

L. F. WHITMAN.
Wagon-Bolsters.

No. 158,766.

Patented Jan. 12, 1875.

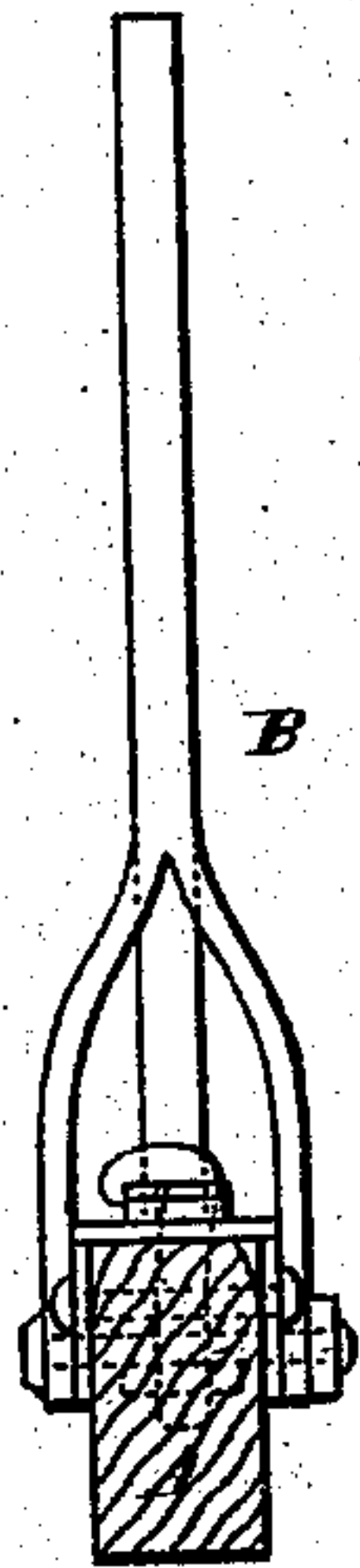


Fig. 1.

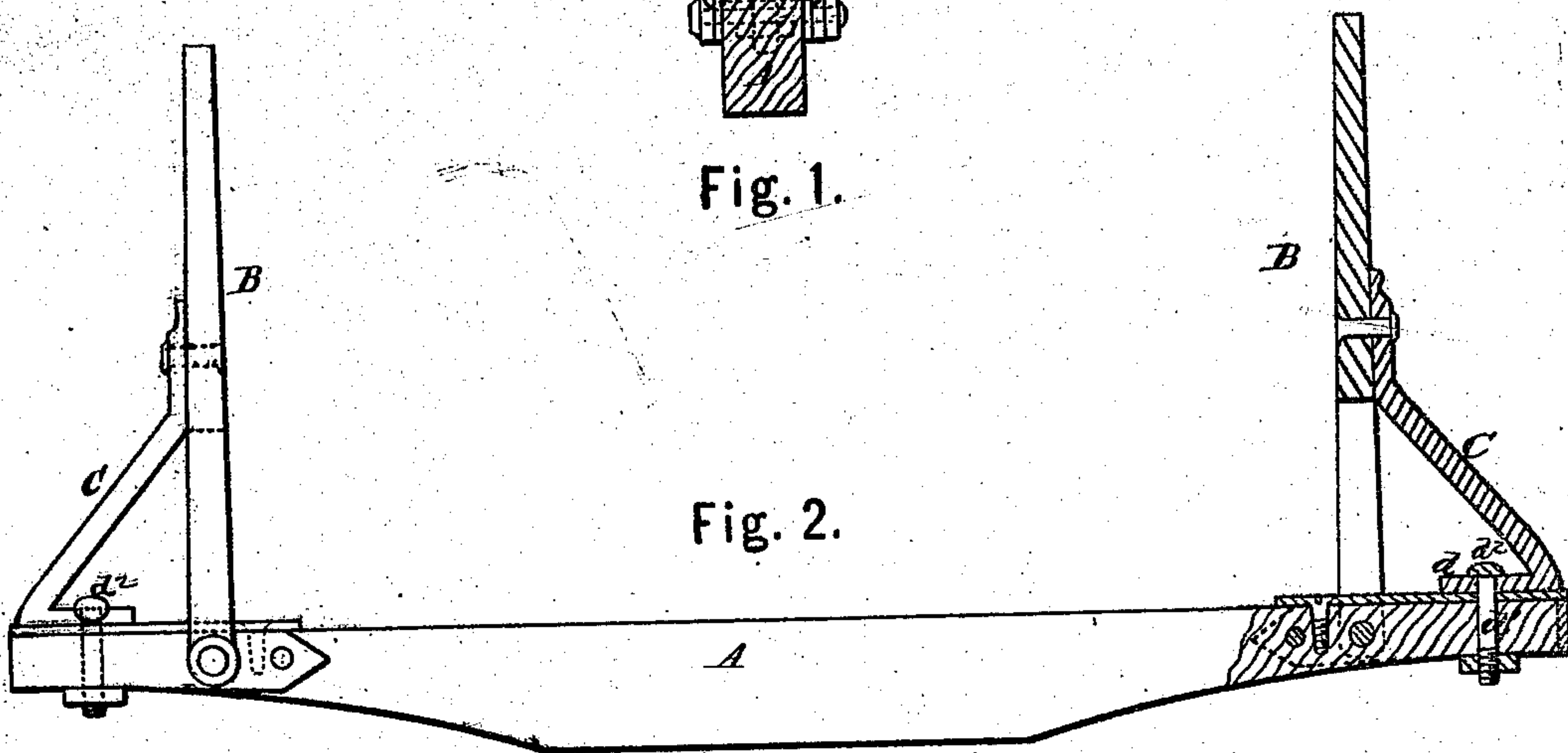


Fig. 2.

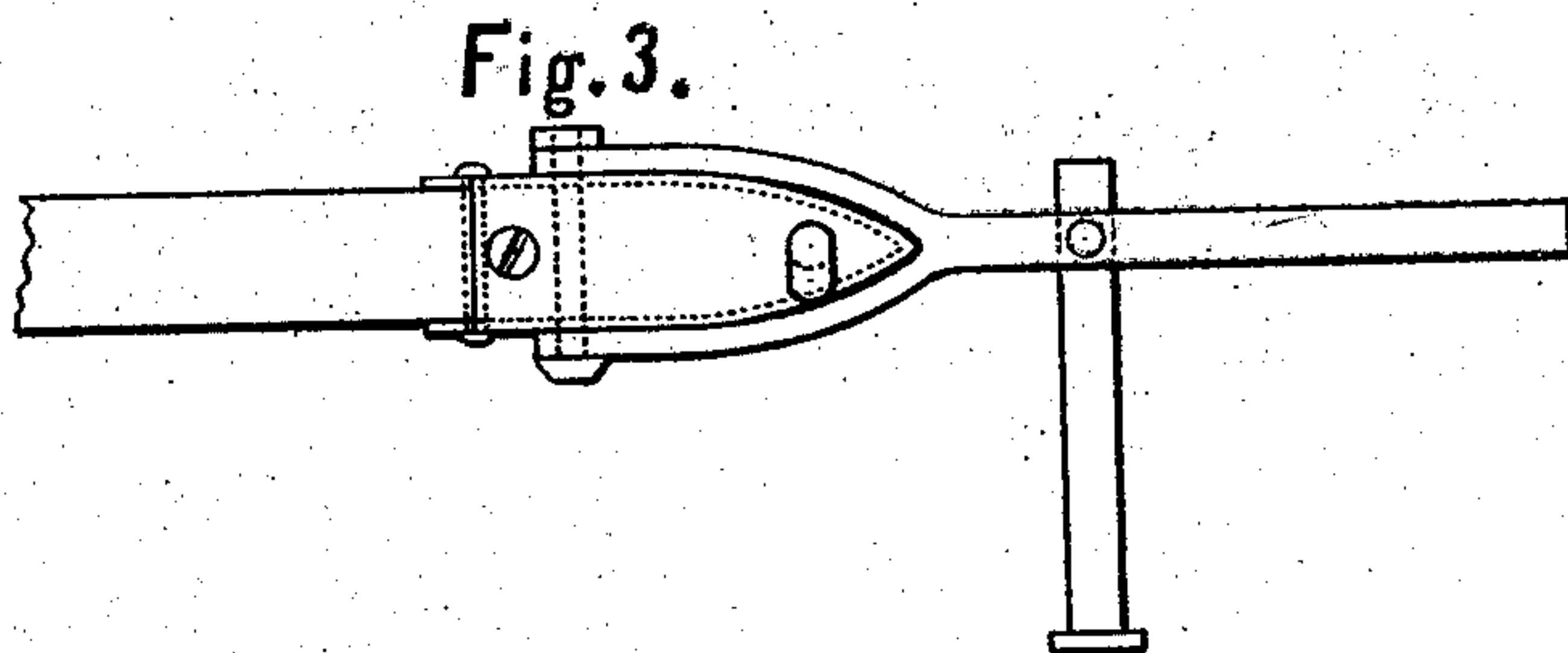


Fig. 3.

WITNESSES.

Villette Anderson
Geo E. Elpham,

INVENTOR.

Lorenzo F. Whitman,
Chipman & Osborn & Co.
Atty.

UNITED STATES PATENT OFFICE.

LORENZO F. WHITMAN, OF MACOMB, ILLINOIS.

IMPROVEMENT IN WAGON-BOLSTERS.

Specification forming part of Letters Patent No. 158,766, dated January 12, 1875; application filed May 18, 1874.

To all whom it may concern:

Be it known that I, LORENZO F. WHITMAN, of Macomb, in the county of McDonough and State of Illinois, have invented a new and valuable Improvement in Wagon-Bolsters; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a sectional view of my invention. Fig. 2 is a front elevation, part sectional, and Fig. 3 is a top view, in detail, of the same.

My invention has relation to wagon-bolsters; and consists in the construction and novel arrangement of the end stakes and braces, which may be let down to allow the wagon-body to be easily removed.

Referring to the drawings, A designates a wagon-bolster having tapering ends. B represents the end stakes, having their lower ends forked and pivoted to the sides of the bolster. C indicates diagonal braces, pivoted to the outer sides of the stakes and constructed with inwardly-bent notched feet d , adapted to catch upon or against bolts d^1 , having lugs d^2 on their upper ends and nuts turned on their lower ends. The lugs are bent toward the notches, so as to project over the surface of the feet, and are also bent down at their ends to hold the braces securely.

By taking out the bolts and moving the brace to one side from the bolsters, the stake

may be let down, the arms of the lower or forked part falling at the sides, and the upper part at the end of the bolster. When the stakes are thus let down the wagon-body may be readily removed and replaced, the necessity of lifting it over vertical stakes being obviated. To produce greater strength the ends of the bolster may be capped with metal, as shown at E.

The object of having the ends of the bolster tapering is to allow the stake to fall over past the end of the bolster, the distance from the pivot of the stake to where the arms come together being slightly greater than the distance from said pivots to the adjacent end of the bolster.

What I claim as new is—

1. The bolster A, having tapering ends, the forked pivoted stakes B, and the pivoted braces C, having notched feet d , and the bolts d^1 , all combined substantially as specified.

2. The combination, with the bolster and pivoted end stake B, of the brace C, pivoted to move at right angles with the plane of rotation of the end stake, the pivot-pins of the end stake and brace being at right angles with each other, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

LORENZO F. WHITMAN.

Witnesses:

THOS. J. PRICE,
W. E. WITHROW.