(No Model.)

T. H. GLANCY.

VEHICLE BOLSTER.

No. 493,702. Patented Mar. 21, 1893.

Fig. 1.

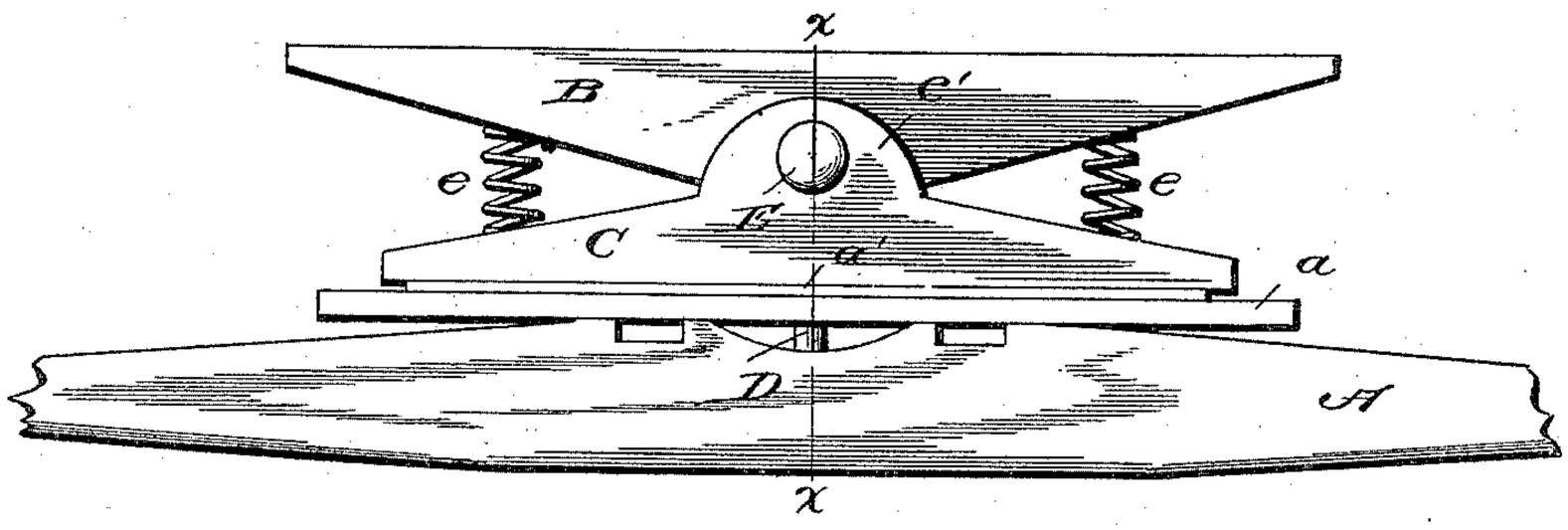


Fig. 2.

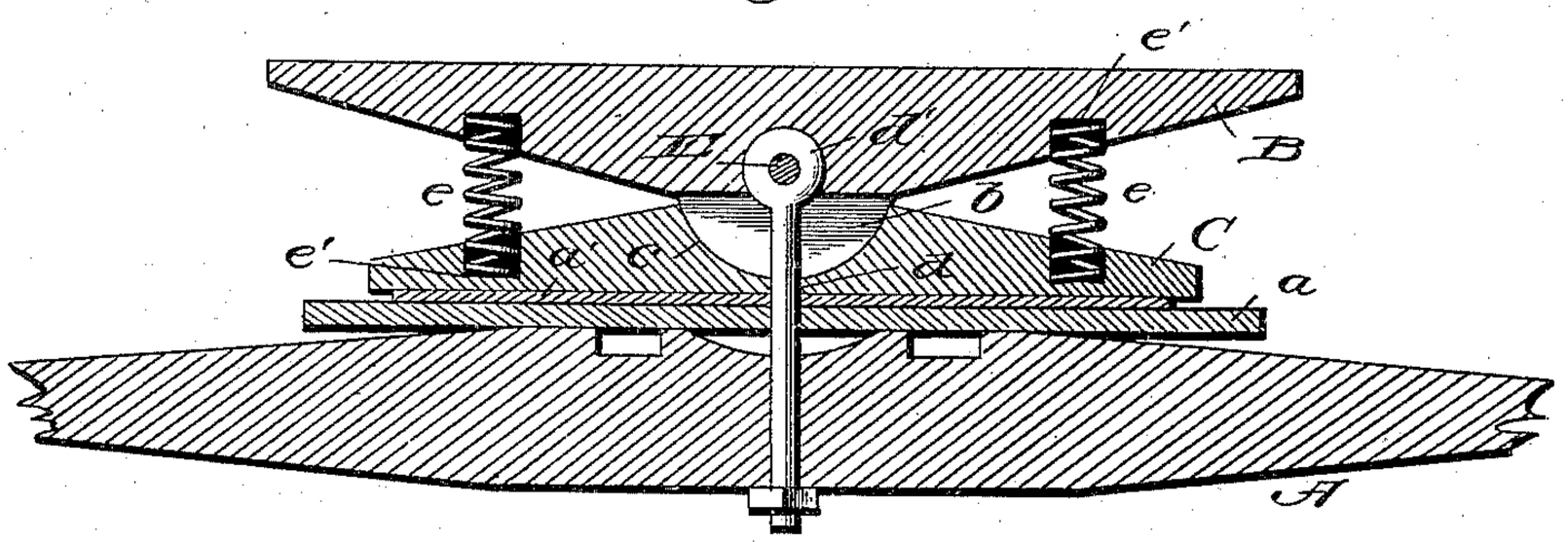
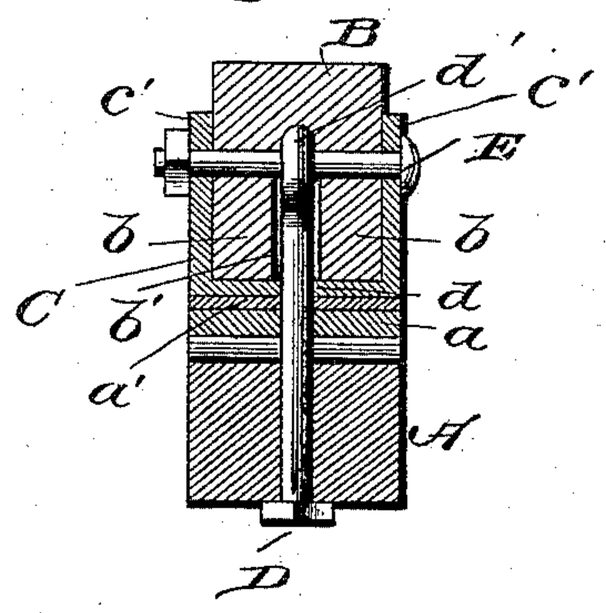


Fig. 3.



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UNITED STATES PATENT OFFICE.

THOMAS H. GLANCY, OF FAIRPORT, NEW YORK.

VEHICLE-BOLSTER.

SPECIFICATION forming part of Letters Patent No. 493,702, dated March 21, 1893.

Application filed May 4, 1892. Serial No. 431,757. (No model.)

To all whom it may concern:

Be it known that I, THOMAS H. GLANCY, a citizen of the United States, residing at Fairport, in the county of Monroe and State of New York, have invented certain new and useful Improvements in Vehicle-Bolsters; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in bolsters for farm wagons and other vehicles; and the object is to provide a bolster of novel construction adapted to maintain the body of the vehicle in a level position and the load will be evenly distributed on and supported by the running gear.

In the ordinary farm wagons the bolsters are, as a rule, practically rigid on the axles, and when either of the wheels run into a rut and that side of the wagon is lowered, the weight of the load is thrown on that wheel or wheels and the wagon frame is thereby strained and weakened and the wheels injured. It is my object to avoid this continual strain and injury to the wheels and the wagon body; and with this end in view I employ a novel pivoted bolster which is adapted to oscillate on its pivot and adjust itself as the load or weight is on one side or the other, and when the axle is out of a horizontal line, the bolsters will remain perfectly level.

To enable others to more readily understand my invention, I have illustrated the same in the accompanying drawings, in which,

Figure 1 is a side elevation of my improved bolster. Fig. 2 is a longitudinal sectional view, and Fig. 3 is a transverse sectional view on the line *x*—*x* of Fig. 1.

Referring to the drawings, in which like letters of reference denote corresponding parts in all the figures, A designates an ordinary axle and on the sand board *a* is a wrought iron plate *a'*.

The bolsters B, C, are made of cast or wrought metal, as desired, but I do not limit myself to any particular material. The lower bolster C, has a curved recess or socket *c* in its upper side, at the middle thereof, and an upwardly projecting lug *c'* at each end of said recess or socket. The upper bolster B is provided with two parallel curved lugs *b*, *b*, separated by an intermediate passage *b'*, which fit in the socket *c*. The king bolt D passes up through an opening *d* in the lower bolster and it has an eye *d'* which fits in the passage *b'* between the lugs *b*.

The two bolsters are fastened together by a transverse horizontal bolt E which passes through the lugs *c'* on the lower bolster, the lugs *b* on the upper bolster and the eye *d'* of the king bolt, thus effectually securing the bolt in place and pivoting the upper bolster on the lower bolster.

The opposing faces of the two bolsters are inclined in reverse directions from the socket and lugs, respectively, said inclinations of the bolsters extending toward each end; and between said bolsters, near the ends thereof, are interposed coiled springs *e* which have their ends fitted in sockets *e'* in the bolsters. These springs form cushions for the upper bolster as it oscillates or when the axle is thrown out of a horizontal line.

It will be readily seen, from the foregoing description that when a wheel runs into a rut or hole or over a stone in the road, the axle and lower bolster only are affected thereby, but the upper bolster, on which the wagon body is placed, remains in a level position, and the coiled springs relieve the same from any sudden jar or jolt.

I am aware that changes in the form and proportion of parts and details of construction of the devices herein shown and described by my invention may be made without departing from the spirit or sacrificing the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of the same.

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

The combination with an axle, of the lower bolster C having its upper face inclined or beveled from its middle toward its ends and provided with a socket *c* and the lugs *c'*, an

upper bolster B likewise having its lower face beveled toward its ends and provided with the depending parallel lugs *b* adapted to fit in the socket *c* in said lower bolster, a king bolt *d* extending between the parallel lugs *b* and provided at its upper end with an eye or loop, a transverse bolt E extending through the eye of said bolt and the lugs *b* and *c'*, and the cushion springs arranged between the adjacent oppositely beveled faces of the upper and lower bolsters, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

THOS. H. GLANCY.

Witnesses:
FRANK W. HOWARD,
MELVIN GARDNER.