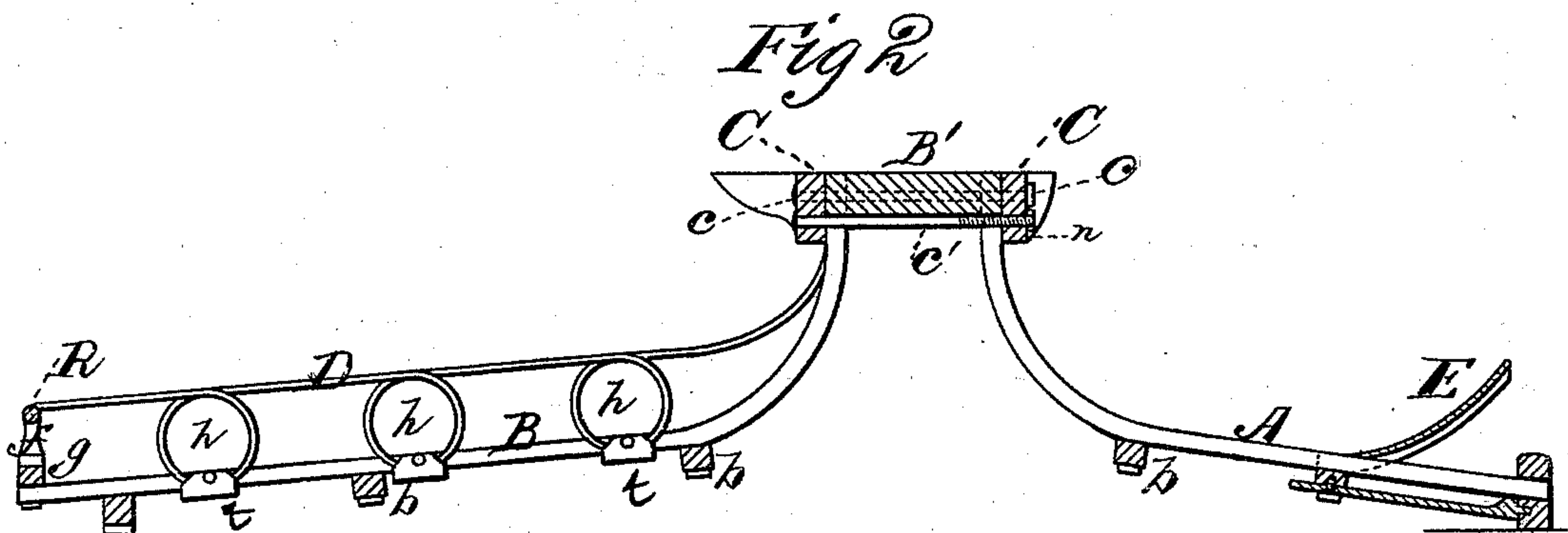
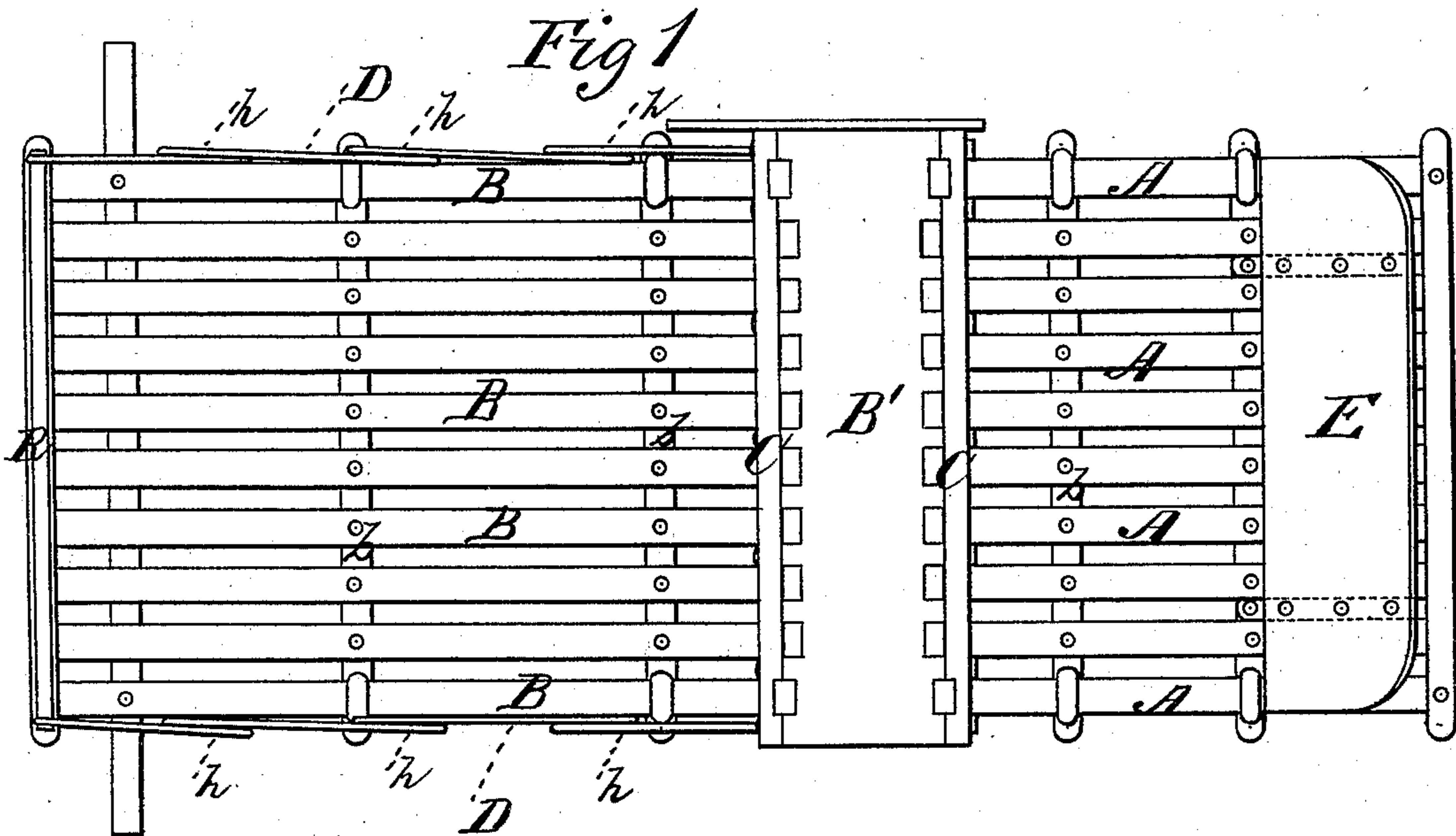


C. NELIGH, Sr.

BUCK-BOARD.

No. 171,412.

Patented Dec. 21, 1875.



WITNESSES

Mary J. Utley.  
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# UNITED STATES PATENT OFFICE.

CHARLES NELIGH, SR., OF HOPE, INDIANA.

## IMPROVEMENT IN BUCK-BOARDS.

Specification forming part of Letters Patent No. **171,412**, dated December 21, 1875; application filed November 13, 1875.

*To all whom it may concern:*

Be it known that I, CHARLES NELIGH, Sr., of Hope, in the county of Bartholomew and State of Indiana, have invented a new and valuable Improvement in Buck-Boards; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a plan view of my buck-board, and Fig. 2 is a longitudinal vertical sectional view thereof.

This invention has relation to improvements in buck-boards for buggies and road-wagons; and it has for its object to dispense with undue bending of the longitudinal bars of the buck-board, whereby their strength is greatly impaired and their cost increased, and substitute others which, being wanting in these elements of decay and expense, will yet combine lightness and durability with economy.

To this end the nature of the invention consists in a buck-board the longitudinal bars of which are upturned and let into a solid seat, into which they are held by means of clamp-boards and bolts, as will be hereinafter more fully set forth.

In the annexed drawings, the letter A represents the front, and B the rear, longitudinal spring-strips of my improved buck-board, which are rigidly bolted at a suitable distance apart to transverse bars *b*, arranged as shown in Fig. 2. The inner ends of these strips are bent upward in a gradual curve, and are let into a strong seat-board, B', notches being cut in the front and rear edges of the latter for their reception.

In practice the outer strips of the board will be stouter than the intermediate ones, for the purpose of guarding against injuries resulting from twisting or wrenching, and both the outer and intermediate strips will be secured to the seat-board to secure the necessary spring in the following manner, to wit: Wooden or metallic clamp-strips C are clamped by means of bolts *c c'* on the front and rear edges of the said seat-board over the ends of strips A B, thus confining them rigidly in the

aforementioned notches. Bolts *c* pass through clamp-strips C and seat-board B', and are secured in position by means of clamp-nuts *n*, as shown in dotted lines, and they are limited in their function to holding the strips C and the seat-board together, while bolts *c'* pass through strips C under the said seat, and are more especially designed to hold the ends of strips A B to their engagement with the said seat-board.

In buck-boards heretofore constructed the strips A B are continuous—that is, formed in one piece—and they are bent so as to form an arch near their center, to the apex of which the seat-board is attached. This construction has proved objectionable, in that it necessitated sharp curves to form the arch, which caused a breaking of the fibers, and consequently a great weakening of the board and the spring action obtained therefrom.

By the means above described this defect has been utterly remedied, there being but one curve (and that a slight one) used, and the seat being made to take the place of the crown of the arch. E represents a flexible wooden dash-board, which is secured to front portion of the buck-board, and affords a rest for the feet, as well as a protection to the rider against flying mud.

In order to provide a box or body for my improved buck-board which will in no way interfere with the springing of its rails A B, a strong metallic rod, R, is arranged across the rear end of the same, in uprights *f*, attached to a tie-brace, *g*. To each end of this rod is secured a metallic side rail, D, having formed at intervals coils *h*, the purpose of which will hereinafter appear. These rails extend to the front, and are rigidly secured to the strips B of the board, near their junction with the seat. When the rails A B spring upward and downward in passing over a rough road, the coils *h* will allow the side rails to “render” or yield, thus allowing the buck-board to have its full spring.

These coils also serve to prevent small articles from escaping from the box, and that they may the more effectually serve this purpose they are secured by means of ties *t* to the outer rails of the buck-board. This may



be done without impairing the yielding of the side rods D, which is solely dependent upon the coils.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a buck-board, the combination of the clamp-boards C C and bolts *c c'* with spring-strips A B, recessed into a seat-board, B, substantially as specified.

2. The separate curved strips A B, in combination with a seat-board, B, and a clamping device, substantially as specified.

3. In combination with a spring buck-board, the rendering or flexible metallic rail D, substantially as specified.

4. The metallic rail D, having spaced coils *h*, adapted for use substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

CHARLES NELIGH, SR.

Witnesses:

GEORGE W. HARTZELL, Jr.,

JOHN ALBRIGHT.