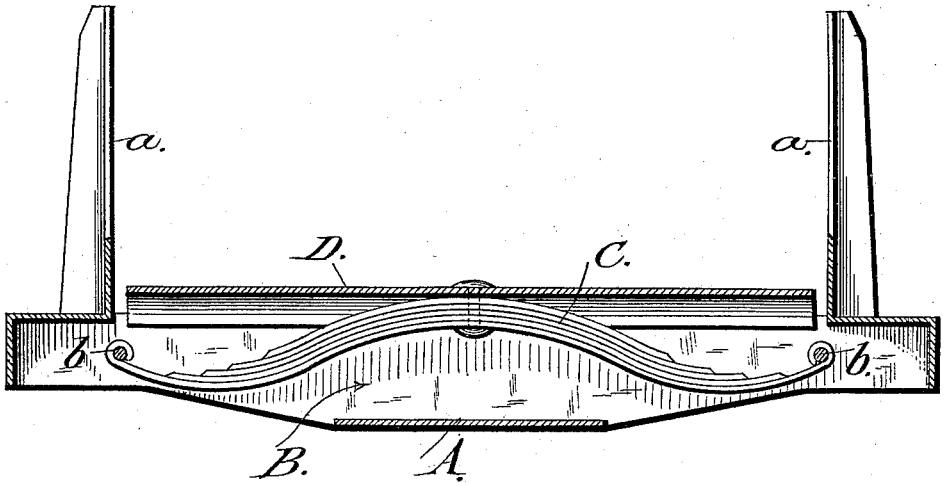
(No Model.)

E. W. BENNETT.

WAGON BOLSTER.

No. 417,899. Patented Dec. 24, 1889.



WITNESSES

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WAGON-BOLSTER.

SPECIFICATION forming part of Letters Patent No. 417,899, dated December 24, 1889.

Application filed September 26, 1889. Serial No. 325,150. (No model.)

To all whom it may concern:

Be it known that I, EDWARD W. BENNETT, a citizen of the United States, residing at Southampton, in the county of Suffolk and State of New York, have invented certain new and useful Improvements in Wagon-Bolsters, of which the following is a full and clear description, reference being had to the accompanying drawing, forming part of this specification, in which the figure is a sectional view showing a hollow bolster with metal stakes.

My invention relates to certain new and useful improvements in bolsters for vehicles, and especially lumber-wagons; and it consists in the peculiar construction and combination of parts, which I shall hereinafter fully describe and claim.

To enable others skilled in the art to make and use my invention, I will now describe its construction and indicate the manner in which the same is carried out.

In the accompanying drawings, A represents a metallic wagon-bolster provided with any well-known form of metal stakes *a* formed integral therewith. This bolster is hollow, and is open at top and bottom, or, in other words, is formed with an internal chamber B, which extends nearly its whole length. Within the chamber thus formed is placed a spring or cushion C, here shown as being a semi-elliptical leaf-spring with its ends mounted on pins *b*, which pass transversely through the bolster near the ends thereof, as shown in Fig. 1. The central bowed portion of the spring or cushion C, when the vehicle is not loaded, projects somewhat above the top of the bolster, and has secured to it the transverse beam D, upon which the weight or the vehicle-body rests; but when a heavy load is placed on the wagon this spring is depressed into the hollow bolster to permit the transverse beam D to enter the open top of the bolster until its top surface is flush with the top of the bolster, whereby the weight is removed from the transverse beam and transferred directly to the bolster. The spring is directly over the axle of the vehicle, and as said spring is permitted to be pressed into the hollow bolster it is evident I am enabled to construct a vehicle with the body as low as possible, as the space usually occupied by the springs, which rest directly upon the top of the bolster, is not needed. If the vehicle is only slightly loaded, the spring will not be forced into the hollow bolster, but will serve as an easy bearing for the body of the vehicle, thereby making the riding comfortable to the occupants, and at the same time the rattling noise incident to springs secured directly on top of the bolster is avoided.

A bolster when constructed as before described is cheap and durable, and the strain upon the spring is removed by reason of the said spring being permitted to enter the bolster.

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

An improved wagon-bolster consisting of a hollow casing provided with integral end stakes, a beam extending longitudinally of the bolster between its stakes, a single semi-elliptical spring secured at its center to the central part of the transverse beam, and pins passing through the ends of the spring and through the sides of the casing, as herein described.

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