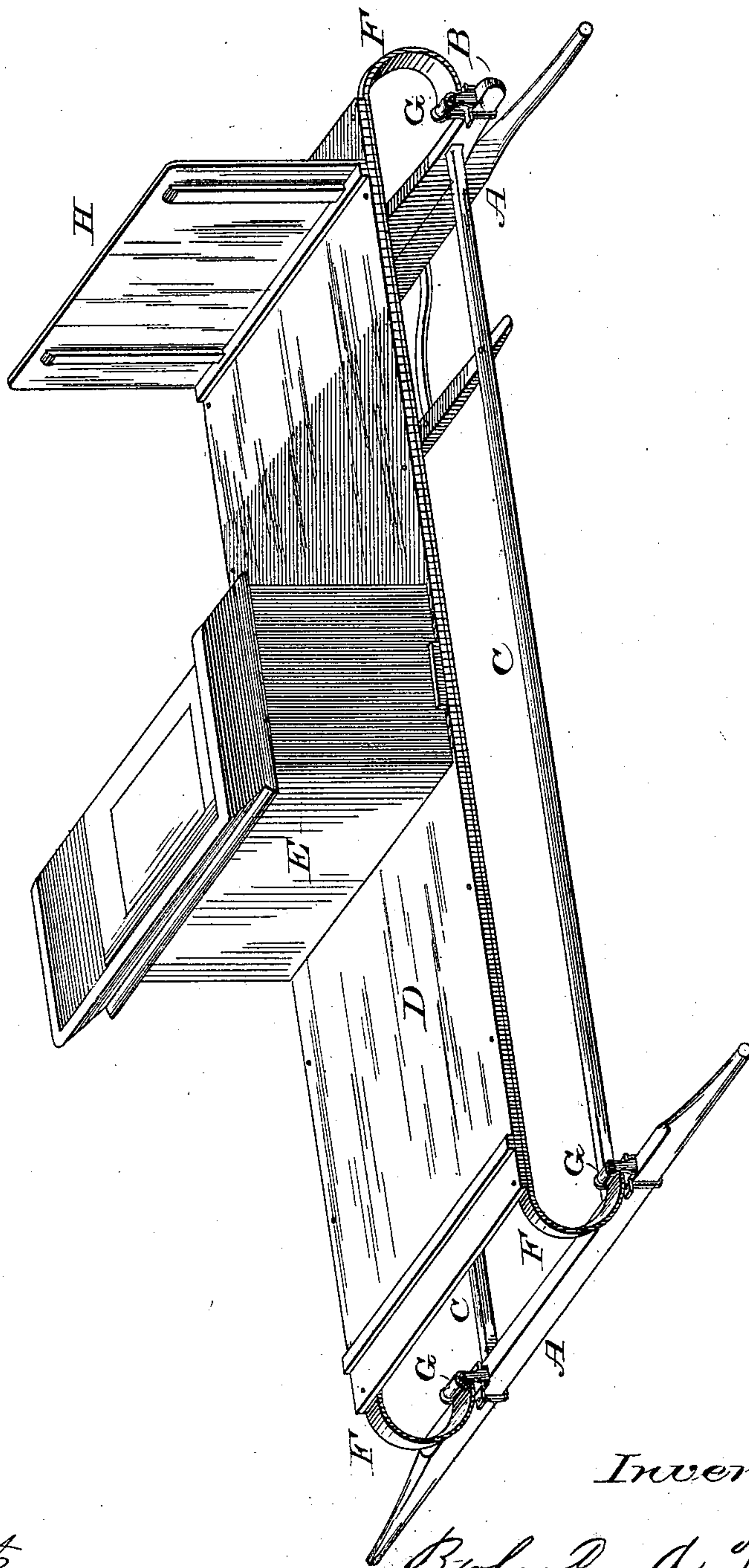


R. A. MORSE.  
Buck-Board Wagon.

No. 215,958.

Patented May 27, 1879.



Witnesses:

J. B. Smith  
Ole. O. Stork

Inventor:

Robert A. Morse.

# UNITED STATES PATENT OFFICE.

ROBERT A. MORSE, OF MILWAUKEE, WISCONSIN.

## IMPROVEMENT IN BUCK-BOARD WAGONS.

Specification forming part of Letters Patent No. **215,958**, dated May 27, 1879; application filed September 7, 1878.

*To all whom it may concern:*

Be it known that I, ROBERT A. MORSE, of Milwaukee, in the county of Milwaukee, in the State of Wisconsin, have invented certain Improvements in Buck-Board Wagons, of which the following is a specification.

My invention relates to that class of light vehicles which are denominated "buck-board wagons." In these wagons the driver's seat is secured either upon a spring-board or spring-slats, and usually the board or slats are secured directly to the axle-trees.

In the accompanying drawing, A A represent the axle-trees; B, the forward bolster; C C, two reaches, which extend from the rear axle-tree to the forward bolster. D represents the light buck-board, upon which is secured the seat E, a narrow strip of board being located between the seat and the buck-board D.

The dash-board is designated by letter H, and the springs by the letters F. These springs are curved in front and rear of the buck-board D, and are connected at the former end with the bolster, while at the latter they connect with the axle-tree, as shown in the drawing.

The springs run the entire length of the buck-board, and are bolted to its under side and near its edges. As the board itself is made light and springy these springs not only add to its elasticity, but also prevent its acquiring a permanent sag about its center by reason of the continuous weight of the driver, who occupies the seat E, located centrally upon the board.

I do not claim, broadly, springs extending from axle to axle; nor do I claim, broadly, a buck-board wagon; but

What I do claim is—

In a buck-board wagon having the seat E centrally located upon the spring-board, the herein-described arrangement of seat E, spring buck-board D, and springs F, curved in front and rear of the board, running along the entire length of the same, and bolted to the under side of the spring-board adjacent to its side edges, substantially as herein shown and described, and for the purposes specified.

ROBERT A. MORSE.

Witnesses:

J. B. SMITH,  
OLE O. STORLE.