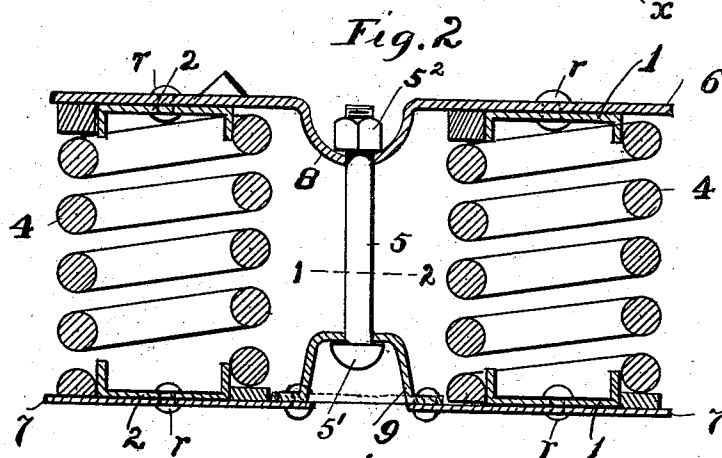
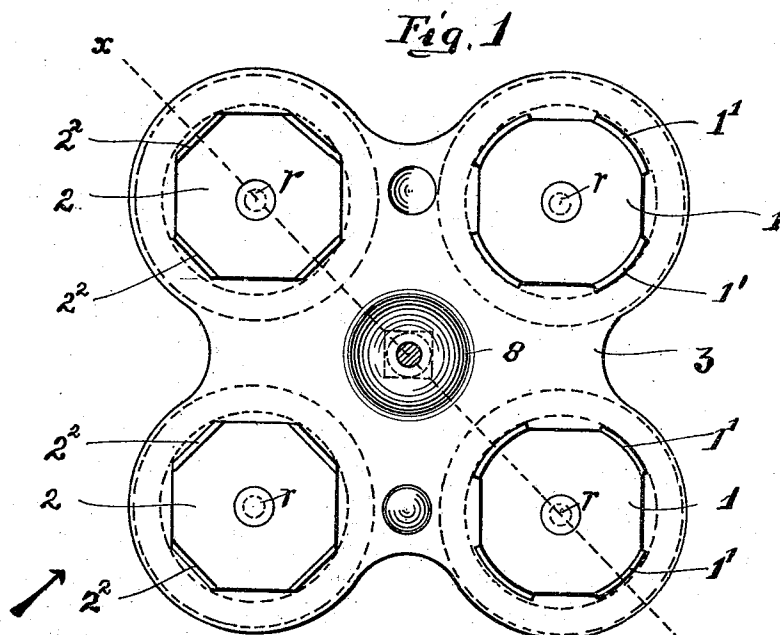


(No Model.)

G. F. GODLEY.
CAR SPRING CASE.

No. 508,103.

Patented Nov. 7, 1893.



Witnesses:
Wm. F. Maull
Joshua R. Morgan

Inventor:
Geo. F. Godley
by his atty.
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UNITED STATES PATENT OFFICE.

GEORGE F. GODLEY, OF PHILADELPHIA, PENNSYLVANIA.

CAR-SPRING CASE.

SPECIFICATION forming part of Letters Patent No. 508,103, dated November 7, 1893.

Application filed August 25, 1893. Serial No. 484,011. (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 has reference to car spring cases or plates and consists of certain 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 where spiral springs are employed and held between two plates and consists of providing a certain specific spring holder, whereby the springs are held against lateral movement in any direction.

My invention consists further in providing an improved method of holding the plates together.

The object of my invention is to provide a car spring case of cheap construction, but in no wise to impair its strength or efficiency.

Figure 1 is a bottom plan of the bottom plate, the connecting bolt being shown as a section on the line 1, 2 of Fig. 2. The dotted annular rings indicate the position of the spiral springs. Fig. 2 is a section on the line *x x* of Fig. 1, looking in the direction of the arrow. Fig. 3 is a modified form of spring holder shown as riveted or secured to one of the plates.

6 and 7 are respectively the top and bottom plates forming my case. The upper plate 6 has a depressed cup shaped projection 8, its function being to hold the nut 5² beneath the plane of the top of the plate. The plate 7 has a cup shaped projection 9 riveted thereto and its function is to accommodate the head of the bolt 5'. The bolt 5 holds the plates together and thus the springs in more or less continual tension normally.

4, 4 are the springs. There are four of these springs shown in the drawings, but I do not limit myself as to number, as I could use either more or less than four.

1, 1 are a series of individual spring holders. They consist of a central plate, and a series of upward extending flanges, disposed at equal distances from the center thereof. The plates as shown on plates 1, 1 have their

flanges are shaped, as shown at 1', 1', 1', 1'. I prefer to construct them in this way as by this form friction and wear are distributed over the entire length of the arc shaped flanges. The life of the holders as well as the springs is thus prolonged. At 2, 2, I show, in Fig. 1 a modified form or shape of these flanges indicated by 2³, 2³, 2³, 2³. These flanges are distributed on the periphery of the central supporting plate in the same way as those of the plates 1, 1, but instead of being arc shaped they are straight as will be seen by consulting the drawings.

r, r, r, r are the rivets holding the spring holders to the upper and lower plates 6 and 7 respectively. The depression 8 in the top plate is preferably cold stamped. By stamping the metal cold I avoid the cost of heating and thus cheapen the cost of manufacture. This cold stamping of course contemplates the use of metal of sufficient ductility to prevent any rupture to its fiber during the process of stamping. I also prefer stamping the spring holders 1, 1 and 2, 2 cold.

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

1. In a car spring case consisting of a top and bottom plate, the combination therewith of supplemental spring holders, each consisting of a central plate and spring retaining flanges formed integrally therewith with means for holding said plates to either or both of said top and bottom plates.

2. In a car spring case consisting of a top and bottom plate a connecting bolt or link, an integral depression in one of said plates, and a riveted cup shaped projection in the other of said plates, whereby the bolt heads are accommodated in sympathy with the requirements of the compressed or extended springs, between the plates.

3. The combination in a car spring case of a top and bottom plate, cold formed supplemental spring holders consisting of a series of spring retaining flanges, each provided with an integral support.

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

GEORGE F. GODLEY.

Witnesses:

H. A. HERR,
JOSHUA R. MORGAN.