

R. J. WOODWARD.
WAGON OR TRUCK BOLSTER.
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990,793.

Patented Apr. 25, 1911.

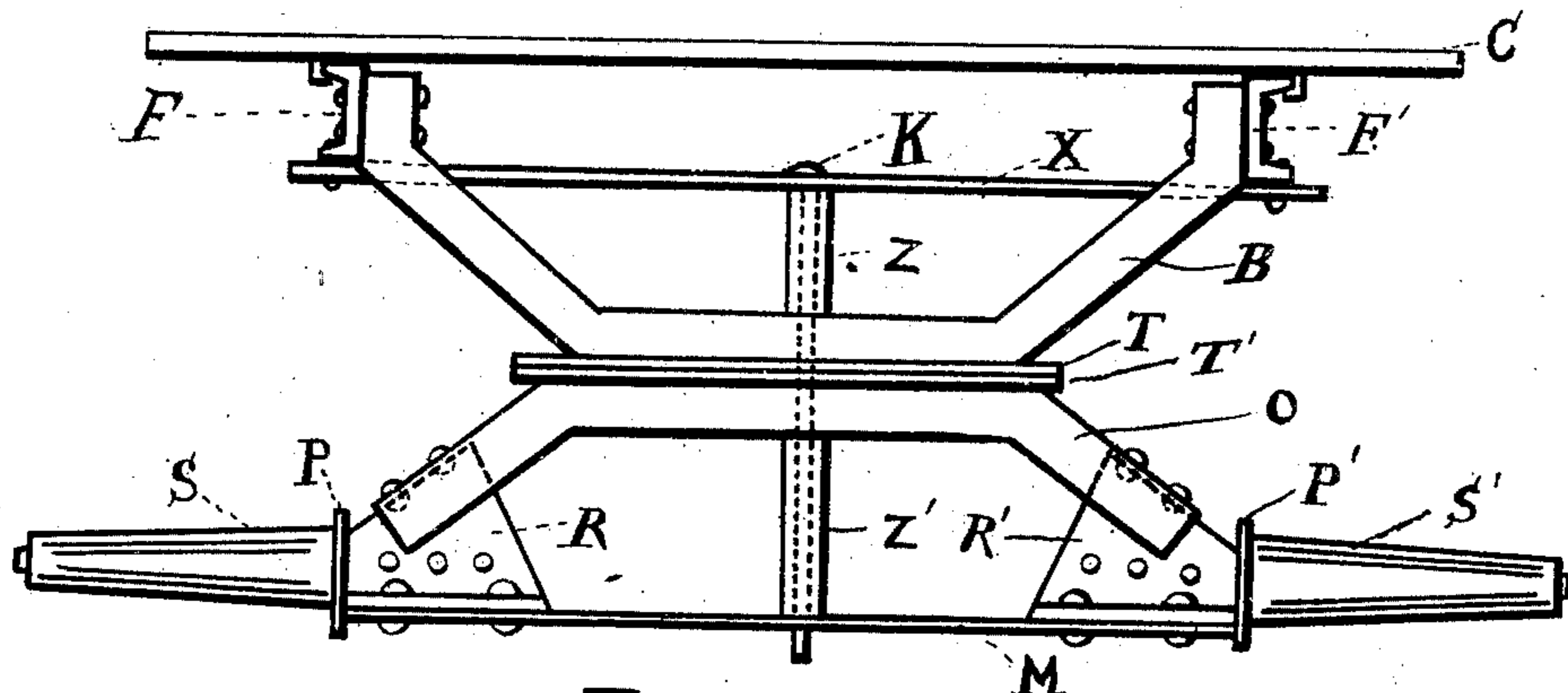


Fig. 1.

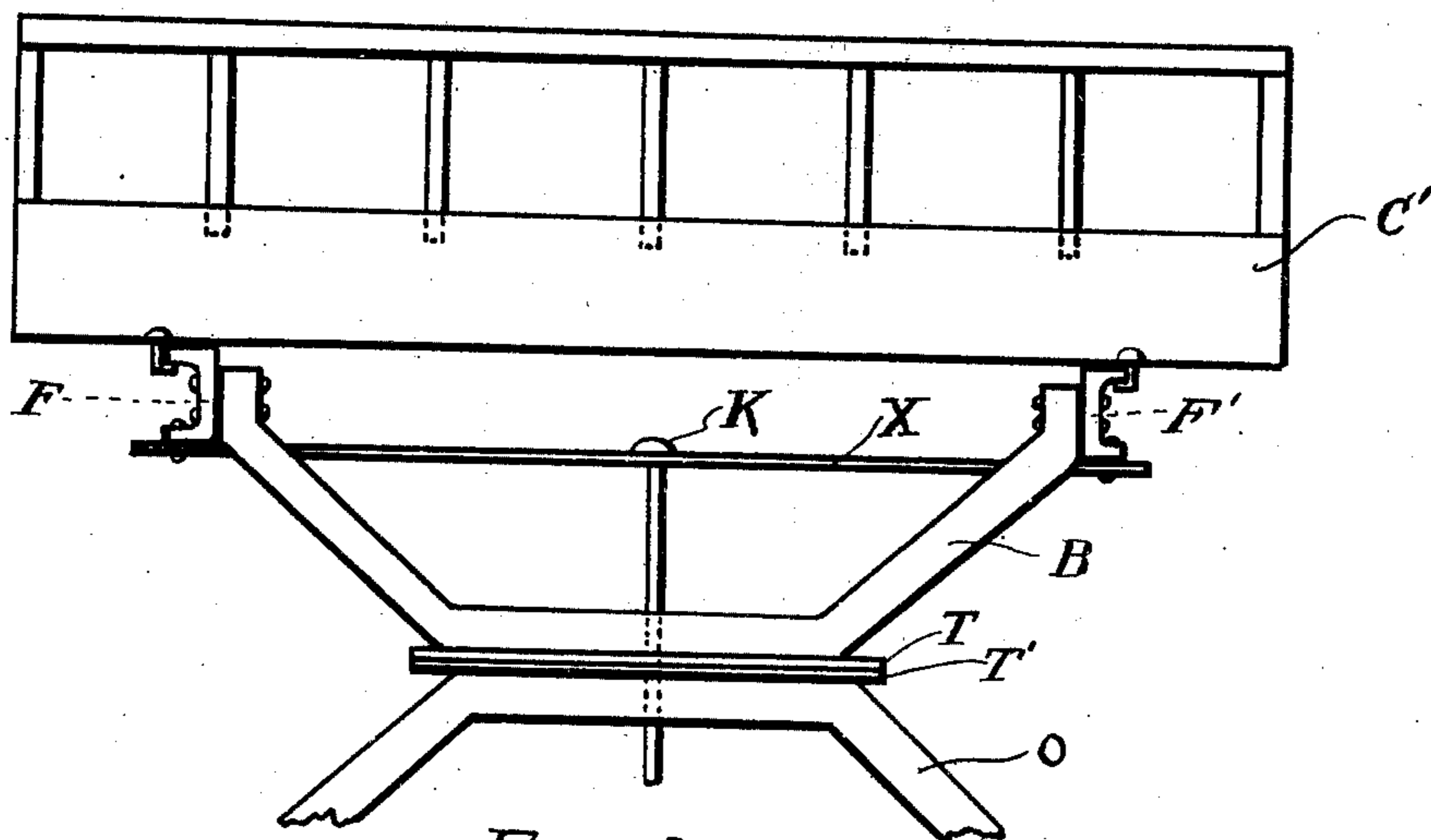


Fig. 2.

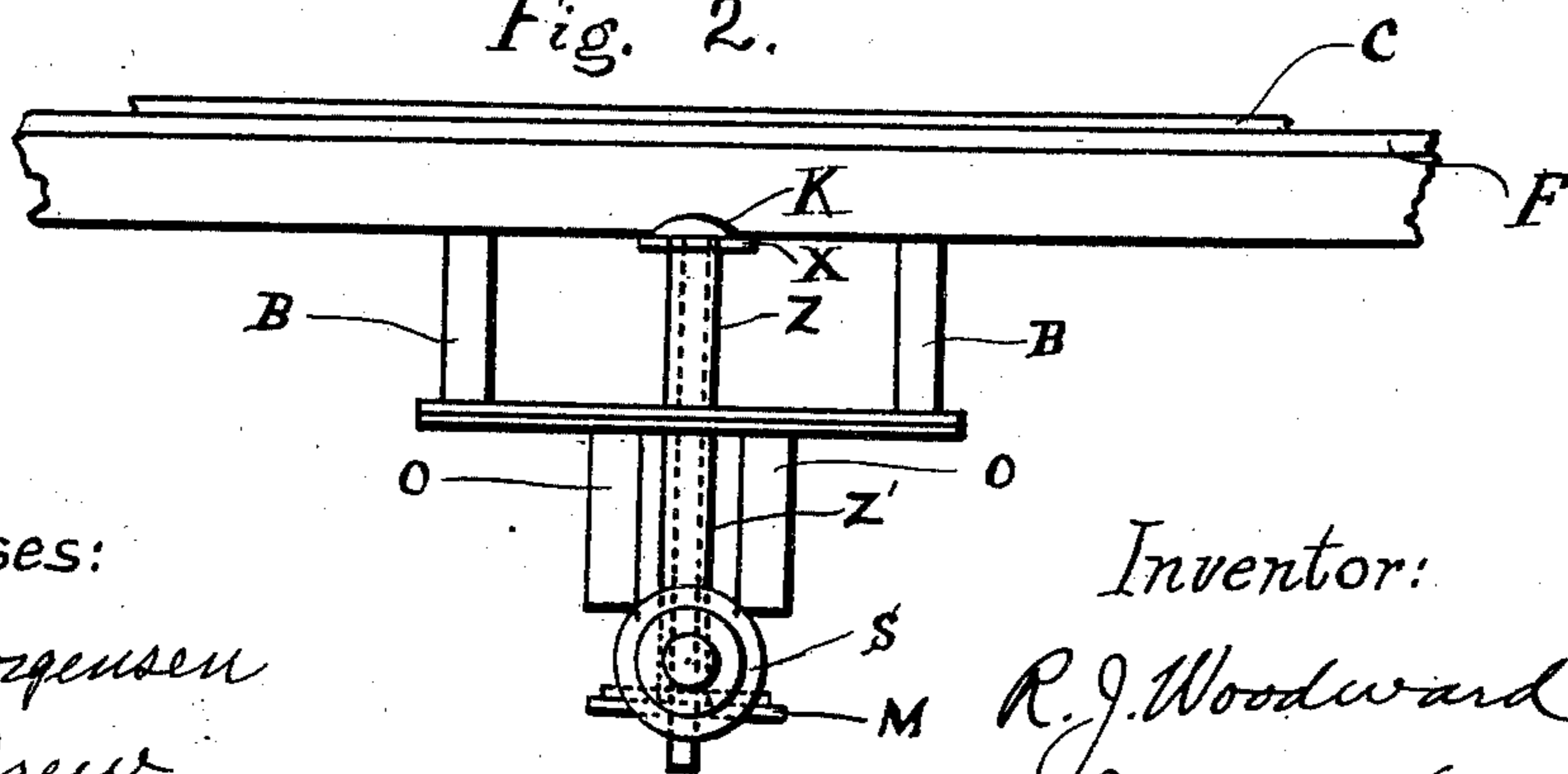


Fig. 3.

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UNITED STATES PATENT OFFICE.

ROY J. WOODWARD, OF FRESNO, CALIFORNIA.

WAGON OR TRUCK BOLSTER.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, ROY J. WOODWARD, a citizen of the United States, residing in the city of Fresno, county of Fresno, and State of California, have invented a new and useful Improvement in Wagon or Truck Bolsters, of which the following is a specification.

The said invention has for its object a light strong construction for a bolster for a wagon, truck, or other vehicle on which bolsters are used.

With this object in view I have constructed my bolster as follows:

Figure 1 represents a rear view of the truck, (which is also the same character of construction as the front of the truck, or the front of a wagon) showing the axle and bolster. Fig. 2 is the same view as Fig. 1 except a bed or brush burner is substituted for a platform. Fig. 3 represents a side view of such axle, bolster, and a section of the platform.

The axle in Fig. 1 is represented by skeins S and S' which are connected by strip M on the bottom, and truss or brace O on the top of such skeins. On the top of brace O the lower half of turn table T is fastened.

The bolster construction is as follows: The upper part of turntable T' is attached to truss, or brace B, which brace has the ends bent obliquely to turntable T, T', at two or more angles, so that the outside surface of the extreme ends thereof will fit snugly against the ends or sides of girders F and F'. The said girders F and F' are a part of the frame of the vehicle, extending lengthwise thereof, and are to be used for the immediate support for the platform or brush burner.

X is a strip, preferably of metal, connecting F and F', which strip also serves to tie the ends of brace B together. When a weight is placed on platform C, the tendency would be to spread brace B, and one of the purposes of said strip X is to hold the ends of brace B in a constant rigid position. Brace B can be further strengthened by having braces or posts running from tie X

to brace B. In my construction, however, I prefer to make brace B and strip X of material and size strong enough so that such braces and posts between strip X and brace B are unnecessary. I prefer, however, to insert a piece of pipe Z perpendicularly and snugly between brace B and strip X where the king bolt K passes through those pieces. The king-bolt K should pass through the middle of strip X, thence perpendicularly through pipe Z, thence through brace B and turn table T, T', and thence through the axle. The use of the piece of pipe Z in the manner described helps to keep strip X and brace B from buckling, but its use is optional. Strip X and brace B may be wide flat strips of metal or angle iron or channel iron, and each may consist of a single strip or two or more parallel strips. In my construction I have given preference to a strip of flat iron or steel for tie X, and one strip of channel iron, or two parallel strips of angle iron or steel bent as hereinbefore described, with the flat surface uppermost, in order that there may be a flat base on which to fasten the turntable. I also prefer to construct girders F and F' of straight bars of channel iron.

I apply my invention more generally to four wheel vineyard or farm trucks than to other forms of vehicles, although it can be used with equal advantage on other three wheeled and four wheeled wagons and vehicles.

What I claim as my invention is as follows, to-wit:

A bolster of a vehicle constructed of a strip of metal B having a flat base fastened to the upper part of turn table T, the ends of said strip B being bent upward obliquely to said base, and terminating with short perpendicular faces to which girders F and F' are attached, the ends of said strip B being tied with strip X, substantially as described.

R. J. WOODWARD.

Witnesses:

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