J. Y. MARTIN.

WASHER FOR WAGON BOLSTERS

APPLICATION FILED MAR. 8, 1909.

952,748.

Patented Mar. 22, 1910.

Fig. 1

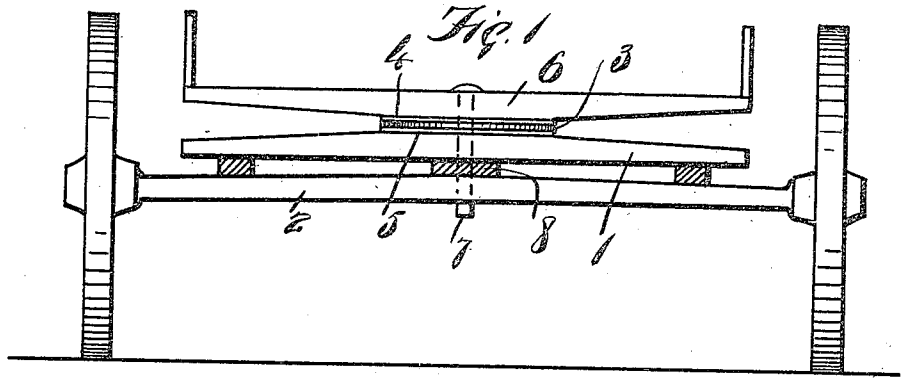


Fig. 2

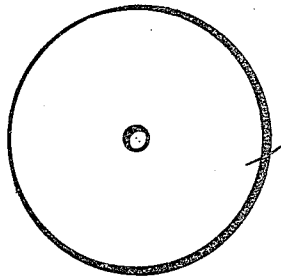


Fig. 3

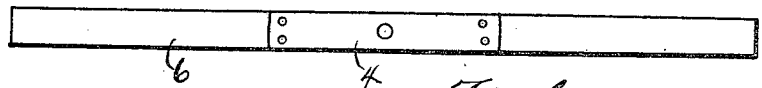
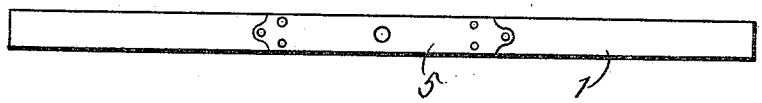


Fig. 4



Witnesses

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Inventor,

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UNITED STATES PATENT OFFICE.

JAMES Y. MARTIN, OF ARLINGTON, TEXAS.

WASHER FOR WAGON-BOLSTERS.

952,748. Specification of Letters Patent. Patented Mar. 22, 1910.

Application filed March 8, 1909. Serial No. 482,026.

To all whom it may concern:

Be it known that I, JAMES Y. MARTIN, a citizen of the United States, residing at Arlington, Texas, have invented certain new and useful Improvements in Washers for Wagon-Bolsters, of which the following is a specification.

My invention relates to washers for wagon bolsters, and more particularly to bearing plates which operate between the usual bearing plates which are attached to the underside of the bolster and to the upper side of the sand board. These plates are frequently torn off. The edges of one plate frequently hang on the other in making turns and are torn off. The rivets which attach the plates to the sand board and to the bolster frequently project out of the plates and this causes the plates to be torn off. I have provided a metal disk of sufficient area to make it impossible for the edges of the plates or the rivets ever to hang on the disk and this disk gives entire satisfaction. The disk also protects the coupling or reach pole of the wagon from dirt.

Other objects and advantages will be fully explained in the following description and the invention will be more particularly pointed out in the claim.

Reference is had to the accompanying drawing which forms a part of this application.

Figure 1 is a rear elevation of the front running gear of a wagon. Fig. 2 is a plan view of the washer or disk. Fig. 3 is a bottom view of the bolster, showing the position of the bearing plate on the bolster. Fig. 4 is a top view of the sand-board, showing the bearing plate.

Similar characters of reference are used to indicate the same parts throughout the several views.

In the drawings 1 indicates the sand-board of the wagon and 2 indicates the axle. A metal disk 3 is placed between the plate 4 which is attached to the underside of the bolster and the bearing plate 5 which is attached to the sand-board. This disk 3 is of sufficient area to make the diameter thereof equal the length of the bearing plates 4 and 5. The usual king-bolt 7 is provided for holding rocking bolster 6, reach-pole 8, and axle 2 in operative relation. The metal disk 3 is flat and smooth on each side thereof and is perforated for the passage of the king-bolt. The disk 3 prevents sand or dirt from falling down in the joint of the king-bolt and the reach pole. This prevents rapid wear of those parts. The surfaces of the plate 3 being co-extensive with the plates 4 and 5, it is impossible for those plates to catch against the edges of each other or against the edges of the disk. Neither can the rivets which attach the bearing plates 4 and 5 to the bolster and to the sand board catch against the edges of the disk. The metal disk 3 makes the turning of the rocking bolster much easier.

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

In a wagon having a rocking bolster and an axle and a sand board and a king-bolt holding said sand board and bolster in operative relation; said bolster having a bearing plate on the underside thereof riveted thereto and said sand-board having a bearing plate on the upper side thereof riveted thereto, a metal disk forming a bearing for and separating said bearing plates and having a smooth unbroken surface on each side thereof and having a single perforation engaged by said king-bolt, the bearing surfaces of said disk being co-extensive with said bearing plates at all points radially from said king-bolt and thus preventing the bearing plates from hanging on each other and preventing the rivets from coming out of said plates.

In testimony whereof, I set my hand in the presence of two witnesses, this 23rd day of February, 1909.

JAMES Y. MARTIN.

Witnesses:
J. W. MARTIN,
A. L. JACKSON.