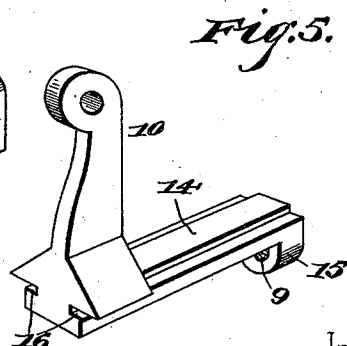
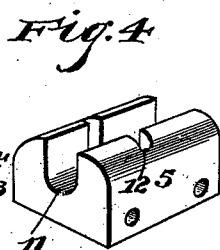
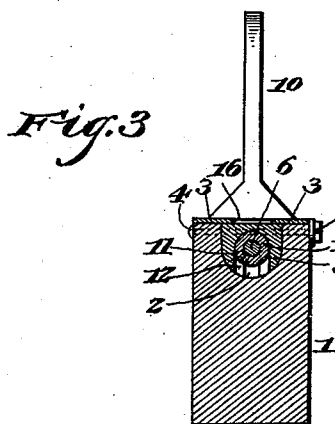
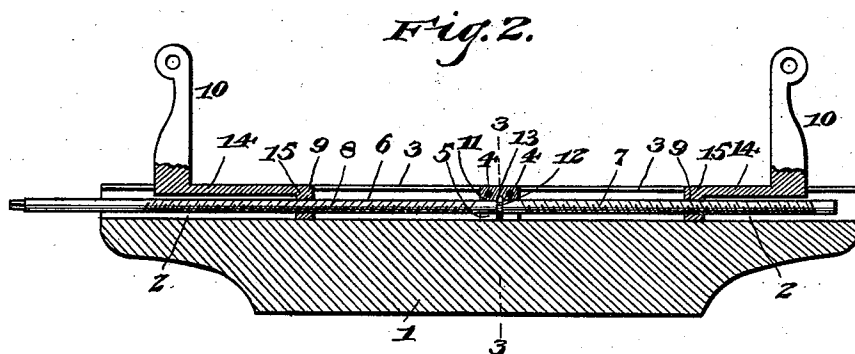
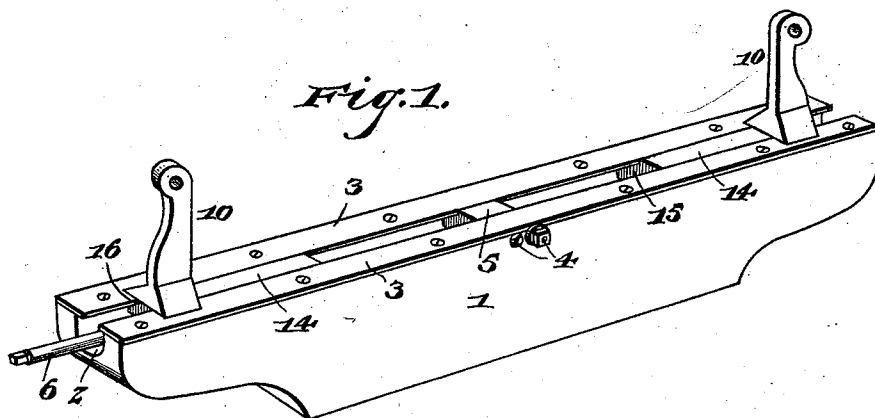


(No Model.)

C. F. BETTMANN, Jr.
VEHICLE BOLSTER.

No. 534,386.

Patented Feb. 19, 1895.



Witnesses

B. S. Ober.
J. H. Riley

By *his* Attorneys.

Inventor
Charles F. Bettmann, Jr.

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

CHARLES FREDRICK BETTMANN, JR., OF NEW ALBANY, INDIANA.

VEHICLE-BOLSTER.

SPECIFICATION forming part of Letters Patent No. 534,386, dated February 19, 1895.

Application filed June 14, 1894. Serial No. 514,614. (No model.)

To all whom it may concern:

Be it known that I, CHARLES FREDRICK BETTMANN, Jr., a citizen of the United States, residing at New Albany, in the county of Floyd and State of Indiana, have invented a new and useful Vehicle-Bolster, of which the following is a specification.

The invention relates to improvements in vehicle bolsters.

10 The object of the present invention is to provide a vehicle bolster having standards, adapted to be moved inward and outward on it to vary the distance between them, to enable a wagon bed to be readily placed on and removed from the running gear, to accommodate the latter to wagon bodies of different widths, and to enable a load of lumber, or the like to be placed on the running gear, and securely clamped by the standards.

20 A further object of the invention is to facilitate the placing of wagon beds on their running gear to enable them to be readily brought into position by sliding them on the running gear from the rear end thereof, and to avoid the labor and inconvenience incident to lifting a wagon bed over the running gear and lowering it between the standards thereof.

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

35 In the drawings: Figure 1 is a perspective view of a bolster constructed in accordance with this invention. Fig. 2 is a central longitudinal sectional view of the same. Fig. 3 is a transverse sectional view on line 3—3 of Fig. 2. Fig. 4 is a detail perspective view of the bearing block. Fig. 5 is a similar view of one of the standards.

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

45 1 designates a vehicle bolster, designed to be mounted on a running gear in the usual manner, and provided in its upper face or edge with a longitudinal concaved groove 2, and having secured to its upper face at opposite sides of the groove flat longitudinal bars 3, which project inward over the groove, and form over-hanging edges, and provide

between the same a longitudinal slot communicating with the groove. Within the groove, at the center of the standard, is secured by transverse bolts 4, a bearing block 5 in which is swiveled a longitudinal operating rod 6 provided with right and left hand threaded portions 7 and 8 engaging threaded openings 9 of L-shaped standards 10. The bearing block 5 has a bearing groove or opening 11 to receive the central portion of the rod, which is not threaded and smooth; and it is provided with a transverse groove 12 receiving a collar 13 of the rod, whereby the latter is swiveled, and is held against longitudinal movement in the groove of the bolster.

The L-shaped standards have their horizontal portions 14, arranged in the groove beneath the overhanging edges of the bars 3, and they are provided at their inner terminals with depending lugs 15, which are perforated and threaded to form the said threaded openings for the rod. At the base of its vertical portion, each standard is provided with opposite horizontal slots 16 receiving the projecting edges of the bars 3, whereby the standard is slidingly mounted on the bolster out of contact with the operating rod except at the lug.

One end of the operating rod is squared to receive a crank, wrench or similar tool, whereby the rod may be rotated to move the standards on the bolster to vary the distance between them to accommodate different sizes of wagon beds, to securely clamp the same, or to clamp a load securely on the running gear of a vehicle, after the body has been removed.

It will be readily apparent that the standards may be adjusted on the bolster to accommodate wagon beds of different sizes, to securely clamp the same or loads placed on a running gear without the body. It will also be seen that the means for operating the standards are positive and reliable, and that they greatly facilitate the operation of placing a bed on its running gear, and that they avoid the necessity of hoisting the bed above the running gear and lowering it between the standards.

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—

- 5 1. The combination of a bolster provided in its upper face with a longitudinal groove, bars secured to the upper face of the bolster and projecting inward over the groove at opposite sides thereof and forming a slot, stand-
10 ards slidingly mounted on the bars and provided with threaded openings, and the operating rod swiveled in the groove of the bolster and having oppositely threaded portions engaging the threaded openings of the stand-
15 ards, whereby the latter are moved longitudinally of the bolster, substantially as and for the purpose described.

2. The combination of a bolster provided in its upper face with a longitudinal groove,

metal bars secured to the bolster at opposite 20 sides of the groove and projecting inward over the same, a bearing block secured in the groove of the bolster at the center thereof and provided with a transverse groove, an oppo-
25 sitely threaded rod journaled on the bearing block and provided with a collar fitting in the groove of the block, and standards provided at opposite sides with slots receiving the bars, said standards being provided with threaded
30 openings engaging the threaded portions of the rod, substantially as described.

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

CHARLES FREDRICK BETTMANN, JR.

Witnesses:

DENNIS GLEASON,

WILLIAM BETTMANN.