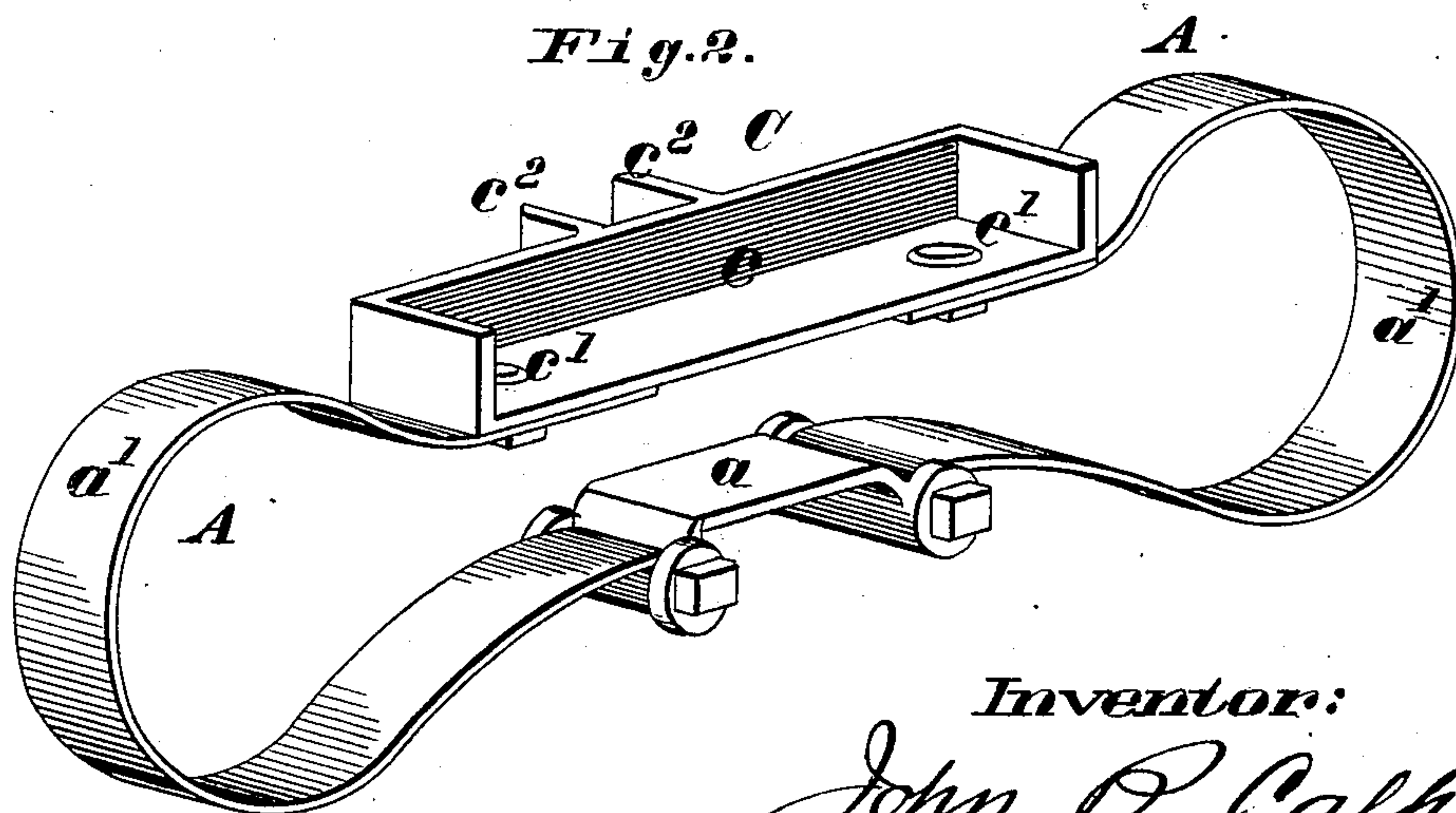
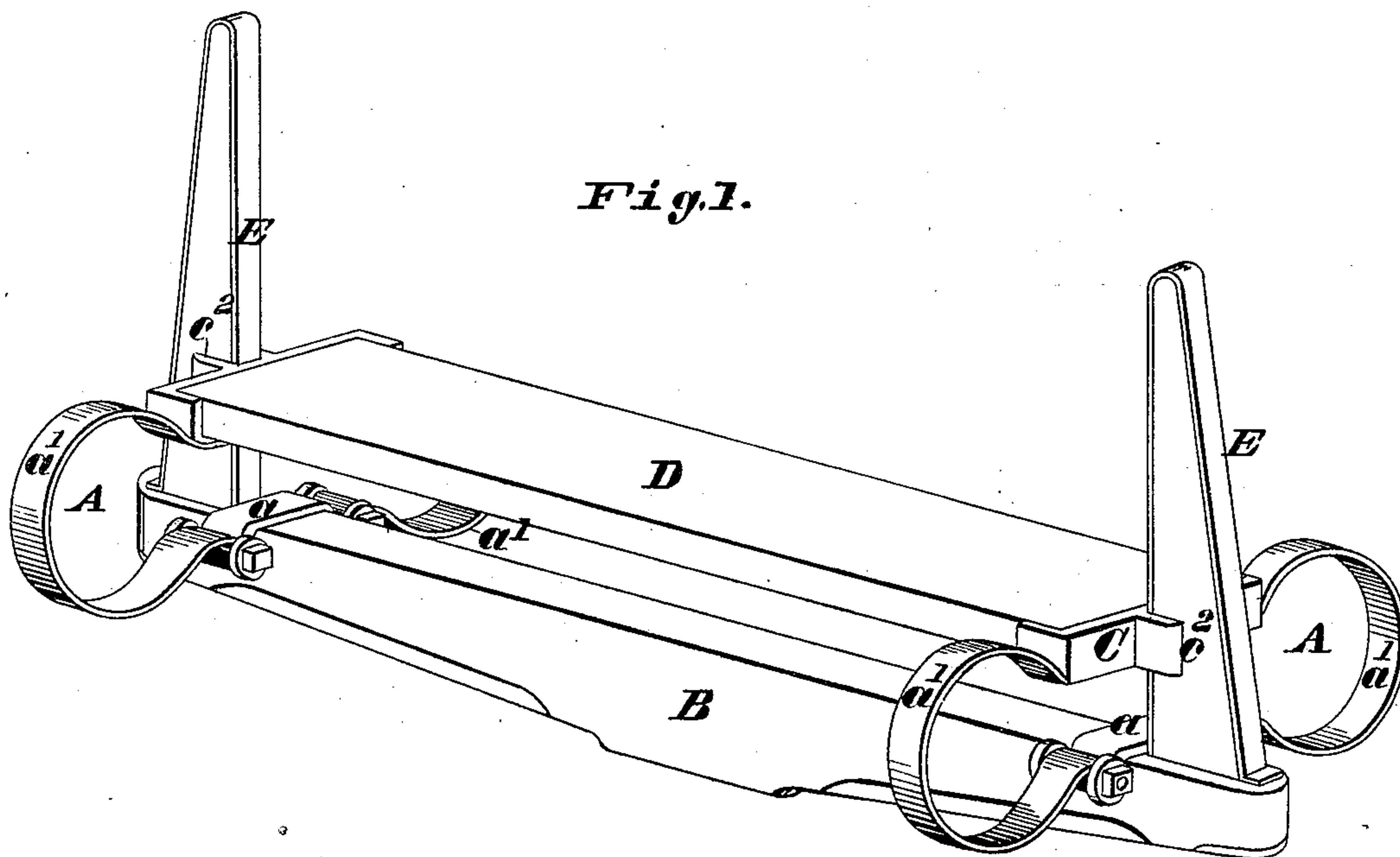


(No Model.)

J. R. CALHOUN.
Wagon Bolster Spring.

No. 238,567.

Patented March 8, 1881.



Attest:

*Wm. S. Boyd
Charles Pickles*

Inventor:

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attf.*

UNITED STATES PATENT OFFICE.

JOHN R. CALHOUN, OF ST. LOUIS, MISSOURI, ASSIGNOR TO SEMPLE AND
BIRGE MANUFACTURING COMPANY, OF SAME PLACE.

WAGON-BOLSTER SPRING.

SPECIFICATION forming part of Letters Patent No. 238,567, dated March 8, 1881.

Application filed January 12, 1881. (No model.)

To all whom it may concern:

Be it known that I, JOHN R. CALHOUN, of St. Louis, Missouri, have made a new and useful Improvement in Wagon-Bolster Springs, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a view in perspective, showing a pair of bolster-springs having the improvement in position upon a bolster; and Fig. 2, a view in perspective, upon an enlarged scale, of a spring having the improvement.

The same letters denote the same parts.

The improvement in question relates more particularly to that class of spring known to the trade as the "Pulliam bolster-spring;" and it consists in a peculiarly-shaped part that serves to unite the upper ends of the spring, to hold the cross-board that extends across the wagon beneath the wagon-bed, and to connect the spring with the standard.

Referring to the drawings, A A represent a pair of bolster-springs of the kind referred to in position upon the bolster B. The spring consists essentially of a saddle, *a*, that rests immediately upon, or that is connected with, the bolster, and two springs, *a' a'*, which at their lower ends are connected with the saddle, and at their upper ends by the part C, and which is the portion of the construction to which the improvement especially relates.

Heretofore the springs at their upper ends have been united by a thin flat plate, upon which was mounted a wooden block. The wooden block was notched, and the cross-board provided with a tongue that fitted into the notch, projecting through and beyond the block, and in the projection having a notch to receive the standard. In practice the strains imposed upon the cross-board caused the projection that received the standard to give way. The cross-board also required to be fitted to the block and standard, and from its shape, as described, the board was materially weakened at its ends.

To provide a stronger, simpler construction, and one that prevents the strains upon the cross-board from being transmitted to the parts immediately connected with the standards, is the aim of the part C, which consists partly of a socket, *c*, which receives the end of the cross-board D, and which, by means of suitable fastenings *c'*, is attached to, and thereby connects, the upper ends of the springs *a' a'*, and partly of the lugs *c² c²*, which project from the outer side of the socket to receive the standard E. The socket *c* and lugs *c² c²* can be readily made in one casting.

In Fig. 1 the cross-board D is shown in position, its ends resting in the socket *c c*, the top of the cross-board coming even with the top of the socket, and the springs and cross-board being steadied in place by means of the lugs *c² c²*, which come against and receive the standards E E, as shown.

It will be seen that the board does not require fitting, and is not held by any fastening to the parts C C.

I claim—

1. The combination of the springs A A, bolster B, part C, having the socket *c* and lugs *c² c²*, cross-board D, and standards E E, substantially as described.

2. The combination of the springs A A, consisting of the saddle *a* and springs *a' a'*, the socket *c c*, and cross-board D, substantially as described.

3. The combination of the springs *a' a'*, and the saddle *a*, and the part C, the said part having the socket *c* and lugs *c² c²*, substantially as described.

4. As a new manufacture, the part C, having the socket *c* and lugs *c² c²*, substantially as described.

JOHN R. CALHOUN.

Witnesses:

CHAS. D. MOODY,
WM. MORRISON.