J. EYMAN.

Wagon-Bolster.

No. 206,710. Patented Aug. 6, 1878.

FIG. I.

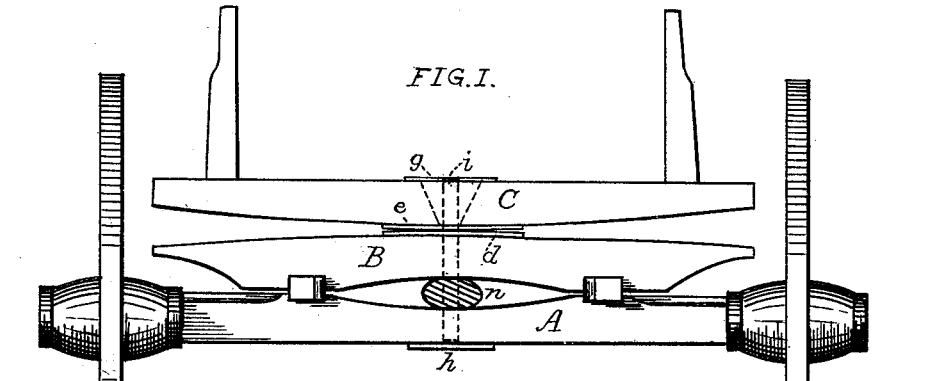


FIG. IV.

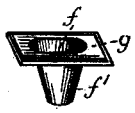


FIG. II.

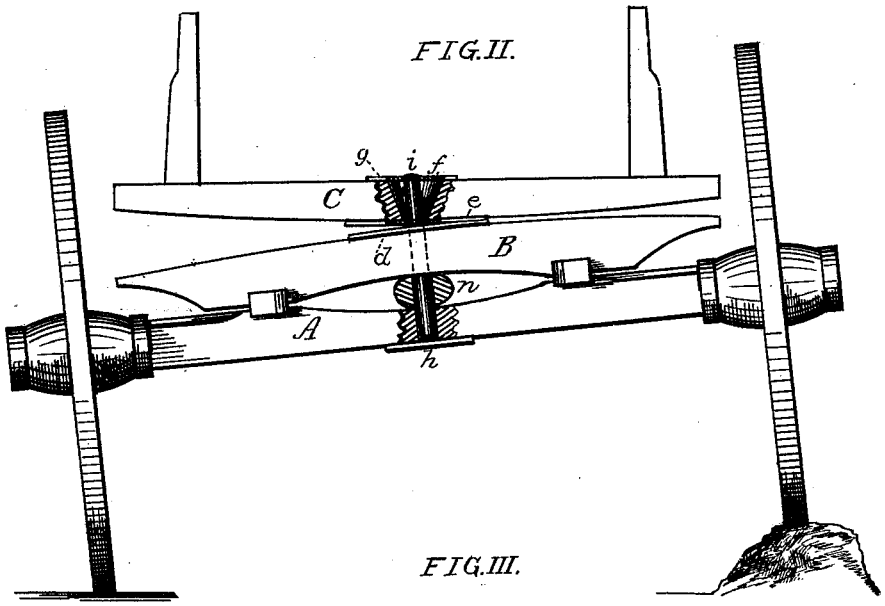
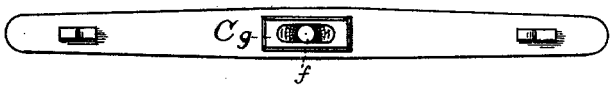


FIG. III.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JACOB EYMAN, OF ORRVILLE, OHIO.

IMPROVEMENT IN WAGON-BOLSTERS.

Specification forming part of Letters Patent No. **206,710**, dated August 6, 1878; application filed May 9, 1878.

To all whom it may concern:

Be it known that I, JACOB EYMAN, of Orrville, in the county of Wayne and State of Ohio, have invented a new and useful Improvement in Wagon-Bolsters and their Connecting-Bolts, of which the following is a specication:

The invention will first be described in connection with the accompanying drawings, and then pointed out in the claim.

Figure 1 is a view of the forward parts of a wagon embodying my improvement. Fig. 2 is a view of same, showing the result when one wheel passes over an obstacle. Fig. 3 is a plan view of bolster. Fig. 4 is a perspective of the metal coupling-bolt socket.

A represents the axle; B, the axle-bed or sand-board; C, the bolster. The iron bearing-plates *d e* attached to the upper side of sand-board or axle-bed and lower side of bolster have their opposing faces slightly arched, by which the bearing-surface is reduced and the bolster is better enabled to maintain a horizontal position. The hole in the plate *e* attached to the bolster through which the coupling-pin passes is round, and gradually enlarges lengthwise of the bolster into an oblong slot, *f*, at the upper side. This hole in the bolster is lined by a cast-metal socket, (see Fig. 4,) the outside of the socket-part *f'* having the shape to conform to the hole, and provided at the top rim with a flange, *g*, by which it is secured to the bolster. A plate, *h*, is secured to the lower side of the axle, covering the hole therein. The coupling-pin *i* is without a head, and is kept in place by the plate *h*. The letter *n* shows, in cross-section, the reach or coupling-pole that connects with the rear parts of the wagon.

It will be seen that by the construction shown and described the wagon-box is not subjected to the twisting action usual upon one of the wheels passing over an obstacle, and the bolt is not so liable to be broken or bent.

The result sought to be produced—namely, to permit the forward end of the wagon-box and bolster, when one of the wheels passes over an obstacle, to maintain transversely a horizontal position—cannot be effected if the hole, which is round on the lower side and gradually enlarges into an elongated slot on the the upper side, is made through the axle or sand-board instead of the bolster, because, instead of merely a side-tilting motion, the bolster would have a slight sidewise-sliding movement on the bearing-plate of sand-board. Therefore, I do not claim a vertical tapering hole through the axle or sand-board; neither do I claim a hole through the bolster larger than the coupling-bolt, to allow free play.

Having described my improvement, I claim—

In combination with the wagon-bolster C, the cast-metal socket for lining the king-bolt hole, having at the top a flange, *g*, and forming an elongated or oblong slot, which gradually tapers through the part *f'* to form a round hole at the lower part, as shown and described.

JACOB EYMAN.

Witnesses:
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