

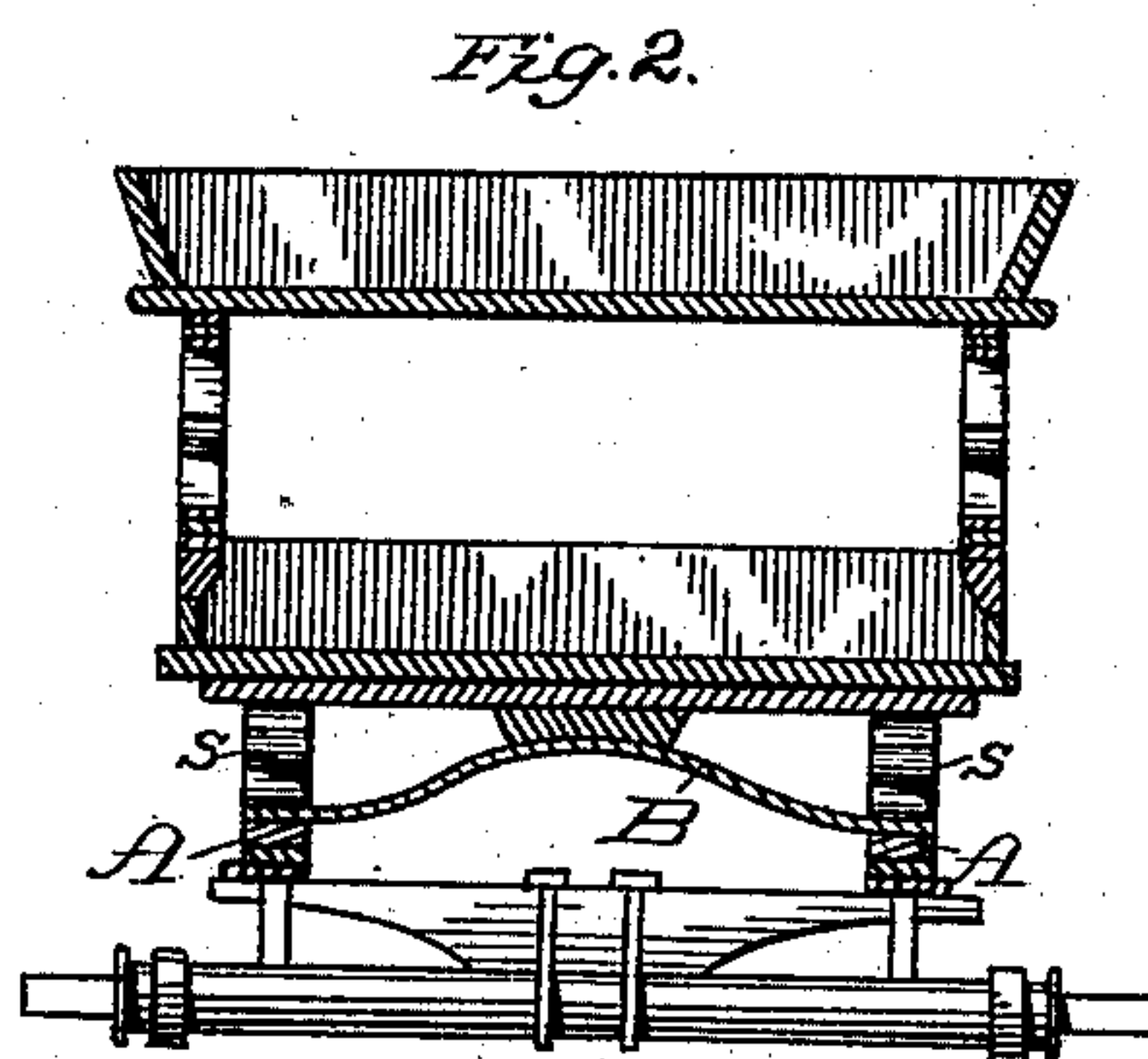
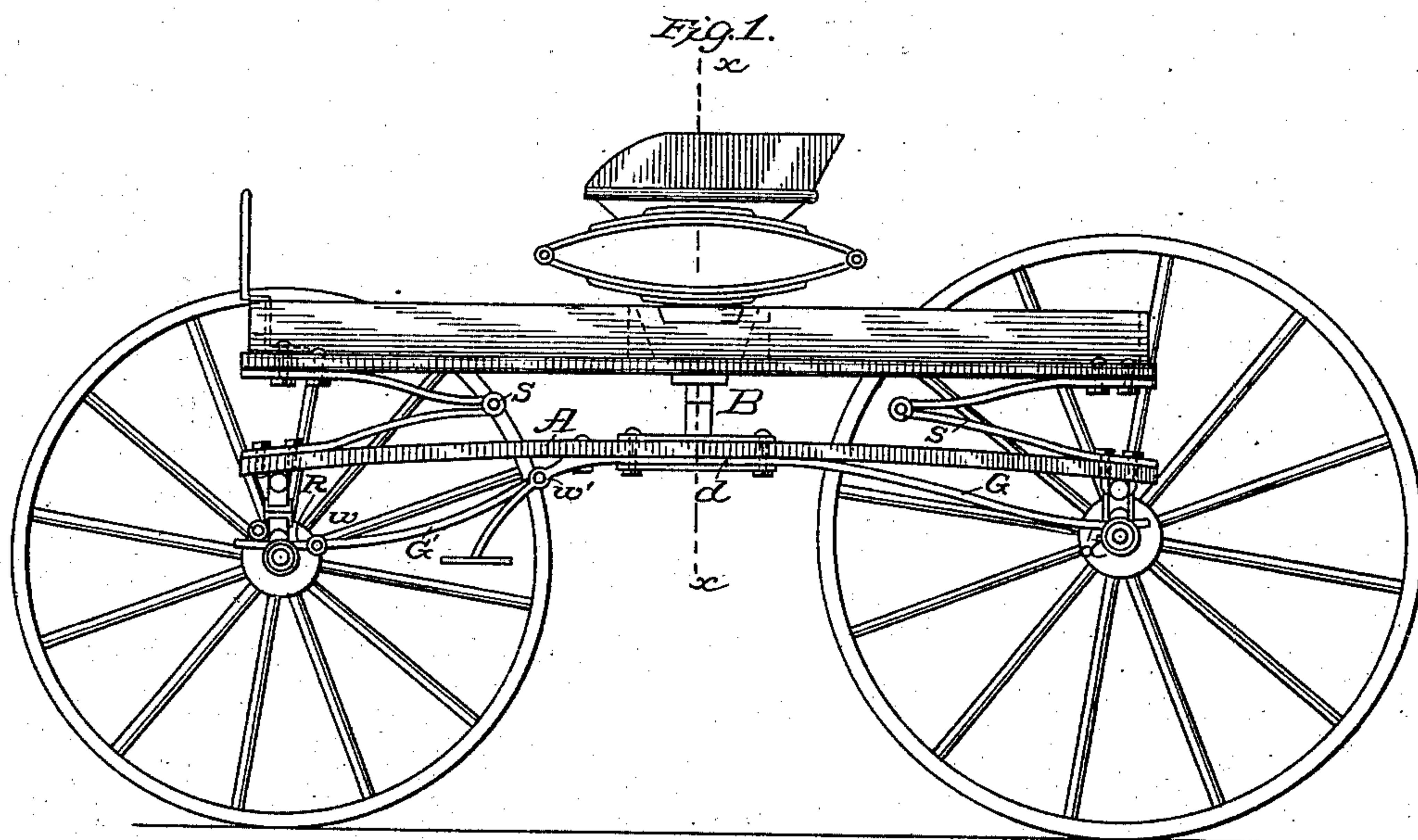
(No Model.)

2 Sheets—Sheet 1.

F. A. HILL.
BUCKBOARD WAGON.

No. 258,063.

Patented May 16, 1882.



Witnesses:
Walter A. Malson
David S. Mead

Inventor
Frank A. Hill,
by
W. S. Spear
Att'y.

(No Model.)

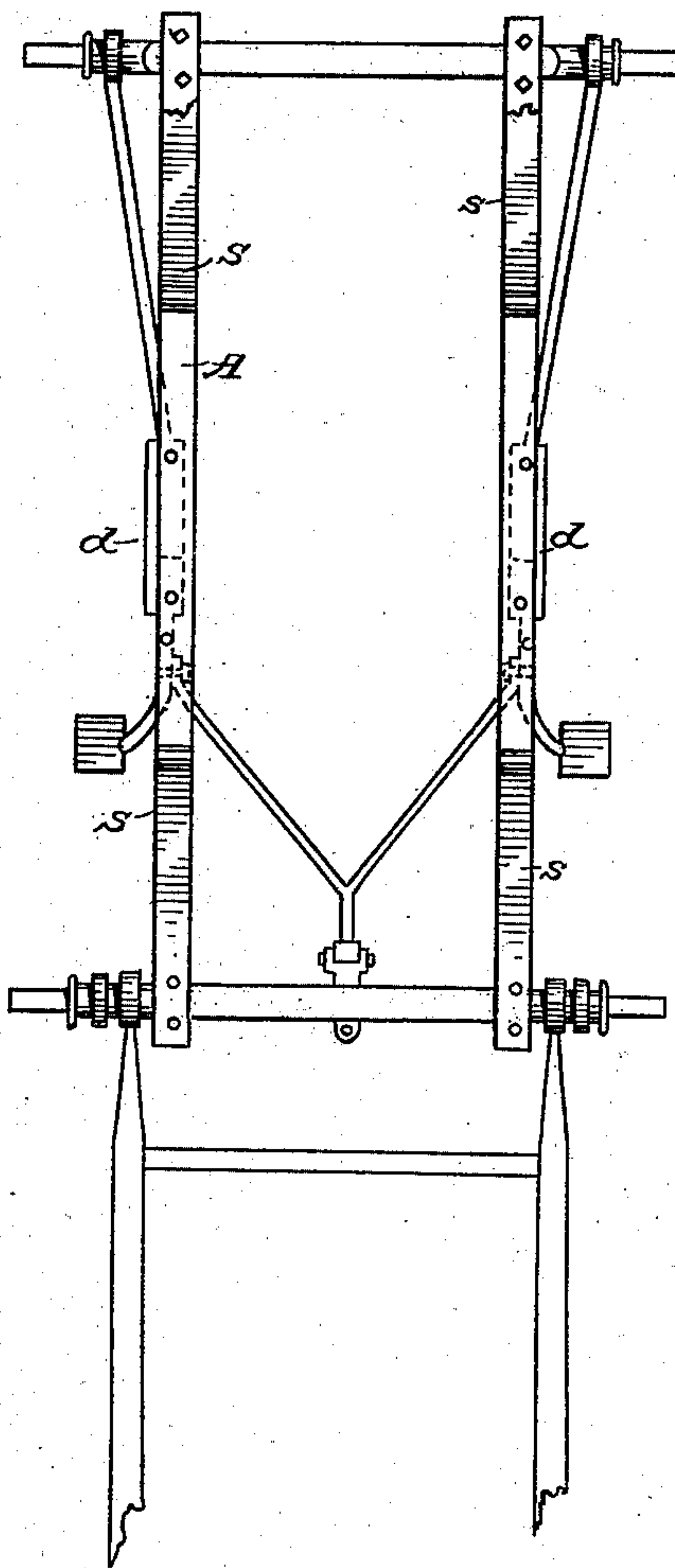
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Fig. 3.



Witnesses:

Walter Donaldson
David S. Mead

Inventor:
Frank A. Hill,
by
Wm. Spear
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UNITED STATES PATENT OFFICE.

FRANK A. HILL, OF BENICIA, CALIFORNIA.

BUCKBOARD-WAGON.

SPECIFICATION forming part of Letters Patent No. 258,063, dated May 16, 1882.

Application filed January 28, 1882. (No model.)

To all whom it may concern:

Be it known that I, FRANK A. HILL, of Benicia, in the county of Solano and State of California, have invented a new and useful Improvement in Buckboard-Wagons; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates to wagons of what are technically known as the "buckboard" class; and it consists in special construction and arrangement of the springs and braces, all as hereinafter fully set forth and distinctly claimed.

In the accompanying drawings, Figure 1 is a side elevation with the wheels removed upon one side. Fig. 2 is a section on line *xx* of Fig. 1. Fig. 3 is a plan view with the body removed.

In these drawings, A A represent wooden side springs, which are attached to the hind axle and rest upon the frame of the fifth-wheel over the front axle, the end being free to move on said frame. Upon these two wooden side springs are placed at their extremities V-shaped springs S S, the upper wings of which are attached to the body, one at each corner. A central transverse spring, B, supports the central part of the body and rests upon the center of the side springs, as shown in Fig. 2. The rear axle is braced by means of light spring-braces G, connected to the wooden side springs at *d* and rigidly to the hind axle at *d'*, these springs being sufficiently light to allow for the movement of the wooden side springs without rolling the hind axle.

In order to allow the wooden side springs to

lengthen as the load depresses it, and at the same time to prevent the turning or rolling of the front axle, braces G' are pivoted to the step-arm at *w'* and to a clip, R, at *w*.

This construction makes a very light, inexpensive, and efficient system of springs, forming at the same time the reach of the wagon.

I am aware that a vehicle has been provided with upper and lower central longitudinal wooden bars, connected at their ends by semi-elliptic springs, the whole forming a central longitudinal elliptic spring composed of wood and metal, and I desire to disclaim the same.

Having thus described my invention, what I claim is—

1. The combination of the wooden side springs, A A, the V-shaped springs S S, and the center spring, B, the ends resting upon the side springs, substantially as described.

2. In combination with the wooden side springs, A, the braces G', hinged at *w-w'*, substantially as described.

3. The combination, with the side springs, A, and the springs resting thereon to support the body, of the elastic braces G, connected to the side springs, A, and to the hind axle, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

FRANK A. HILL.

Witnesses:

MATT. CLARKEN,
LEO. MORGAN.