(No Model.)

G. F. GODLEY.

CAR SPRING CASE.

No. 506,907. Patented Oct. 17, 1893.

Fig. 1

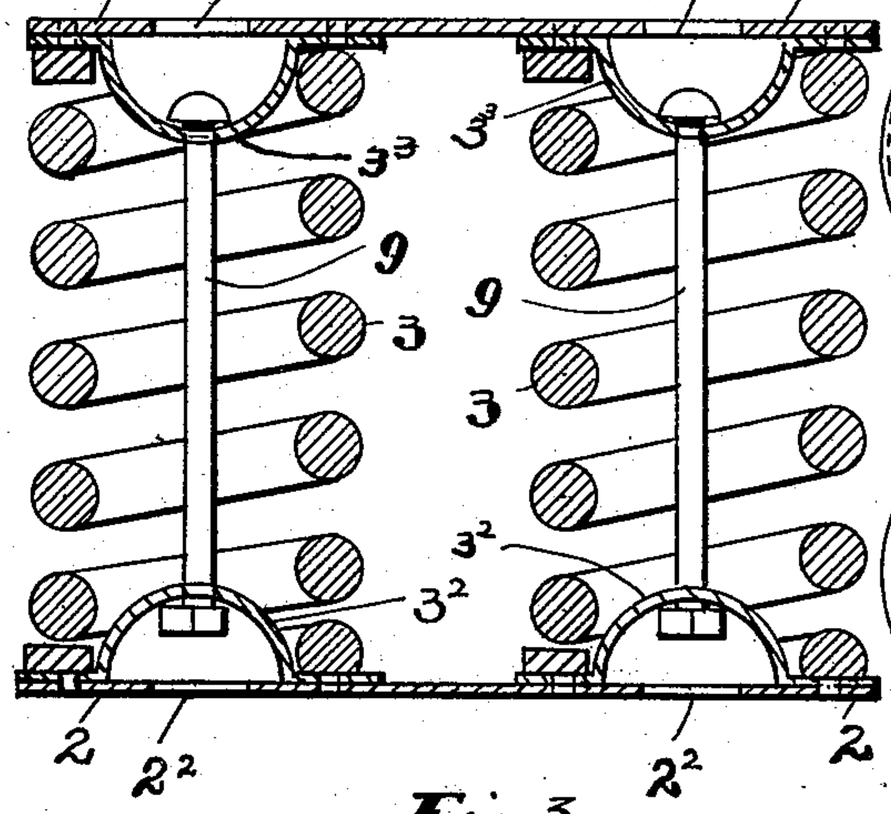

Fig. 2

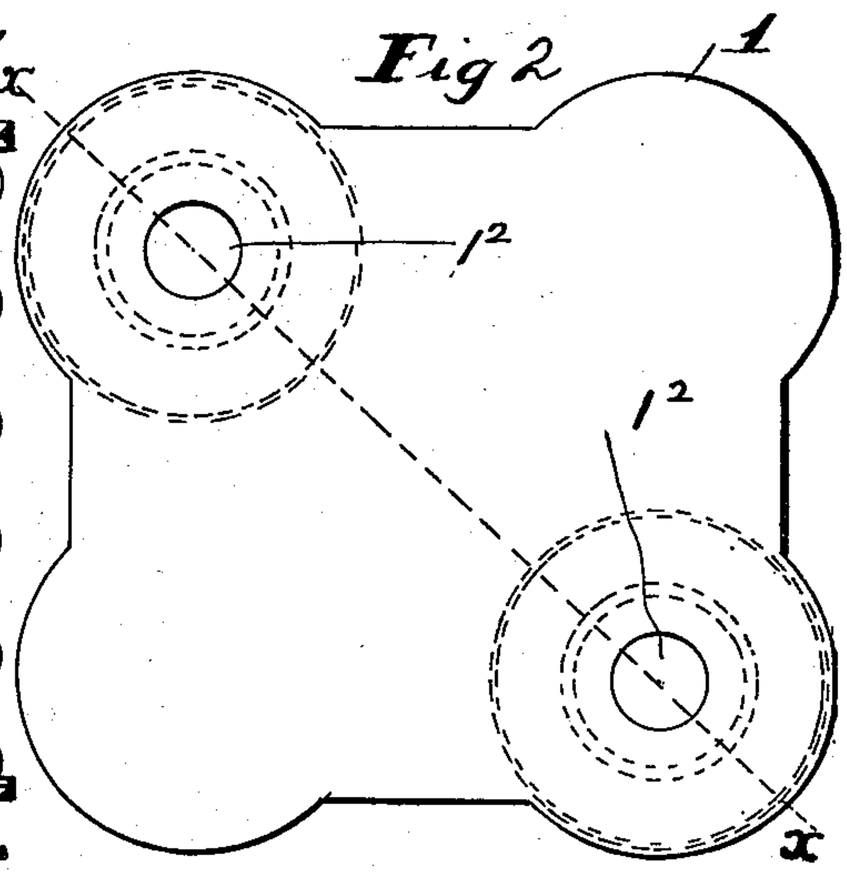

Fig. 3.

Fig. 4

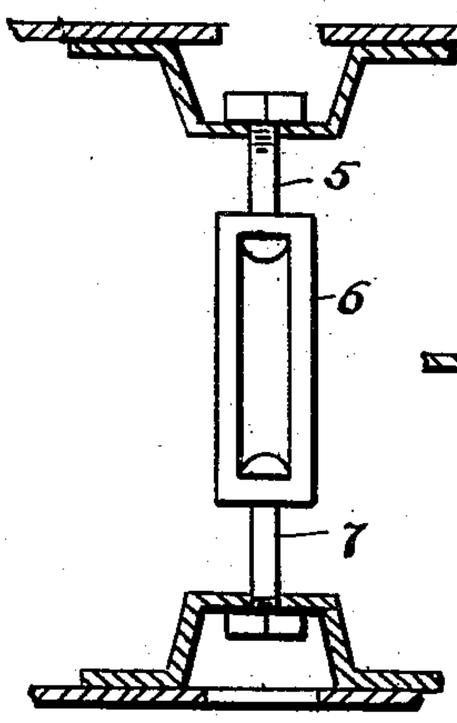

Fig. 5.

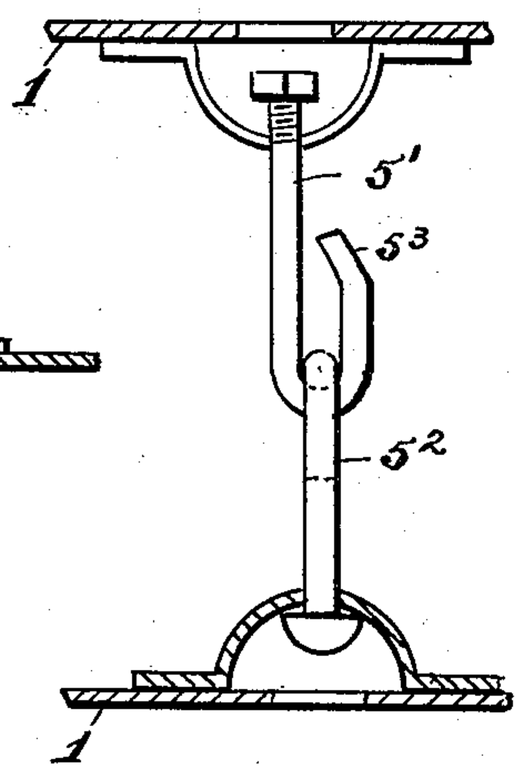

Fig. 6

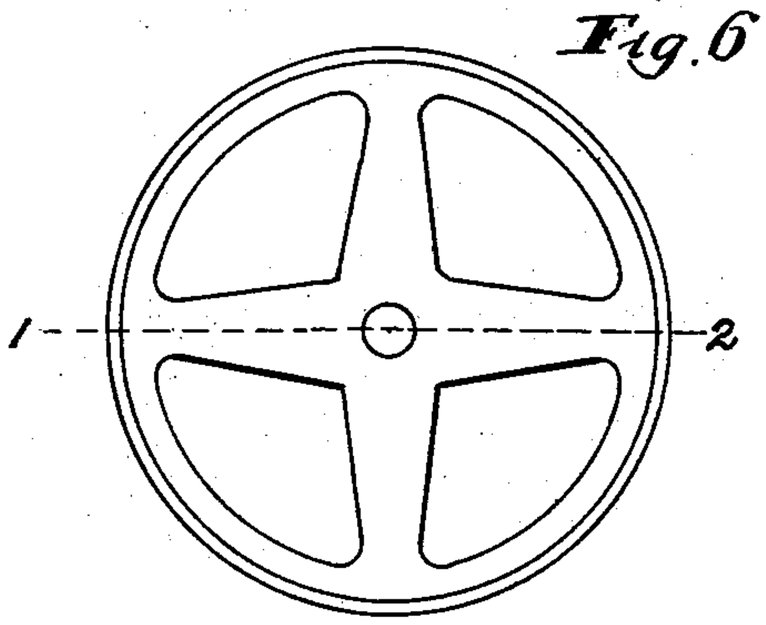

Fig. 7

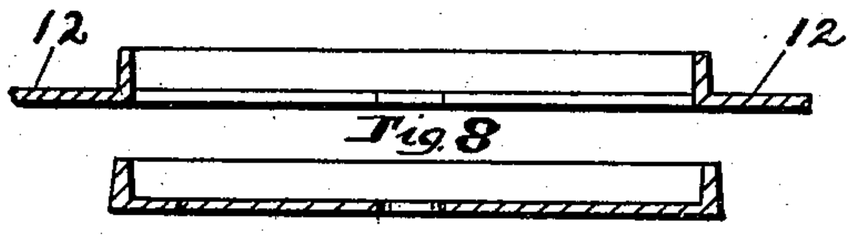

Fig. 8

Witnesses:
Opm J Magill
Joshua R. Morgan.

Inventor.
George F. Godley.
by his atty.
H. C. Hubert.

UNITED STATES PATENT OFFICE.

GEORGE F. GODLEY, OF PHILADELPHIA, PENNSYLVANIA.

CAR-SPRING CASE.

SPECIFICATION forming part of Letters Patent No. 506,907, dated October 17, 1893.

Application filed June 23, 1893. Serial No. 478,552. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. GODLEY, a citizen of the United States of America, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Car-Spring Cases, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to car spring cases and consists of certain specific features fully set forth in the following specification and the accompanying drawings forming part thereof.

My invention belongs to that class of car spring cases wherein springs are employed placed between a top and a bottom plate.

It consists in providing an individual spring holder for each spring. These spring holders are secured to the base and cap plates.

I show several specific modifications of the spring holder in the drawings, but I desire it understood I do not confine myself to any one specific form or shape for these holders, but could use many specific forms of construction.

A second feature of my invention consists in providing a link mechanism in combination with the top and bottom plates aforesaid.

In the drawings like parts are referred to by a mark or figure of a similar kind in the different views.

Figure 1 is a vertical section through the top and bottom plates, the spring holders and the spring being a section on line $x\ x$ of Fig. 2. Fig. 2 is a plan of the top plate, the springs and their holders being shown by dotted lines Fig. 3 is a link connection between my two spring holders. Fig. 4 is a modification of this link mechanism, likewise shown in combination with my spring holders. Fig. 5 is a vertical section of my spring holder, this modification showing the holder held in position without a rivet. Fig. 6 shows another modified form of spring holder being a ring provided with arms. Figs. 7 and 8 are vertical sections of this latter modification, Fig. 8 being a section on the line 1, 2, Fig. 6. Fig. 7 shows the modification as having a spring supporting flange 12 12.

1 and 2 are respectively the top and bottom plates.

3^3, 3^3 and 3^2, 3^2 are respectively the top and bottom spring holders. These spring holders are held to their respective plates in a substantial manner by screws, rivets or any effectual means. Each spring at either end is thus held against lateral movement by its individual holder. As explained the specific form or shape of these spring holders is not material to my invention. They can be either dome shaped and be encircled by the end of the spiral spring or ring shaped and encircle the spring or be encircled by the spring.

The plates 1 and 2 are provided respectively with holes 1^2, 1^2 and 2^2 2^2 to admit the connecting bolts 9, 9 as shown in Fig. 1 or the link bolts composed of the parts 5, 6 and 7, Fig. 3, or the parts 5, 5^2 and 5^3, Fig. 4.

I do not confine myself to the mere specific details of construction as I could modify the same in various ways without departing from the spirit of my invention.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination in a car spring case consisting of a top and bottom plate and an individual series of spring retainers riveted to said plates, whereby displacement of the springs is prevented, as described.

2. The combination in a car spring case consisting of a top and bottom plate and an individual series of spring retainers rigidly secured to said plate, whereby displacement of the springs is prevented.

3. The combination in a car spring case consisting of a top and bottom plate, a connecting bolt or link for said plates and an individual series of spring retainers rigidly secured to said plate, substantially as described for the purpose set forth.

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

GEORGE F. GODLEY.

Witnesses:
JOSHUA R. MORGAN,
HOMER A. HERR.