O. E. GRISWOLD.

WAGON-BOLSTER.

No. 171,797. Patented Jan. 4, 1876.

Fig. 1.

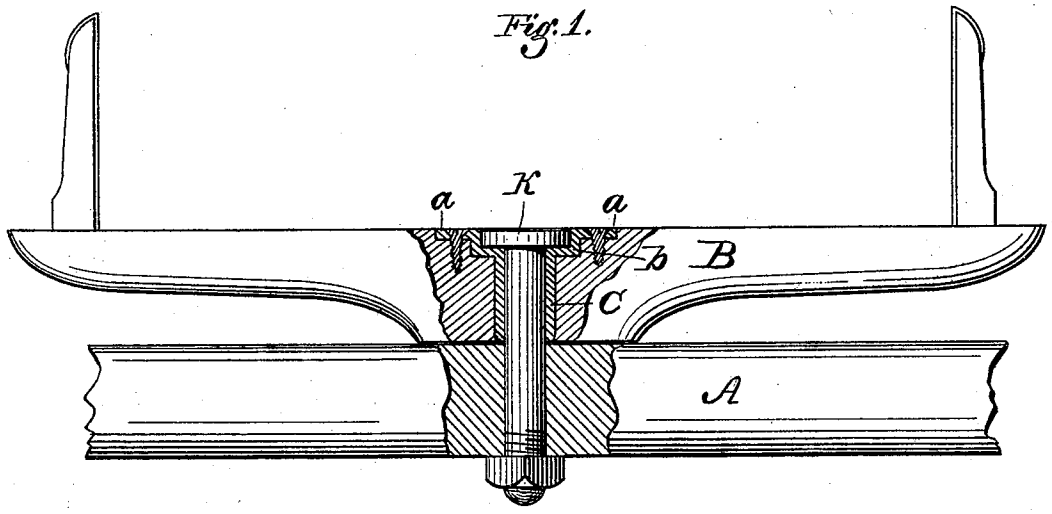
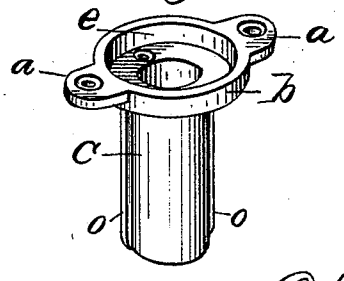


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

OTHO E. GRISWOLD, OF DODGE CENTRE, MINNESOTA.

IMPROVEMENT IN WAGON-BOLSTERS.

Specification forming part of Letters Patent No. **171,797**, dated January 4, 1876; application filed September 17, 1875.

To all whom it may concern:

Be it known that I, OTHO E. GRISWOLD, of Dodge Centre, in the county of Dodge and State of Minnesota, have invented certain Improvements in Wagons, of which the following is a specification:

My invention relates to wagons; and the invention consists of a metallic socket or bushing of novel construction, inserted in the front bolster, in such a manner as to protect the latter from wear and injury from the king-bolt, and to permit said bolt to seat itself so its head will be flush with the upper surface of the bolster, all as hereinafter more fully set forth.

Figure 1 is a perspective view of a bolster with my improvement applied, the parts being shown partly in section. Fig. 2 is a perspective view of the socket, shown detached.

Ordinarily the king-bolt for lumber-wagons is made with a rectangular head, consisting of two laterally-projecting flanges at opposite sides, which are usually fitted into a corresponding recess cut in the upper surface of the bolster. Sometimes they are made with a round head, made oval or flat on top, and which usually projects above the surface of the bolster. In the former case the bolster is weakened by cutting away the wood to form the recess for the head of the king-bolt, while in the latter case the projecting head of the bolt prevents the bottom boards of the box from settling down level on the bolster, and ultimately wears a hole in the bottom boards of the box. Whichever form is used the constant rocking of the bolster, and the great strain thereon, especially when the wagon is heavily loaded, and is passing over uneven ground, soon so wears and enlarges the hole in the bolster that the latter becomes weakened, besides being so loose as to tip one way or the other, and ultimately breaks or becomes so worn as to be useless, necessitating the furnishing of a new bolster.

It is to remedy these difficulties that my invention is designed; and to this end I construct a strong metal tube or bushing, C, as represented in Fig. 2. As there shown this tube is made with an enlarged head, *b*, which has an internal recess, *c*, to receive the correspondingly-shaped or round head of the king-bolt K when the parts are all in place, as represented in Fig. 1. This head *b* is provided at opposite sides with two ears, *a*, which have holes in them to receive screws to fasten the tube C in place in the bolster. The tube C is also provided with two V-shaped projections, which extend longitudinally along its sides, for the purpose of assisting to hold it more firmly in its seat in the bolster, they being shown in Fig. 2.

If desired, screw-holes may also be made in bottom part of the head *b*, as represented in Fig. 2, for the purpose of inserting additional screws.

The tube or bushing C being thus constructed is inserted snugly in a suitably-prepared hole in the bolster A, as shown in Fig. 1, and when secured therein the king-bolt K is inserted, as shown, with its head fitting in the recess *e*, its top being flush with the top surface of the bolster, which may then be secured to the axle A, as represented.

By this improvement all the objections or difficulties hereinbefore mentioned are entirely obviated, thereby saving much annoyance and expense, as the wear of the bolster by the king-bolt is prevented.

Having thus described my invention, what I claim is—

As an improvement in wagons, the bolster B, provided with the metal bushing C, having the recessed head *b*, with the ears *a* or ribs *o*, either or both, constructed and arranged to operate as and for the purpose set forth.

OTHO E. GRISWOLD.

Witnesses:

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