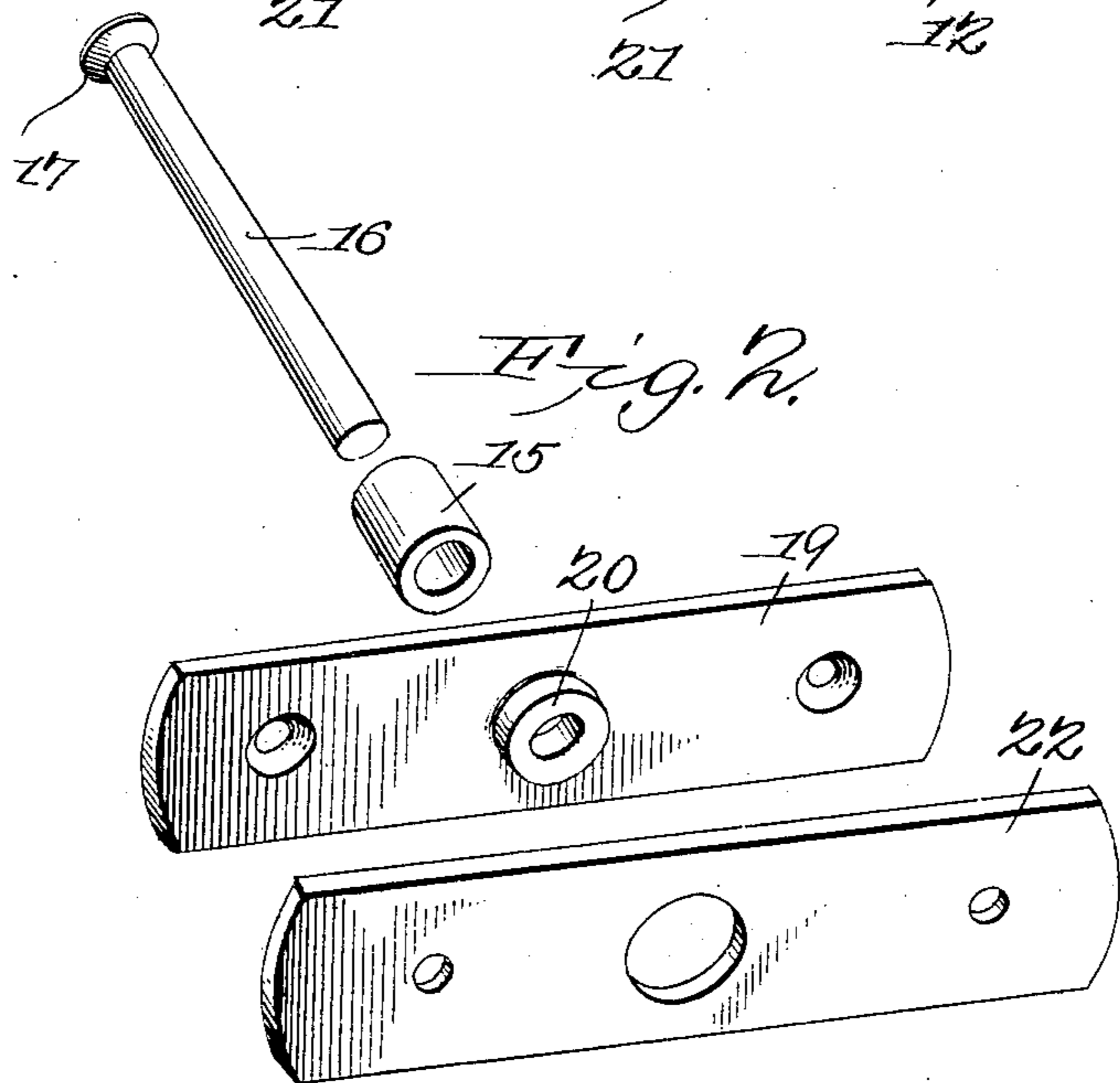
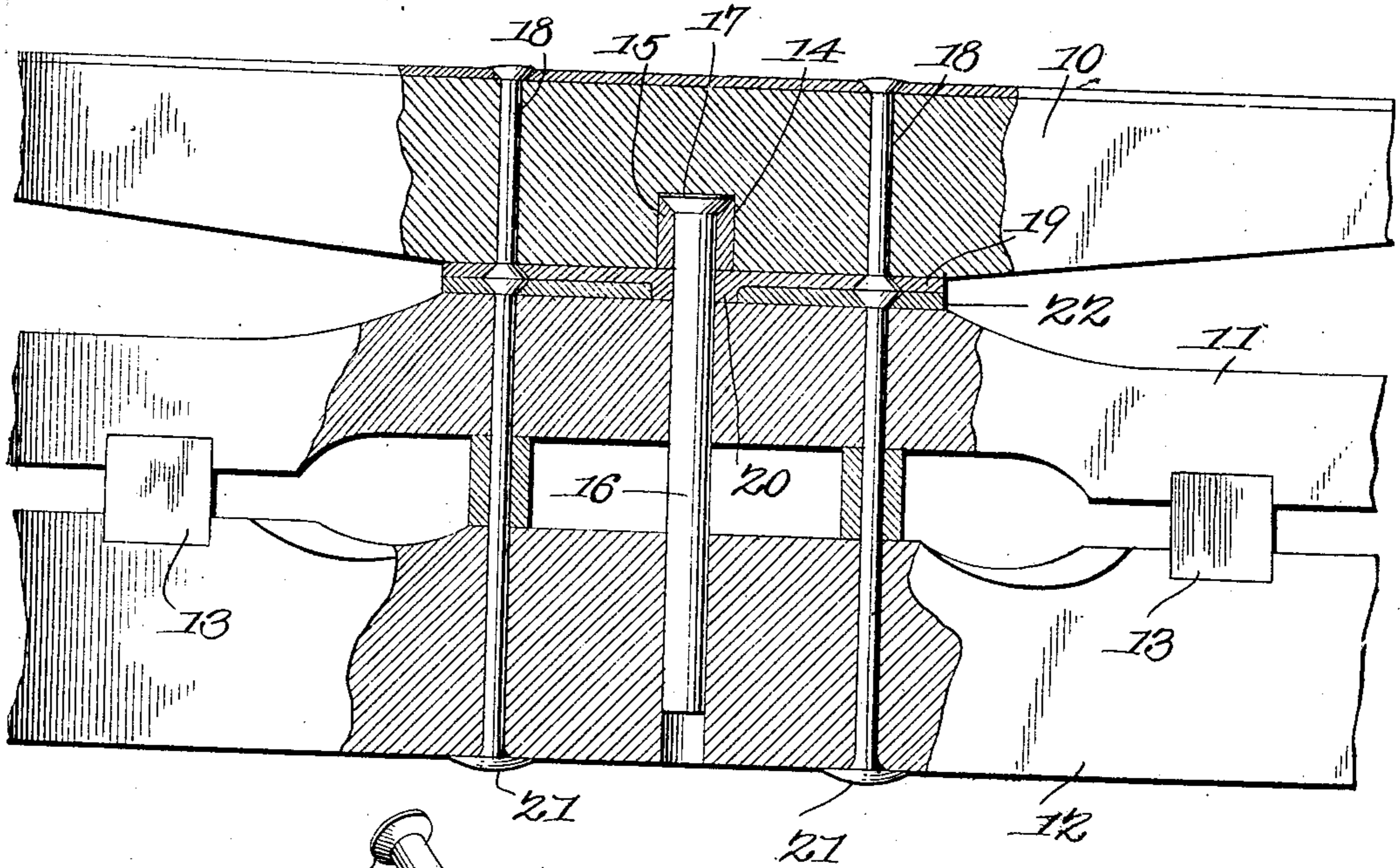


No. 810,500.

PATENTED JAN. 23, 1906.

G. McMURTRIE.
WAGON BOLSTER.
APPLICATION FILED JUNE 28, 1905.

Fig. 1.



Witnesses
E. J. Stewart
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UNITED STATES PATENT OFFICE

GILBERT McMURTRIE, OF CLINTON, IOWA.

WAGON-BOLSTER.

No. 810,500.

Specification of Letters Patent.

Patented Jan. 23, 1906.

Application filed June 28, 1905. Serial No. 267,433.

To all whom it may concern:

Be it known that I, GILBERT McMURTRIE, a citizen of the United States, residing at Clinton, in the county of Clinton and State of Iowa, have invented a new and useful Wagon-Bolster, of which the following is a specification.

This invention relates to the construction of the forward bolster and the means for coupling the same to the forward axle, and has for its object to improve the construction and increase the strength and efficiency of the parts.

With these and other objects in view the present invention consists in the combination and arrangement of parts, as will be herein-
after fully described, shown in the accompanying drawings, and particularly pointed out in the appended claim, it being understood that changes in the form, proportion, size, and minor details may be made without departing from the spirit of the invention or sacrificing any of its advantages.

In the drawings, Figure 1 is a sectional view of portions of the forward axle, bolster, and king-bolt with the improvements applied. Fig. 2 represents perspective views of the king-bolt, ferrule or wear-sleeve, and wear-plates detached and disconnected.

The improved device may be applied to any of the various constructions of wagons manufactured and for the purpose of illustration is shown applied to an ordinary structure of this class, in which the bolster 10, sand-board 11, axle 12, and hounds 13 are of the usual form.

In applying the improved device a recess 14 is formed in the lower face of the bolster and a bearing member 15 fitted into this recess and closely engaging the walls of the same.

An aperture is formed through the member 15 for receiving the king-bolt 16, the king-bolt having an enlarged head 17 bearing upon the upper end of the bearing member.

Attached, as by rivets 18, to the lower face of the bolster member 10 is a plate 19, having an aperture for the passage of the king-

bolt and bearing beneath the member 15 and supporting the same. The plate 19 is also provided with a collar 20, depending therefrom and concentric with the king-bolt. Attached, as by bolts or other suitable means 21, to the sand-board 11 is a wear-plate 22, upon which the plate 19 bears, and provided with an aperture to receive the collar 20, as shown in Fig. 1. The king-bolt extends through the sand-board 11 and into the axle 12 in the usual manner. The head portion 17 of the king-bolt is preferably beveled, as shown, with the corresponding seat in the member 15 countersunk to increase the steadiness and stability of the movement between the parts. By this simple means it will be noted a very strong and durable coupling mechanism is formed between the forward bolster and the forward axle, which does not require material weakening of the bolster in its application and which permits the renewal of the bearing member 15 when worn or broken, and thereby extends the "life" of the device.

Having thus described the invention, what is claimed is—

In a device of the class described, a bolster having a recess in the lower face, a bearing member closely engaging said recess and provided with a central aperture a king-bolt, rotative in said aperture and with an enlarged head bearing upon said bearing member, an upper plate extending beneath said bolster and having an aperture for the passage of the king-bolt and with a collar around said aperture, and a lower plate supported upon the axle structure and provided with an aperture for receiving said collar.

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

GILBERT McMURTRIE.

Witnesses:

LIZZIE SCHNELL,
GEO. B. PHELPS.