No. 819,385. PATENTED MAY 1, 1906.

J. H. THRELKELD.

SPRING BOLSTER.

APPLICATION FILED NOV. 2, 1905.

Fig. 1.

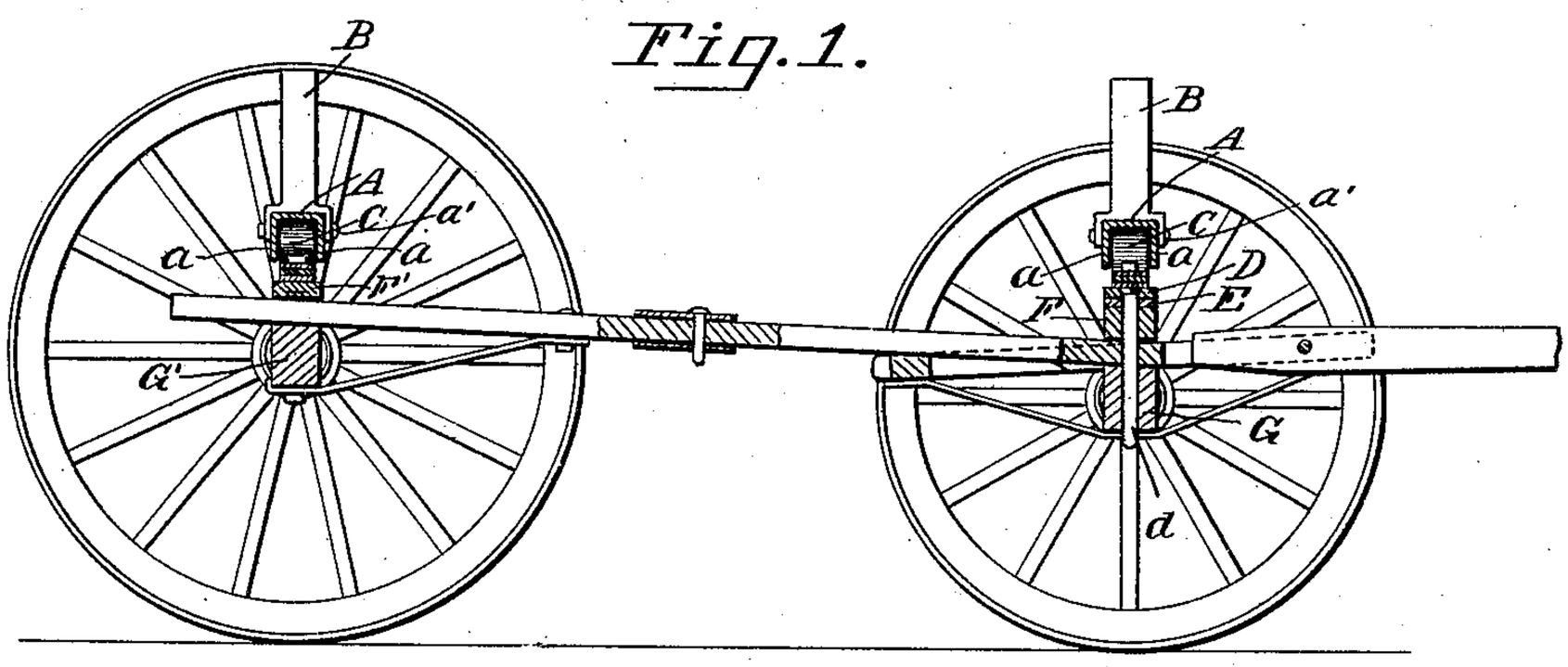


Fig. 2.

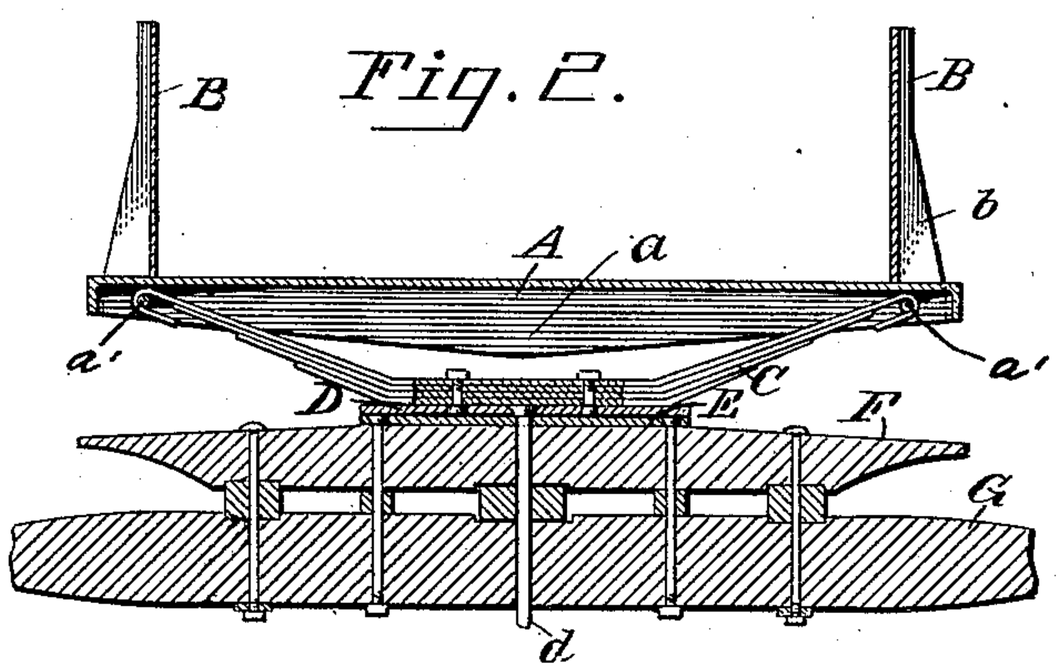


Fig. 3.

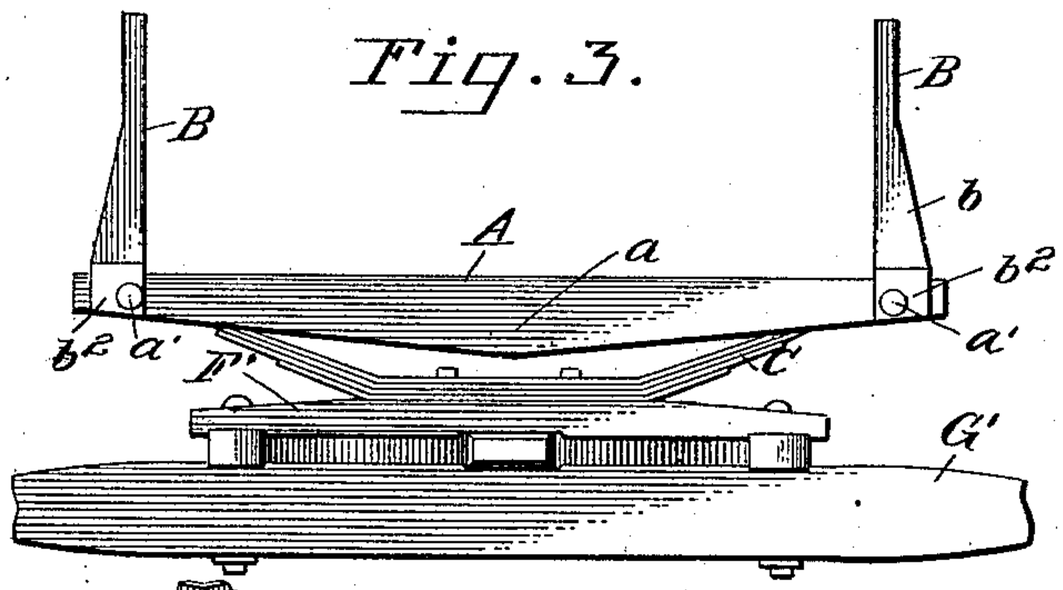
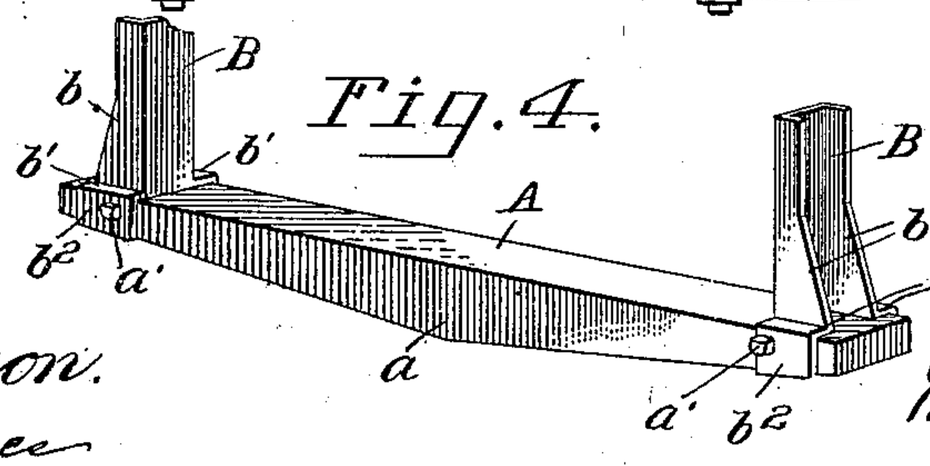


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

JOHN H. THRELKELD, OF LUCAS STATION, IOWA.

SPRING-BOLSTER.

No. 819,385. Specification of Letters Patent. Patented May 1, 1906.

Application filed November 2, 1905. Serial No. 285,653.

To all whom it may concern:

Be it known that I, JOHN H. THRELKELD, a citizen of the United States of America, and a resident of Lucas Station, county of Lucas, State of Iowa, have invented certain new and useful Improvements in Spring-Bolsters, of which the following is a full and clear specification, reference being had to the accompanying drawings, in which—

Figure 1 is a vertical section of a lumber-wagon provided with my spring-bolsters; Fig. 2, a longitudinal section taken through the front axle; Fig. 3, a rear elevation of the rear axle; and Fig. 4, a perspective view of the bolster detached, the spring being removed.

The object of this invention is to provide a simple and cheap form of bolster which will afford a resilient support to the load and bring the weight to the center of the axles, thus relieving the spindles and wheels of strain, as more fully hereinafter set forth.

To the accomplishment of this object and such others as may hereinafter appear, the invention consists of the parts and combination of parts hereinafter fully described, and particularly pointed out in the appended claims, reference being had to the accompanying drawings, forming a part of this specification, in which the same reference characters designate like parts throughout the several views.

Referring to the drawings by reference characters, A designates the main bar of the bolster, which is made of sheet metal and is provided with the downturned longitudinal flanges *a*, forming a channel-iron U-shaped in cross-section. The standards B are also of channel-form and are provided with ears b^2, which embrace the bar A and are bolted thereto by the transverse bolts *a'*. To these standards may be attached the usual extension-stakes or false standards. The transverse bolts *a'* pass through elongated eyes formed at the ends of a bow-spring C, the end portions of the spring being housed within the inverted channel-iron A and being thereby protected and guided. The front spring is bolted to a wear-plate D, which carries the king-bolt *d*, the head of this bolt being countersunk in the upper concave face of the plate D and being held in place and covered by the spring. The wear-plate D bears upon the sand-board plate E, bolted to the upper face of the sand-board F, which latter is bolted in the usual manner to the front axle G. The rear spring is bolted or clipped in any suitable manner to the rear axle G'. It is preferably bolted to a plate or bar F', which is bolted down over the rear ends of the reach and the hounds.

It will be observed that with the construction described above the load will not only be resiliently supported, but its weight will be brought to a point midway of the length of the axles, thus greatly reducing the jar of transporting a load and evenly distributing it to the spindles of the axles.

What I claim, and desire to secure by Letters Patent, is—

1. In a vehicle, the combination of a front bolster constructed of a channel-iron and having a stake or standard at each end, each standard being bifurcated at its lower end so as to embrace the end of the bolster, a bow-spring having its respective ends housed in the bolster, these ends having a sliding bearing on the under side of the bolster-bar, a bolt passed transversely through each end of the bolster, this bolt passing through the bifurcated end of the stake and through the eye in the end of the spring, a wear-plate bolted to the middle of the spring on its under side, and a sand-board bolted to the axle and provided with a sand-board plate.

2. A spring-bolster consisting of a bow-spring adapted at its middle for attachment to the axle and having its ends extended upwardly and outwardly, the extreme ends being provided with elongated eyes, a channel-bar resting on and housing the upper ends of the spring and carrying a stake at each end, and fastening-bolts passed through the downward-turned flanges of the channel-bar and the eyes of the spring, substantially as set forth.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 18th day of October, 1905.

JOHN H. THRELKELD.

Witnesses:
B. R. PLOTTS,
J. D. THRELKELD.