Oct. 20, 1936. D. W. VOORHEES, JR 2,057,863

WAGON BOLSTER

Filed June 5, 1935

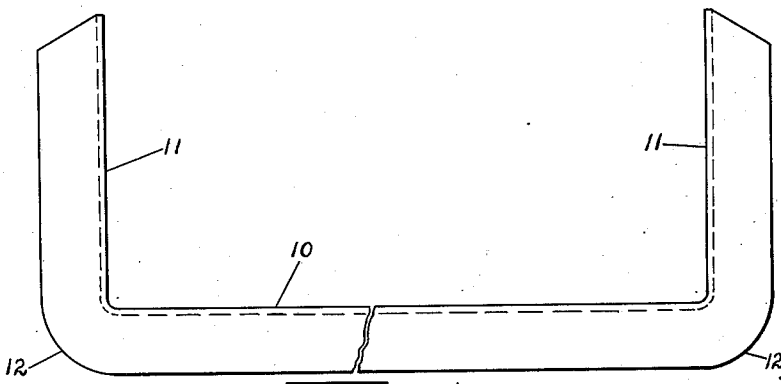

FIG. 1.

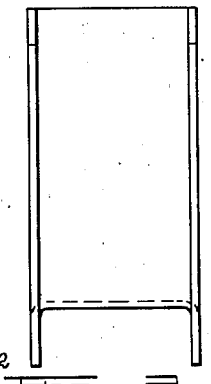

FIG. 2.

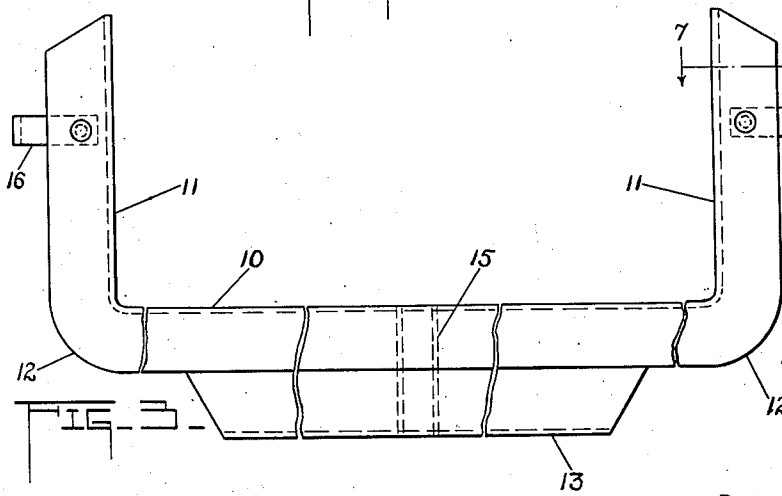

FIG. 3.

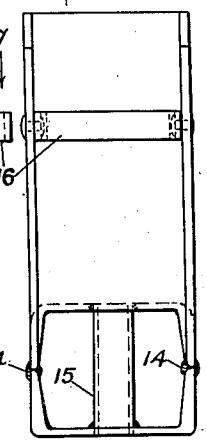

FIG. 4.

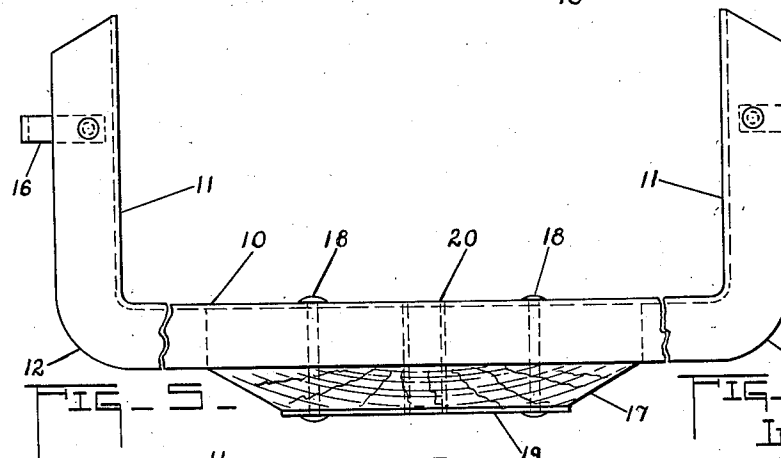

FIG. 5.

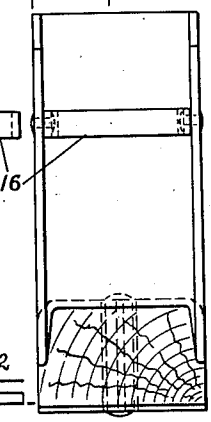

FIG. 6.

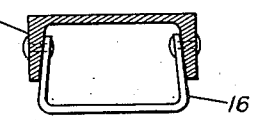

FIG. 7.

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WAGON BOLSTER

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2 Claims. (Cl. 280—143)

This invention is directed to a combined wagon bolster and stake structure and a method of making the same.

The principal object of the invention lies in the provision of a wagon bolster and stake structure of simple construction, characterized by lightness in weight and great sturdiness.

The novelty and utility of my invention will be made apparent in the following description and accompanying drawing in which:

Figs. 1 and 2 are broken side and full end elevational views respectively, showing the principal member of my bolster;

Figs. 3 and 4 are broken side and full end elevational views respectively, showing my complete bolster; and

Figs. 5 and 6 are broken side and full end elevational views respectively, showing a modification of the structure shown in Figs. 3 and 4;

Fig. 7 is a detail of the loop structure.

In carrying out my invention I utilize a frame member 10 which consists of a single piece of channel iron of suitable proportions, fashioned to have upstanding stake support portions 11 at each end.

The web portion of the channel is disposed upon the inside of the frame and the flange portions are directed outwardly as shown so as to present a broadened flat surface toward the wagon box or other loads usually supported on structures of this sort.

The distribution of flange metal shown, particularly at the corners 12, obviously provides a structure wherein the stake support portions are well braced so as to withstand the severe stresses usually set up as a result of practical use.

To the frame member 10 I attach, preferably by means of welding or brazing, an additional piece of channel iron 13.

The member 13 is preferably made from material similar in section to that of frame 12 and is disposed so as to have the edges of its flanges register with those of the frame member as indicated in Figs. 3 and 4, in which position it is firmly attached by welding or brazing as indicated at 14.

During progress of assembly of the parts, a tubular member 15 is inserted between the webs of members 10 and 13, the ends of the tube being disposed in suitable holes formed in the webs and welded or otherwise secured therein.

The tube 15 obviously provides an opening and extended bearing surface for the usual wagon king pin.

The device may be used without the tube member, in which case the king pin would be disposed in simple holes in the webs. This would provide separate spaced apart bearing points for the king pin whereby the structure as a whole may be sturdily supported in upright position. The object of the tubular member 15 is to provide an extended wearing surface whereby wear on the bearing parts is reduced.

The structure shown in Fig. 3 includes loop members 16 secured to the flange portions of the uprights as shown. The loops provide means for supporting extension stakes, which are commonly used on wagons, the ends of the stakes being inserted between the loop and web portion of the upright.

A detail view of the loop structure is shown in Fig. 7.

Figs. 5 and 6 disclose a modification of structure, wherein the member 13 is replaced with a wooden block 17 which is fitted into the channel as shown in Fig. 6 and secured to member 10 by means of bolts or rivets 18, a facing plate 19 being included in the assembly.

A tube 20, similar in structure and function to tube 15, is affixed within the block 17, with its ends secured in the web portion of member 10 and the plate 19.

It is to be noted that both of the above described structures provide a combined bolster and stake support having the features of unusual strength, relatively broad bearing surfaces surrounding each end of the king pin hole and a long bearing for the king pin.

Modifications of structure of my device are obviously possible without alteration of the principle involved. I do not wish to be limited in structure except within the scope of the appended claims.

What I claim is:

1. A bolster structure comprising a single piece of channel iron fashioned to have a horizontal portion and upstanding end portions with the flanges directed outwardly, stake support loops secured to the flanges of the upright portions and a king bolt bearing disposed centrally of the horizontal portion comprising a tubular member having one end secured in the web of said horizontal portion and the opposite end secured in a support member attached to said horizontal portion to provide a round opening passing entirely through the bolster structure.

2. A bolster structure comprising a single piece of channel iron fashioned to have a horizontal portion and upstanding end portions with the flanges directed outwardly, a length of channel iron disposed below said horizontal portion with the edges of its flanges joined to the edges of the horizontal portion and a king bolt bearing disposed centrally of the horizontal portion consisting of aligned holes in the webs of the channels and a tubular member secured between the webs in alignment with said holes.

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