

(No Model.)

W. COLE.  
VEHICLE SPRING.

No. 345,118.

Patented July 6, 1886.

Fig. 1.

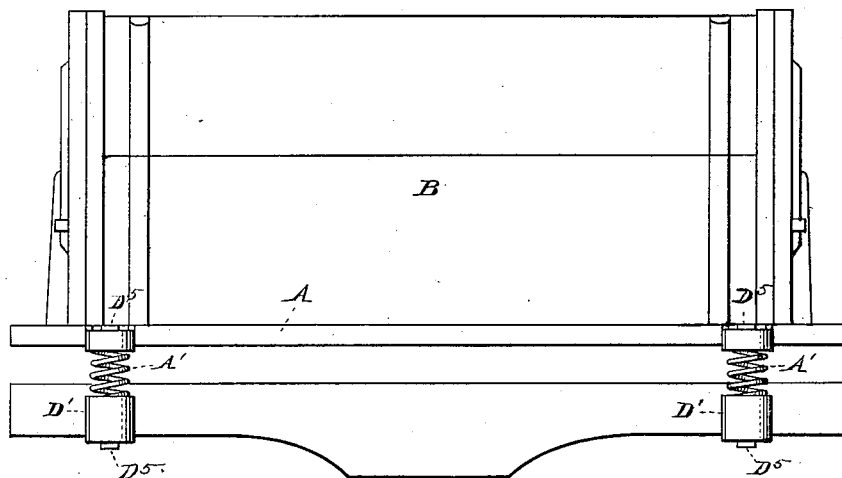


Fig. 2.

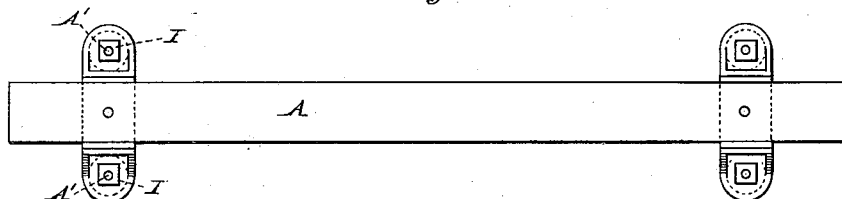


Fig. 3.

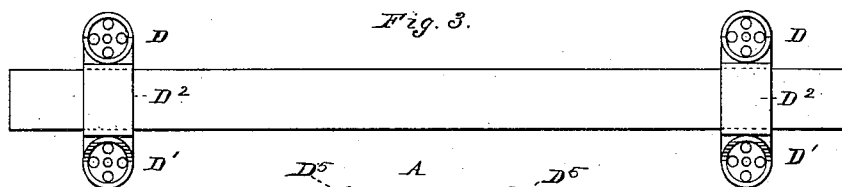
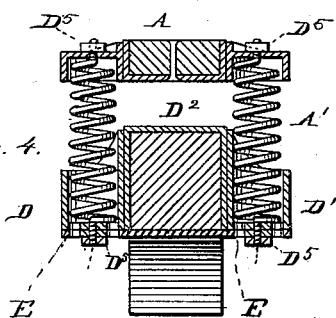


Fig. 4.



WITNESSES

Phil. Masie.  
Ben. Fugitt

INVENTOR

Wesley Cole,  
by Anderson Smith  
his ATTORNEYS

# UNITED STATES PATENT OFFICE.

WESLEY COLE, OF LAWRENCE, KANSAS.

## VEHICLE-SPRING.

SPECIFICATION forming part of Letters Patent No. 345,118, dated July 6, 1886.

Application filed October 29, 1885. Serial No. 181,303. (No model.)

*To all whom it may concern:*

Be it known that I, WESLEY COLE, a citizen of the United States, residing at Lawrence, in the county of Douglas and State of Kansas, have invented certain new and useful Improvements in Vehicle-Springs; 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 representation of this invention, and shows an end view of a portion of a wagon. Fig. 2 is a top view showing top view of top cups. Fig. 3 shows top view of lower cups. Fig. 4 is a vertical cross-section through the upper and lower cups.

This invention relates to vehicle-springs; and it consists in the novel construction and combination of parts, as will be hereinafter fully described and claimed.

Referring by letter to the accompanying drawings, A designates the bolster of a wagon or other vehicle to which my improvement is applied for the purpose of illustrating the invention. B designates the box or body of the vehicle.

D<sup>2</sup> designates stirrups in which the bottom cross-bars of the vehicle-body rest, and are suitably secured by bolts.

In this construction I do away with the slide-link used in my Patent No. 234,964, of November 30, 1880, and make the springs

more flexible and less expensive by placing the shackles E across the bottom of the lower cups, D D'. These bottom cups D D' are provided with holes, which permit water to escape from them in case rain should enter them or snow melt therein. The ends of the springs A' project through their bearings, and are threaded and provided with retaining-nuts D<sup>5</sup>.

Where it is desired to fasten to bolsters without stakes, extra holes are necessary; but their location and manner of use will be readily suggested to any person skilled in the art to which this invention pertains.

In lumber-wagons the cross-bars should be notched at each end to hold the cups in place, as greater strength is required in these structures than is required in ordinary vehicles.

The cups D D' are connected by the stirrups D<sup>2</sup>, which fit over the bolsters, and are secured in place by the plates E and bolts and nuts connecting the cups and the plates.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

The combination, with the body of a vehicle and bolster, of the cups having perforations, as shown, the prongs having their ends threaded and passing through the said perforations, and the nuts for securing the same in position, substantially as specified.

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

WESLEY COLE.

Witnesses:

F. O. MILLARD,  
J. R. PERSHALL.