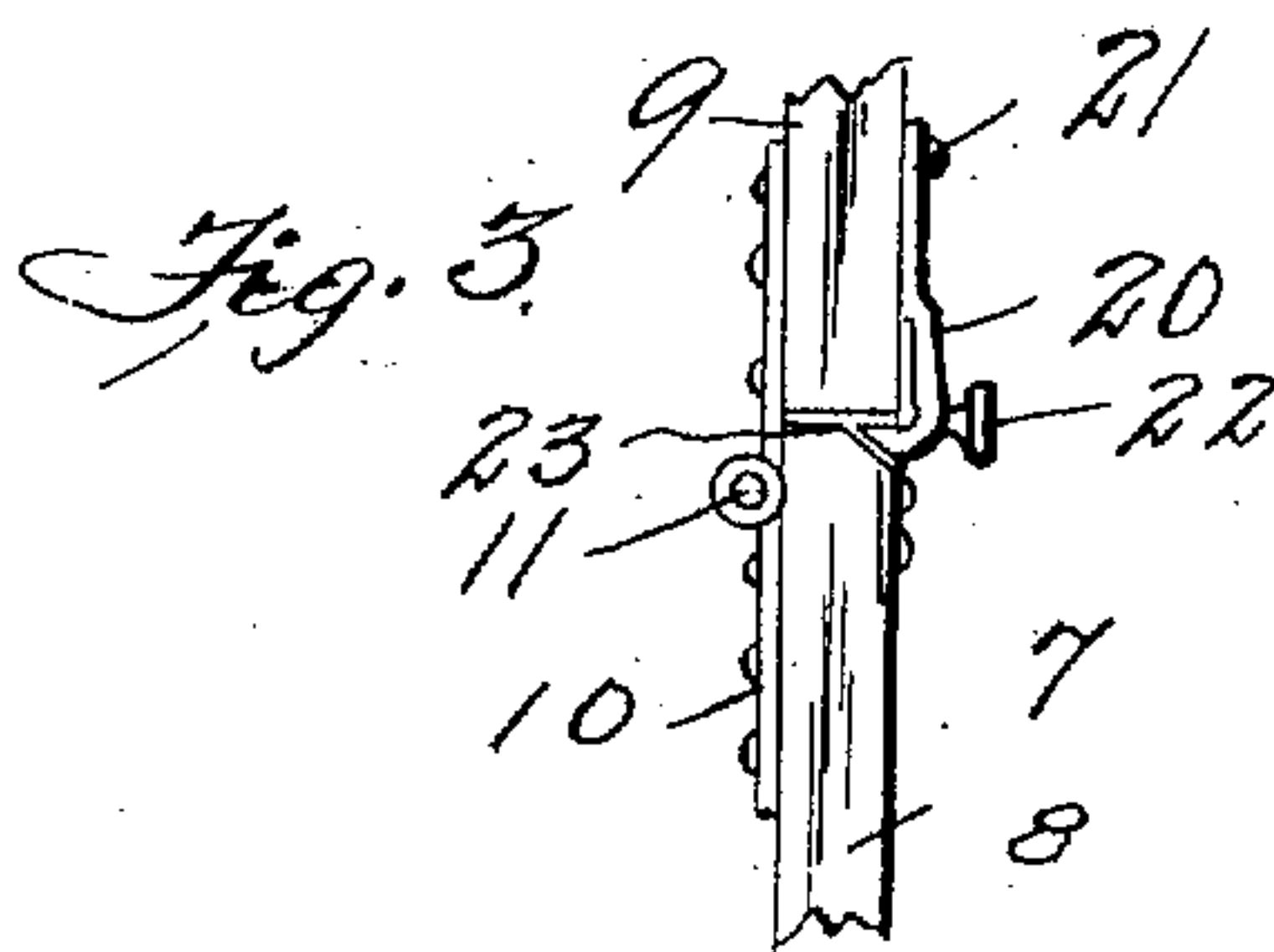
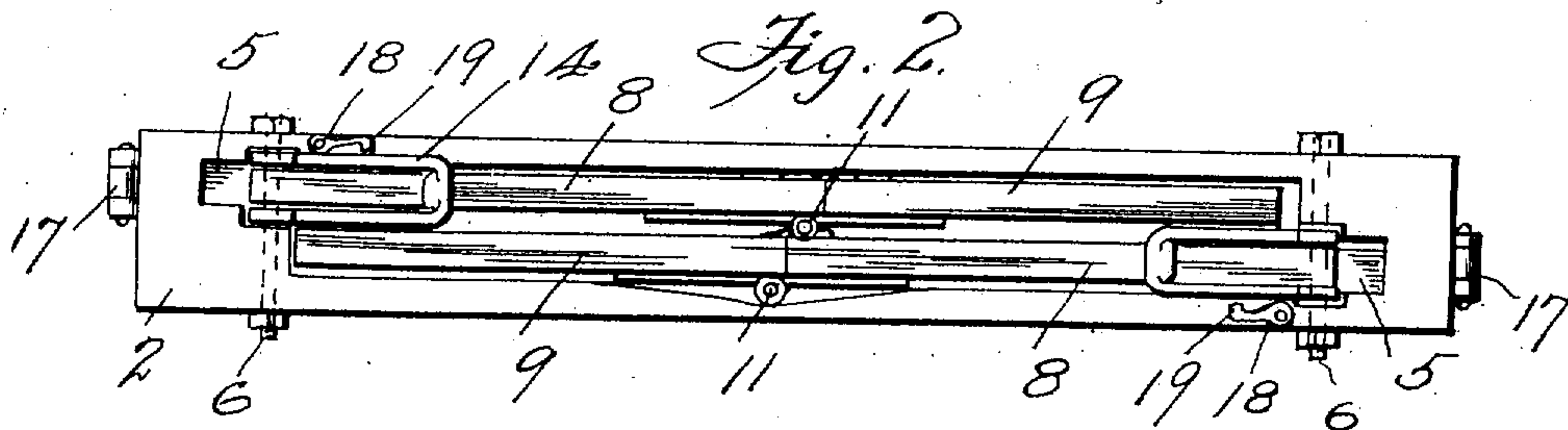
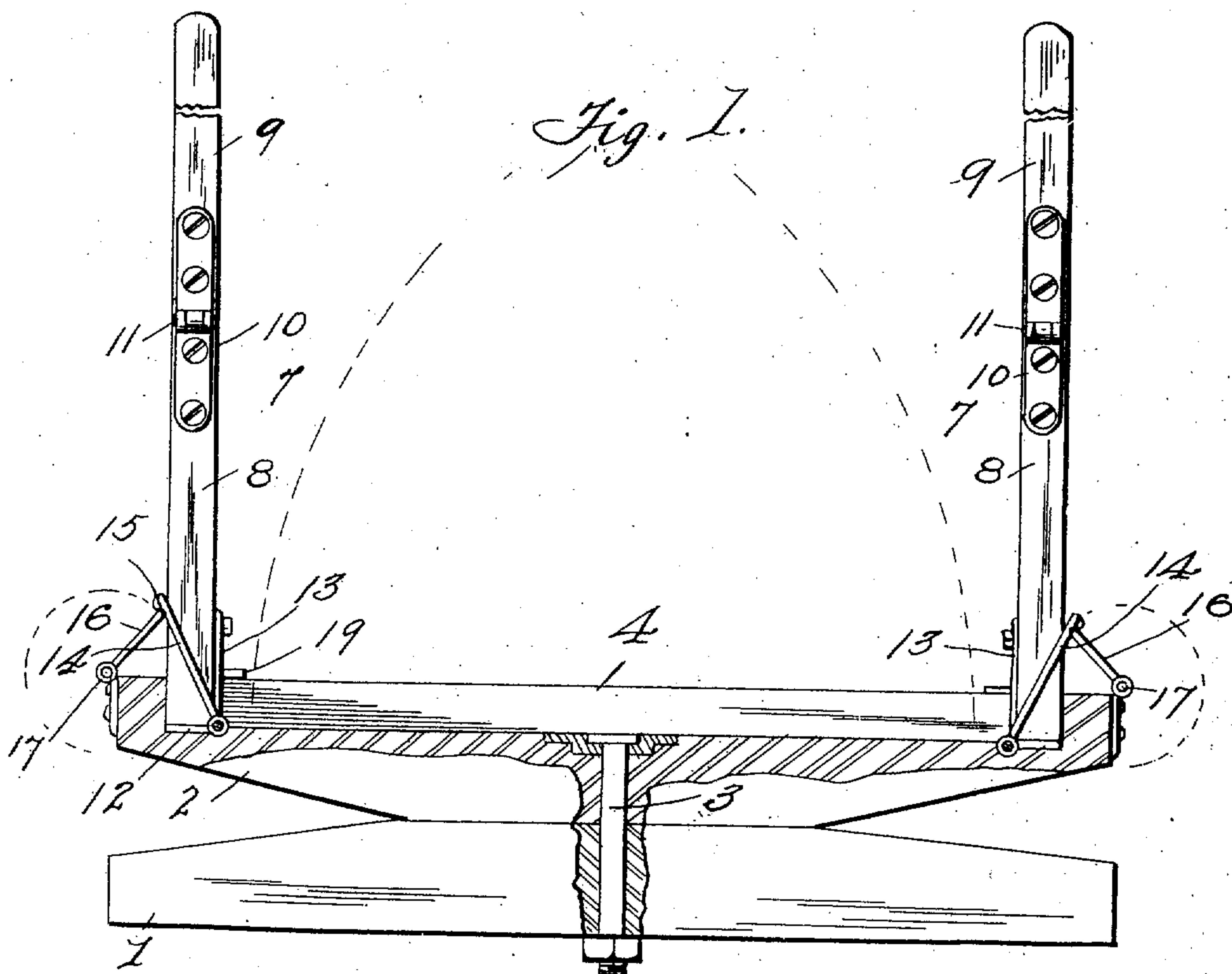


No. 847,159.

PATENTED MAR. 12, 1907.

O. H. BUNTROCK.  
WAGON BOLSTER AND STANDARD.  
APPLICATION FILED DEC. 3, 1906.



Witnesses  
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# UNITED STATES PATENT OFFICE.

OTTO H. BUNTROCK, OF WAUSAU, WISCONSIN.

## WAGON-BOLSTER AND STANDARD.

No. 847,159.

Specification of Letters Patent.

Patented March 12, 1907.

Application filed December 3, 1906. Serial No. 346,101.

*To all whom it may concern:*

Be it known that I, OTTO H. BUNTROCK, a citizen of the United States, residing at Wausau, in the county of Marathon and State of Wisconsin, have invented certain new and useful Improvements in Wagon-Bolsters and Standards, of which the following is a specification.

This invention relates to new and useful improvements in wagon-bolsters and in standards carried thereby, and it pertains particularly to the bolsters and standards of logging-wagons.

The invention aims as a primary object to provide a standard made in breakable sections, whereby the height of the standard may be varied to compensate for the load.

The invention aims as a further object to provide a novel bolster into which the standards carried thereby may be folded when not in use and when it is desired to use the wagon for other purposes.

The invention aims as a further object to provide novel means for sustaining the standard in its vertical or operative position against accidental displacement in either direction.

The invention finally aims to provide a construction of the above type which shall be simple, inexpensive to manufacture, and practical and efficient in use.

The detailed construction will appear in the course of the following description, in which reference is had to the accompanying drawings, forming a part of this specification, like numerals designating like parts throughout the several views, wherein—

Figure 1 is a front elevation, partly in section, of a wagon-bolster and standards carried thereby constructed in accordance with my invention, the standards being shown in their vertical or operative position. Fig. 2 is a top plan view thereof, the standards being shown as folded within the bolster; and Fig. 3 is a detailed fragmentary side elevation of one of the standards, showing the break-joint thereof.

Referring specifically to the accompanying drawings, the numeral 1 designates one of the cross-bars of the wagon-frame, to which the bolster 2 is secured by a king-bolt 3. The bolster 2 is provided in its upper surface with an enlarged longitudinal recess 4, provided at its end on opposite sides with rearwardly-extending recesses 5. Transverse bolts 6

pass through the bolster 2 adjacent the recesses 5 and serve as pintles upon which the standards 7 are pivotally mounted. The standards 7 are illustrated in detail in Figs. 1 and 3 and comprise a lower section 8 and an upper section 9, secured to said section 8 by a strap-hinge 10, having its pivot 11 below the lower end of the section 9. The section 8 is likewise secured within the recess 5 by a strap-hinge 12, one member of which (designated by the numeral 13) is secured to the front of the section 8 to reinforce and strengthen the same. The section 9 is designed to fold upon the section 8 at a right angle to the pivotal movement of the latter when folded within the recess 4. The bolts 6 also serve as the pintles for strengthening clevises 14, disposed adjacent each of the standards 7 and bearing against the rear face thereof. The clevises 14 are provided at their upper end with an enlarged head 15, against which a pivoted dog or brace 16 bears, the latter being carried upon the end of the bolster 2 and foldable thereupon, as indicated in dotted lines in Fig. 1, by a swinging movement about its pivot 17. For the purpose of preventing the displacement of the standards 7 from their upright position prior to loading pivoted dogs 18, provided with angular ends 19, are mounted upon the bolster 2 adjacent each of said standards and are designed to be swung at a right angle to the position to which they are shown in Fig. 2, so as to present their angular ends in a direct line with the center of said standards.

In Fig. 3 means are shown for maintaining the standards 7 with their sections in an extended position, and such means comprises a spring-latch 20, rigidly secured, as at 21, to the section 9 and provided with a thumb-piece 22, the said latch 20 engaging in a conformably-recessed keeper 23, carried upon the upper end of the section 8.

In practical use the standards 7 are folded in parallelism within the recess 4, as is shown in Fig. 2. When, however, they are employed to sustain a load, they are raised to an upright position, in which the sections 8 and 9 will be extended, as is shown in Fig. 1, or they may be folded upon one another in accordance with the size of the load. When the standards are raised to an upright position, the dogs 18 are swung around, as above set forth and as indicated in Fig. 1, and the strengthening-clevises 14 are engaged by the dogs 16.

While the elements herein shown and de-

scribed are well adapted to serve the functions set forth, it is obvious that various minor changes may be made in the proportions, shape, and arrangement of the several parts without departing from the spirit and scope of the invention as defined in the appended claims.

Having fully described my invention, I claim—

10 1. The combination with a wagon-bolster, of a standard pivoted thereto, a clevis pivoted thereto and engaging said standard and a pivoted dog carried by said bolster and engaging said clevis.

2. The combination with a wagon-bolster 15 provided with an enlarged recess in its upper surface, of a standard pivoted within said recess and foldable therein and dogs carried upon said bolster and engaging said standard on opposite sides thereof and in line with 20 its pivotal movement.

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

OTTO H. BUNTROCK.

Witnesses:

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