(No Model.)

M. D. CONLEY

WAGON SPRING.

No. 422,050. Patented Feb. 25, 1890.

Fig. 1.

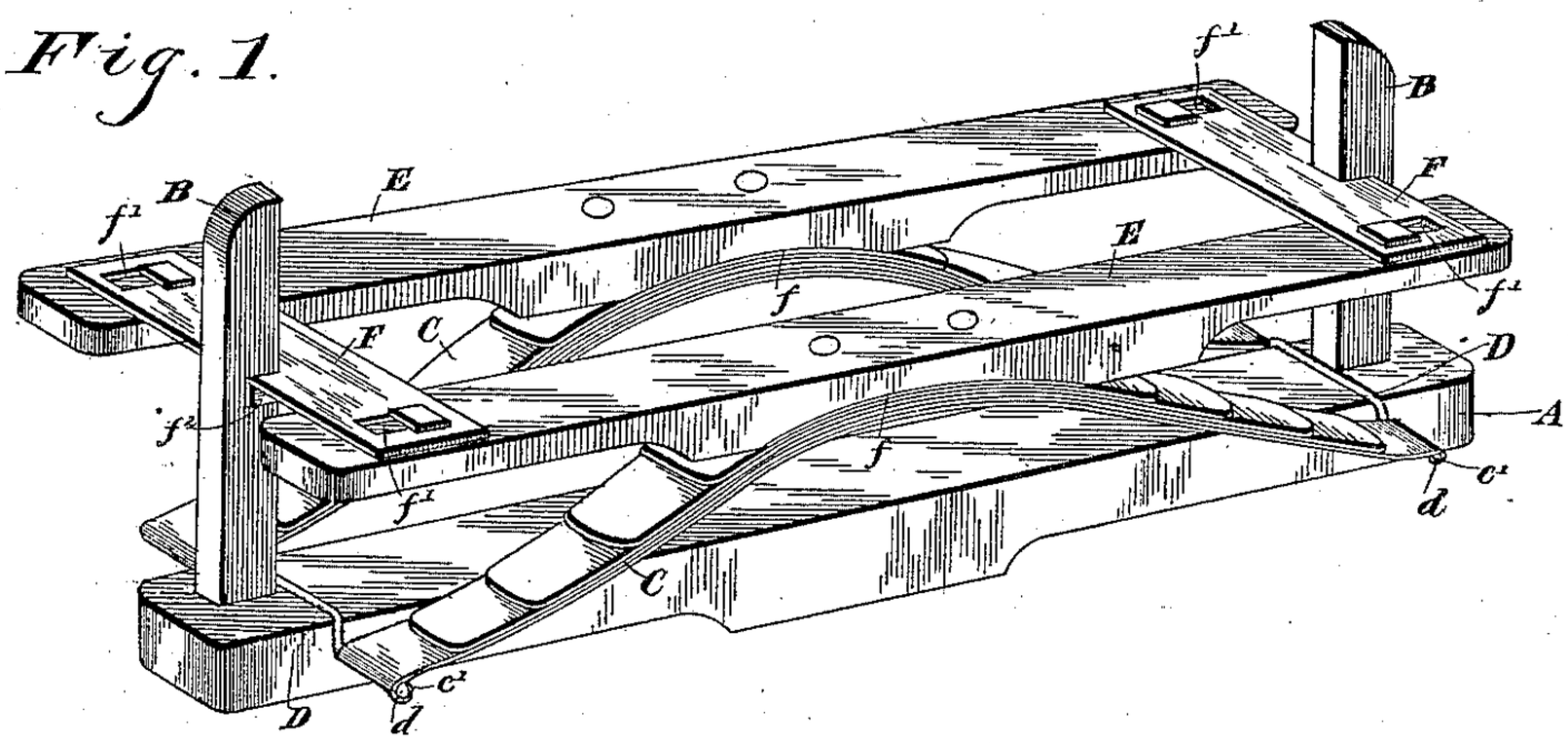


Fig 2.

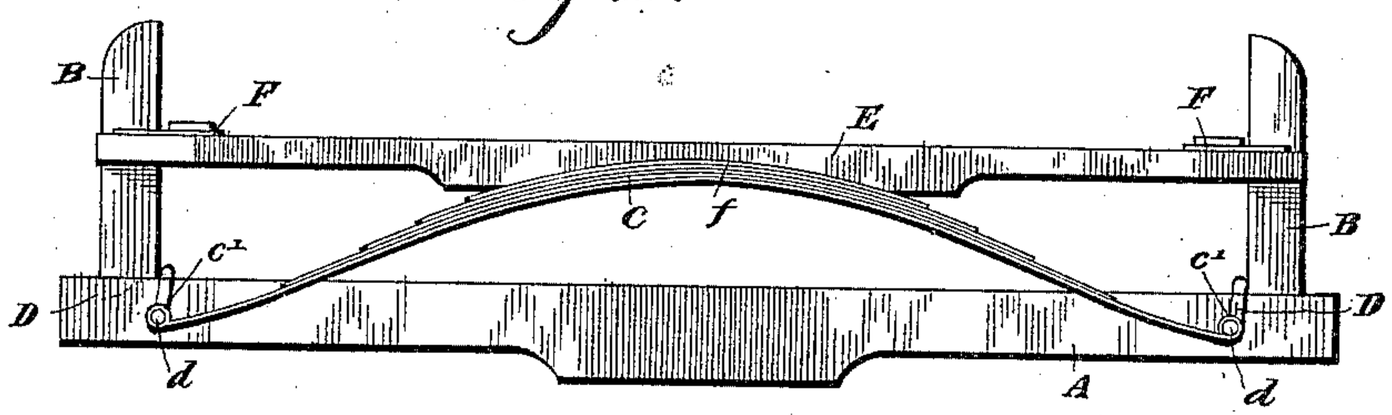


Fig. 3.

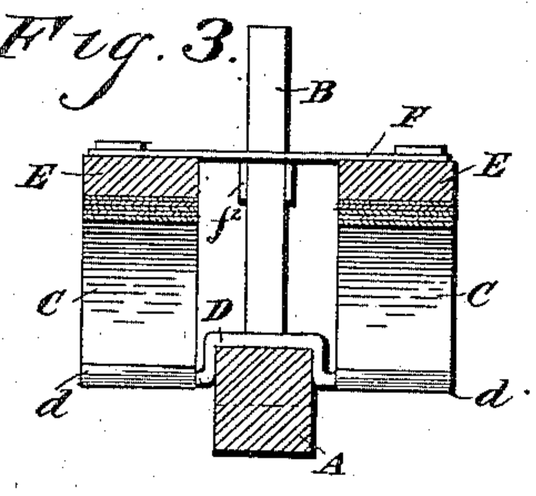
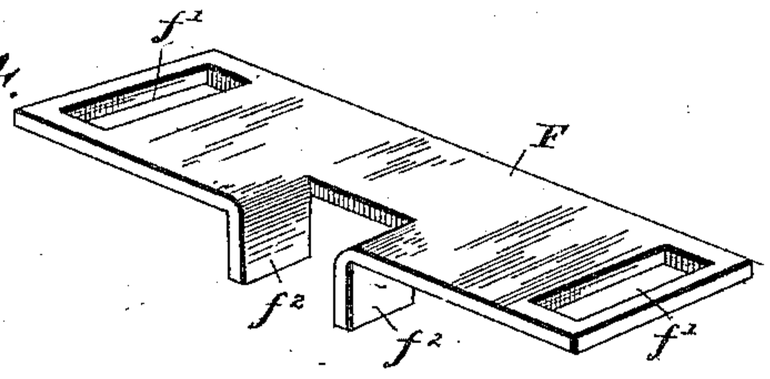


Fig. 4.



Witnesses,
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UNITED STATES PATENT OFFICE.

MILES D. CONLEY, OF O'DANIEL, TEXAS.

WAGON-SPRING.

SPECIFICATION forming part of Letters Patent No. 422,050, dated February 25, 1890.

Application filed November 15, 1889. Serial No. 330,419. (No model.)

To all whom it may concern:

Be it known that I, MILES D. CONLEY, a citizen of the United States, residing at O'Daniel, in the county of Guadalupe and State of Texas, have invented a new and useful Wagon-Spring, of which the following is a specification.

The invention relates to improvements in vehicles.

The object of the invention is to provide for farmers who are not able to own separate farm-wagons, market-wagons, dairy-wagons, and family vehicles, a single wagon which will answer for all purposes, and which will require but a few minutes to convert from one kind to another; and, furthermore, the object of the invention is to provide a vehicle in which springs of great strength may be employed which will not require stay-chains, and which will not increase the height of the wagon-body and cause inconvenience in loading and unloading the vehicle and in getting in and out, and, furthermore, to provide a vehicle in which the wagon-body may be but slightly elevated above the axles, and in which the springs will have great play.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a bolster provided with springs constructed in accordance with the invention. Fig. 2 is a side elevation. Fig. 3 is a transverse sectional view. Fig. 4 is a detail view of one of the adjustable connecting-plates.

Referring to the accompanying drawings by letter, A designates a bolster, which is constructed in the usual manner and provided at its ends with vertical standards B, and from which leaf-springs C are suspended. The springs C are arranged on each side of the bolster and are supported by stirrups D, whose laterally-extending ends *d* are swiveled in eyes *c'*, formed at the ends of the leaf-springs, and the said leaf-springs C have clipped or similarly secured to them spring-bars E, whose lower faces are recessed at *f* to receive the central curved portion of the leaf-springs C. The spring-bars are connected together and held parallel by plates F, which are provided in their outer edges with recesses that receive the vertical standards and prevent the springs and spring-bars moving laterally. The plates F are bolted to the spring-bars E, and are provided with transverse slots *f'*, which enable the plates to be adjusted to bolsters of different widths, and the metal of the recesses is bent down and provides depending flanges f^2, which prevent the plate that connects the spring-bars scraping the standards. The wagon-body is designed to rest upon the spring-bars, and the latter, together with the springs, may be readily removed from the vehicle by raising one end of the bed and resting it upon one of the wheels.

From the foregoing it will readily be seen that the springs are so constructed and arranged that they do not necessitate attachment to the wagon or wagon-bed, that they can readily be removed and replaced, that springs of greatly-increased strength may be employed without increasing the height of the wagon-body, thereby increasing the convenience of loading and unloading and in getting in and alighting from the vehicle, and that the wagon-body may be elevated but slightly above the axle and still allow the springs great play.

Having thus described the invention, what I claim is—

The combination, with a bolster, of the springs arranged at the sides thereof, the stirrups connecting the ends of the springs and suspending the same from the bolster, and parallel spring-bars and the plates connecting the bars and having recesses arranged to receive the standards of the bolster, and having depending flanges at the sides of the standards, said plates being provided at their ends with transverse slots, whereby the springs may be adjusted to different-sized bolsters, substantially as described.

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

MILES D. CONLEY.

Witnesses:

A. N. SAUDERS,

J. S. MCGEE.