

L. PULLIAM.  
FARM WAGON SPRING.

No. 185,129.

Patented Dec. 5, 1876.

Fig. 1.

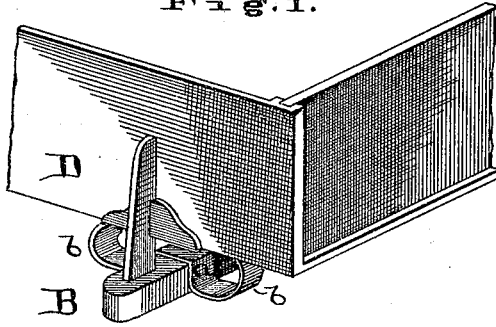


Fig. 2.

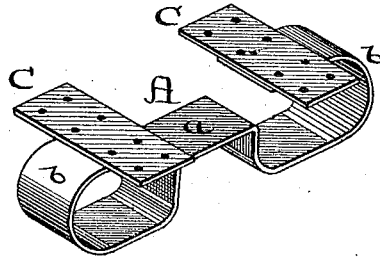
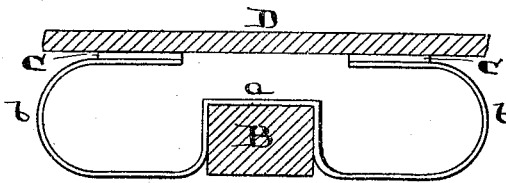


Fig. 3.



WITNESSES.

Paul Bakewell  
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INVENTOR.

Luther Pulliam,  
by Chas. D. Moody,  
his atty.

# UNITED STATES PATENT OFFICE.

LUTHER PULLIAM, OF KNOBNOSTER, MISSOURI.

## IMPROVEMENT IN FARM-WAGON SPRINGS.

Specification forming part of Letters Patent No. **185,129**, dated December 5, 1876; application filed November 4, 1876.

*To all whom it may concern:*

Be it known that I, LUTHER PULLIAM, a resident of Knobnoster, Johnson county, Missouri, have invented a new and useful Improvement in Farm-Wagon Springs, of which the following is a full, clear, and exact description, reference being had to the annexed drawing, making part of this specification, in which—

Figure 1 is a perspective, showing the invention in position; Fig. 2, a perspective of the spring; and Fig. 3, a side elevation of the spring, showing the bolster and the bottom of the wagon-bed in section.

Similar letters refer to similar parts.

My aim is to furnish a farm-wagon spring that is simple and economical in its construction; that is detachable from the bolster, but so shaped as to be securely locked thereon when in position; and that yields sufficiently and in such a way as to enable the wagon-bed, when an unusually heavy load is being carried, to bear upon the bolster.

Referring to the annexed drawing, A represents my improved spring. It consists, mainly, of a center, *a*, shaped to conform to the top and sides of the bolster B, and two similar leaves, *b b*, extending from either side of the part *a* horizontally, and thence curving upward over and back above the horizontal parts, as shown in the drawing. The spring is, preferably, made of a single strip of suitable material, bent into the shape shown and described. Two plates, C C, are, respectively,

attached to the upper ends of the spring, and serve to connect the spring with the wagon-bed D by means of fastenings passing through them into the bed.

When in position, as shown in Fig. 1, the spring rests upon the bolster. The center *a*, however, being made to embrace the bolster, the spring is prevented from slipping or twisting, even when the wagon is upon the steepest inclinations. At the same time the bed can be readily detached by lifting it upward.

A farm-wagon is often required to carry heavy loads, such as a light spring cannot sustain. To obviate the necessity of removing the spring in such cases, and also not to overstrain it, I make the spring as shown, and so that the wagon-bed can bear down directly upon the center *a*, and practically upon the bolster. The top of the center *a* being flat, the bed can ride smoothly upon it, and the spring is not overtaxed.

What I claim is—

1. The herein-described farm-wagon spring A, consisting of the center *a*, shaped as described, and the leaves *b b*, substantially as described and shown.

2. The combination of the spring A, having the center *a* and the leaves *b b*, as described, the plates C C, the bolster B, and the wagon-bed D, substantially as shown and described.

LUTHER PULLIAM.

Witnesses:

CHAS. D. MOODY,  
PAUL BAKEWELL.