnesses

Harry L. Amer.
J. H. Riley

By his Attorneys,

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UNITED STATES PATENT OFFICE.

KINSEY JONES, OF GALESVILLE, WISCONSIN.

WAGON-BOLSTER.

SPECIFICATION forming part of Letters Patent No. 548,756, dated October 29, 1895.

Application filed April 17, 1895. Serial No. 546,054. (No model.)

To all whom it may concern:

Be it known that I, KINSEY JONES, a citizen of the United States, residing at Galesville, in the county of Trempealeau and State of Wisconsin, have invented a new and useful Running-Gear for Wagons, of which the following is a specification.

This invention relates to improvements in running-gear for wagons.

10 The object of the present invention is to improve the construction of running-gear for wagons, more especially the bolsters and standards, and to enable a bolster to be readily adjusted in its attachment to the rear
15 hounds, so as to accommodate itself to the varying distances between the hounds.

Another object of the invention is to provide a standard of great strength and durability, to enable the same to be sufficiently
20 light, and to cause supplemental standards for supporting top boxes to lie close to the sides of a top box to hold the latter perfectly snug.

The invention consists in the construction
25 and novel combination and arrangement of parts, hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective
30 view of a portion of a bolster constructed in accordance with this invention. Fig. 2 is a side elevation, partly in section, illustrating the manner of mounting the rear bolster. Fig. 3
35 is a reverse plan view of the front bolster. Fig. 4 is a perspective view of the standard. Fig. 5 is a detail perspective view of the hound-plate. Fig. 6 is a transverse sectional
40 view of the bolster, illustrating the manner of mounting the standard thereon.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 and 2 designate front and rear bolsters, each constructed of malleable metal and consisting of a top-supporting flange, a bottom
45 flange, and a longitudinal connecting-web, and the bolster is supported at intervals by vertical ribs 3. The rear bolster is provided on the lower face of its bottom flange 4 with
50 depending transverse ribs 5, forming a recess receiving a reach 6, mounted on a rear axle 7. At points intermediate of the ends of the rear

bolster at opposite sides of the center are located vertical slots 8, receiving bolts 9, which pass through the bolster, the axle 7, and rear
55 hounds 10, and these bolts serve for adjustably securing the hound-plates 11 to the lower face of the bolster. Each hound-plate is provided with a recess 12 for the reception of the
60 upper face of the hound and is adjustable along the bolster through the medium of the slot 8 and the bolt 9 to accommodate itself to the position of the hound. This construction permits the bolster to be readily applied to
65 the ordinary construction of rear axle and hounds and to adjust itself to the position of the hounds.

The front axle is provided at its bottom flange 13 with a central enlargement 14, forming a bearing and adapted to receive the pivot-
70 bolt of the front axle.

At each end of each bolster is secured a vertical hollow standard 15, having a straight face 16 at its inner side to fit against the box or wagon-body. The standard is provided
75 at its bottom with an integral plate 17, having a rounded outer end to conform to the configuration of the rounded end of the bolster and provided with a depending flange 18, forming with the plate 17 a cap for the
80 end of the bolster. The plate 17 extends inward from the standard 15 on the bolster to a point over the adjacent hound and the side flanges 18 depend below the upper face of the bolster sufficiently to form a firm support for
85 the standard. This construction also enables the standard to be applied to both metal and wooden bolsters. The cap is secured to the top flange of the bolster by bolts 19, arranged at the outer end of the cap and at opposite
90 sides of the standard, and the latter is supported by an integral brace 20, extending upward from the outer portion of the cap and joining the standard at a point intermediate of the ends thereof. The standard is hollow
95 and forms a socket for an additional standard or stake to support an upper box, and it will be apparent that the additional standard or stake is adapted to fit snugly against the sides of the top box to hold the same perfectly tight.
100

The standard may be provided at its sides with openings to reduce the amount of metal, and the webs of the bolsters may be similarly constructed, and the inclined brace 20 forms

a convenient means for attaching the end of a binding-chain (not shown) when it is desired to secure a high load.

It will be seen that the bolsters and standards are simple and inexpensive in their construction, that they possess the requisite strength, durability, and lightness, and that the rear bolster is capable of being readily applied to hounds separated by varying distances.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

The combination of a bolster constructed of metal and consisting of a top flange, a bottom flange and a connecting longitudinal web, and provided equi-distant of its ends with vertical

slots 8, the standards provided at their bottoms with caps composed of a plate extending inward on the upper face of the bolster to the adjacent slot, and a depending flange extending around the outer and side edges of the plate, the adjustable plates 11 arranged on the lower face of the bottom flange of the bolster at the slots 8 and provided with hound receiving recesses, and fastening devices arranged in said slots and passing through plates 11 and securing the latter in their adjustment, substantially as described.

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

KINSEY JONES.

Witnesses:

J. F. CANCE,

A. C. BOHRNSTEDT.