

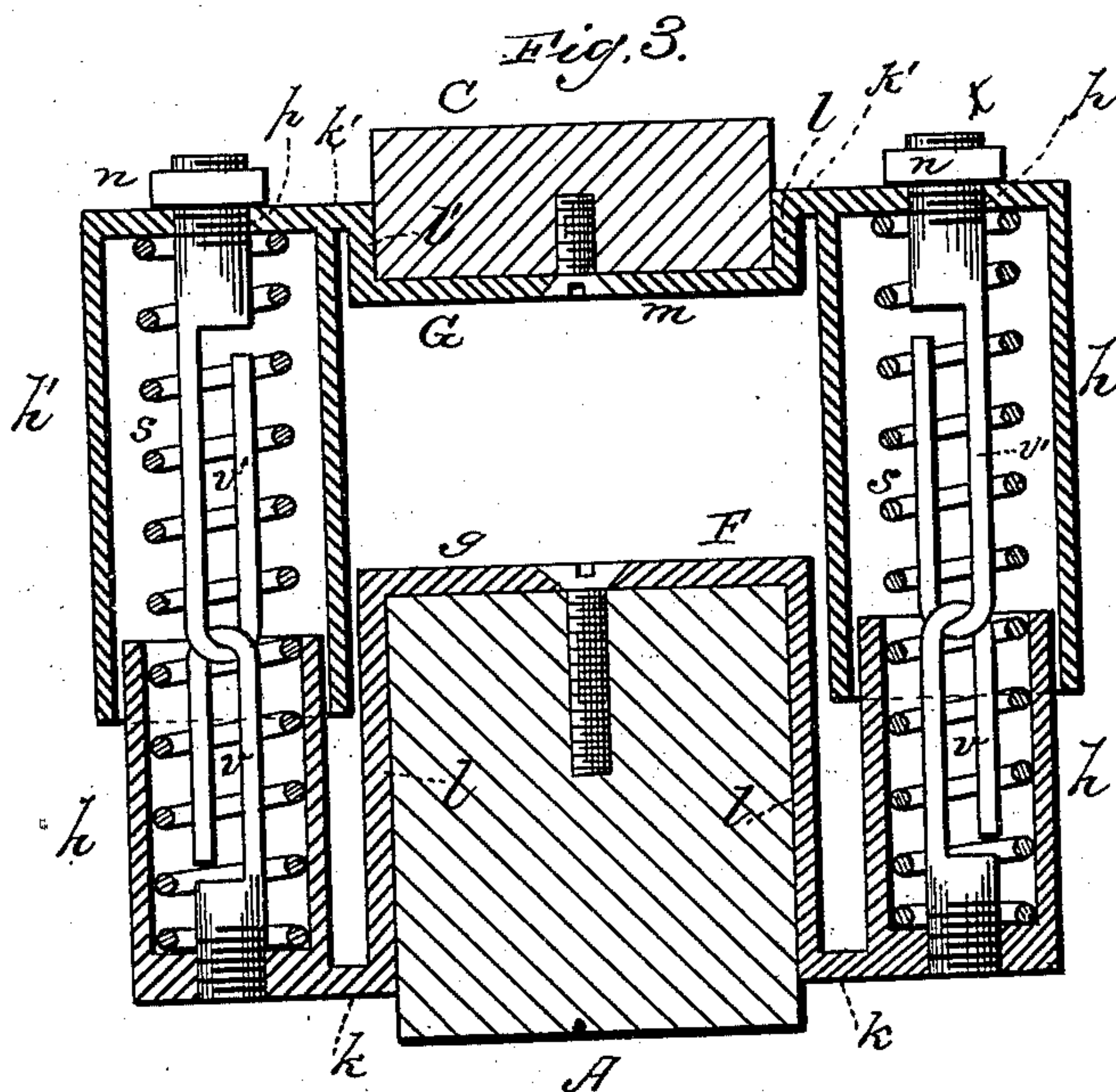
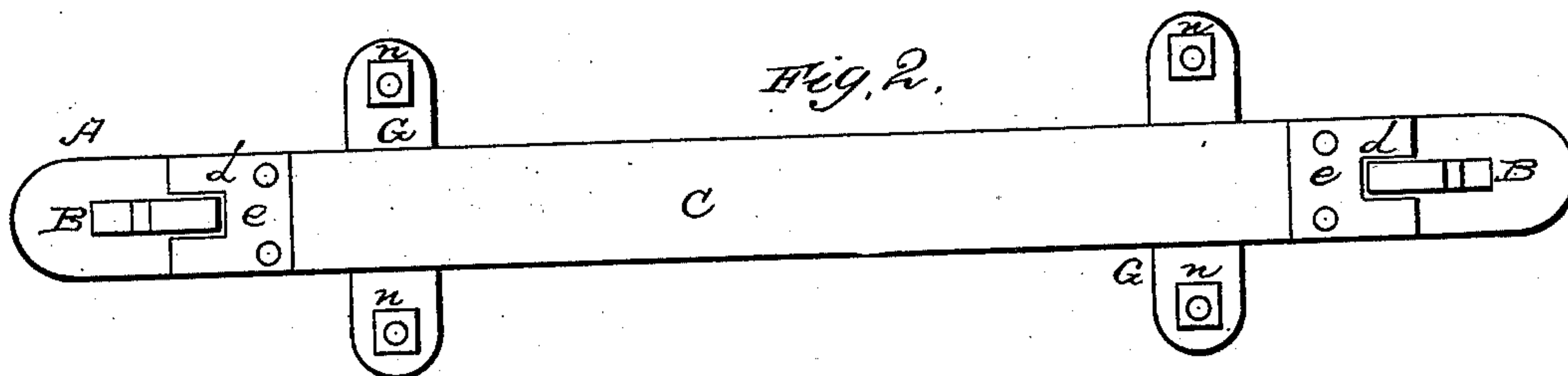
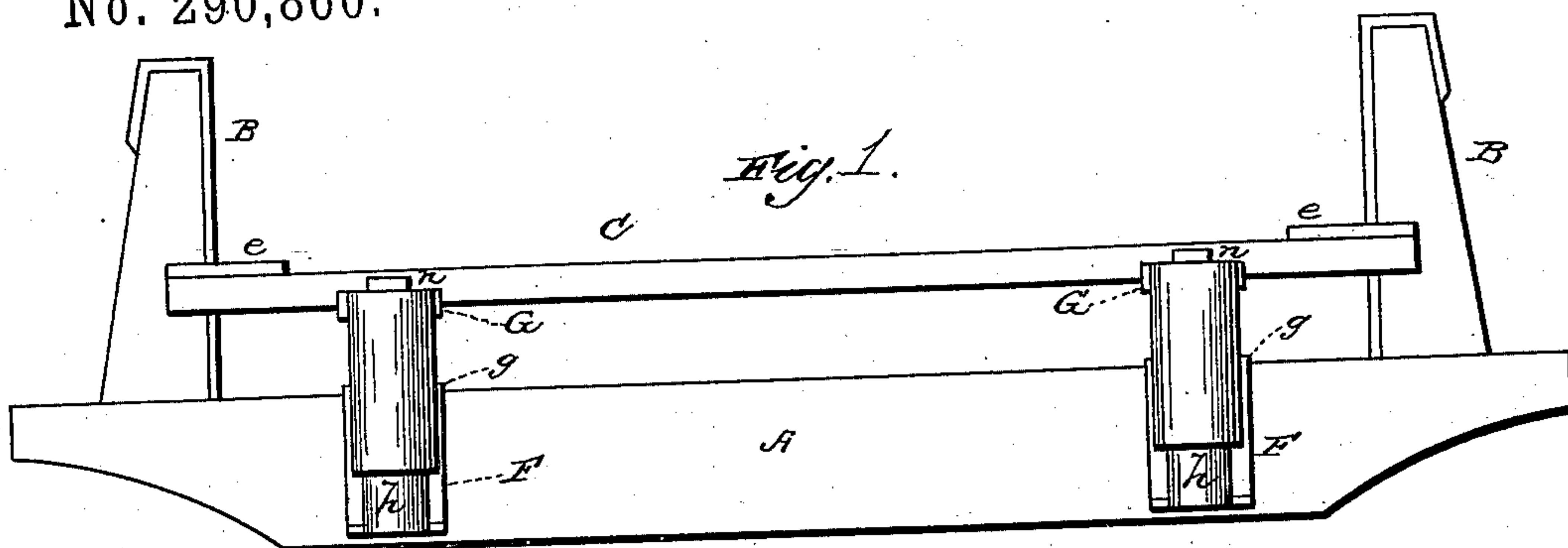
(No Model.)

W. COLE.

WAGON BOLSTER SPRING.

No. 290,860.

Patented Dec. 25, 1883.



WITNESSES  
E. H. Bates,  
Philip Massi.

INVENTOR  
Wesley Cole,  
by Anderson & Smith  
his ATTORNEYS



# UNITED STATES PATENT OFFICE.

WESLEY COLE, OF MENOMONEE, WISCONSIN.

## WAGON-BOLSTER SPRING.

SPECIFICATION forming part of Letters Patent No. 290,860, dated December 25, 1883.

Application filed March 23, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, WESLEY COLE, a citizen of the United States, residing at Menomonee, in the county of Dunn and State of Wisconsin, have invented certain new and useful Improvements in Wagon-Bolsters; and I do 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a side view of my bolster. Fig. 2 is a top view, and Fig. 3 is an enlarged cross-sectional view, of the same.

This invention has relation to wagon-bolsters; and it consists in the construction and novel arrangement of parts, as will be hereinafter fully described, and particular pointed out in the claim appended.

In the accompanying drawings, the letter A designates a wagon-bolster having the guide-standards B, which are faced on their inner edges, preferably as shown, in order to avoid undue wear.

C represents the transverse movable bar-bearing on which the box or bed rests. The bar C is formed with recesses in its ends, as indicated at *d*, said recesses being designed to engage the standards B. Usually the ends of the bar C are faced with metallic wear-plates *e*.

To the bolster A, near each end, is secured a saddle-plate, F, the middle portion, *g*, of which is raised in rectangular form, so that it will, when seated on the bolster, engage its sides and upper surface. At each end the saddle-plate F carries an upwardly-extending tubular seat, *h*, which rises from an outwardly-turned flange-bearing, *k*, extending from the lower end of the vertical side portion, *l*, of the saddle-plate, and forming the bottom of the tubular seat *h*.

To the bearing-bar C, near each end, over the bolster saddle-plate, is secured a saddle-plate, G, the middle portion, *m*, of which is depressed in rectangular form to receive the

bearing-bar, which is designed to fit snugly between the sides and bottom of the depressed portion. From the upper ends of the sides *l'* of the depressed portion extend outward flange-bearings *k'*, from which extend downward tubular caps *h'*, which are of larger diameter than the tubular seats *h* of the lower saddle-plates, and are of sufficient length to extend down around the seats *h*, inclosing and protecting said seats *h* and the springs *s* therein. A perforation, *p*, is made in the top of each cap-tube *h'*. The springs *s* are preferably of spiral form, and are of sufficient power and length to support the load on the wagon. Sometimes it is designed to arrange within the large spring a smaller and lighter spring, adapted to carry the wagon-box, when not loaded, in a light and yielding manner.

Secured to the bottom of each base-tube *h* is a centrally-arranged upright link, *v*, and in connection with this link is an upper link, *v'*, which is formed with a threaded projection, *t*, which extends upward through the perforation *p* in the top of the cap-tube and is secured by means of a nut, *n*.

The tubular base-seats *h* are preferably made shorter than the vertical side walls of the saddle-plate, to which they are attached, while the cap-tubes *h'* are of greater length, extending much below the upper saddle-plates.

The springs are designed to be loosely packed with cotton saturated with coal-oil, in order to prevent them from breaking in cold weather.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with the bolster and a movable bearing-bar above the same, of the saddle-plates carrying, respectively, the base-tubes and cap-tubes, the springs inclosed within said tubes, and the slide link connections between the base-tubes and cap-tubes, substantially as specified.

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

WESLEY COLE.

Witnesses:

PETER PETERSON,  
WILL J. NOTT.