(No Model.)

J. B. & C. L. PREO.

BUCKBOARD WAGON.

No. 264,336. Patented Sept. 12, 1882.

Fig. 1.

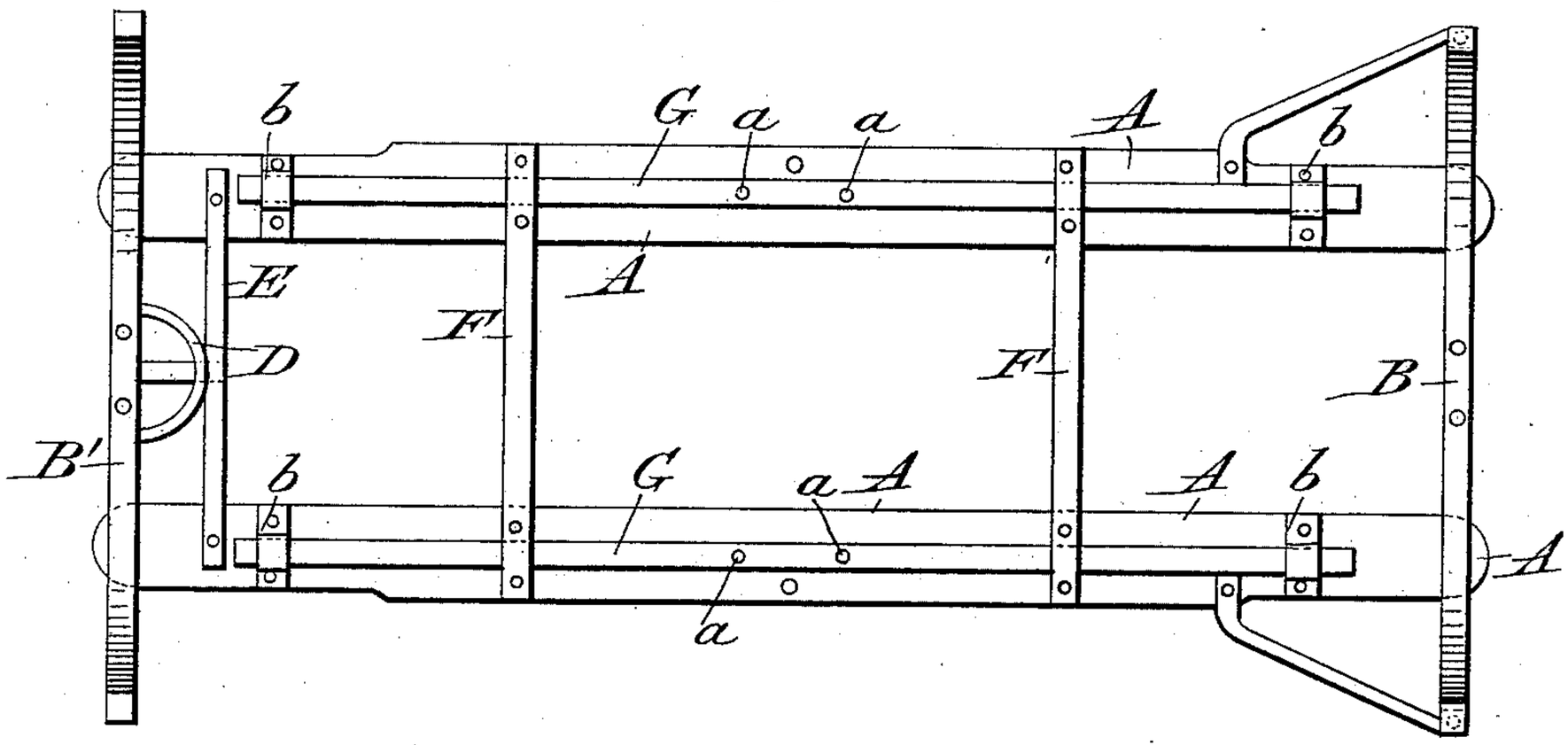


Fig. 2.

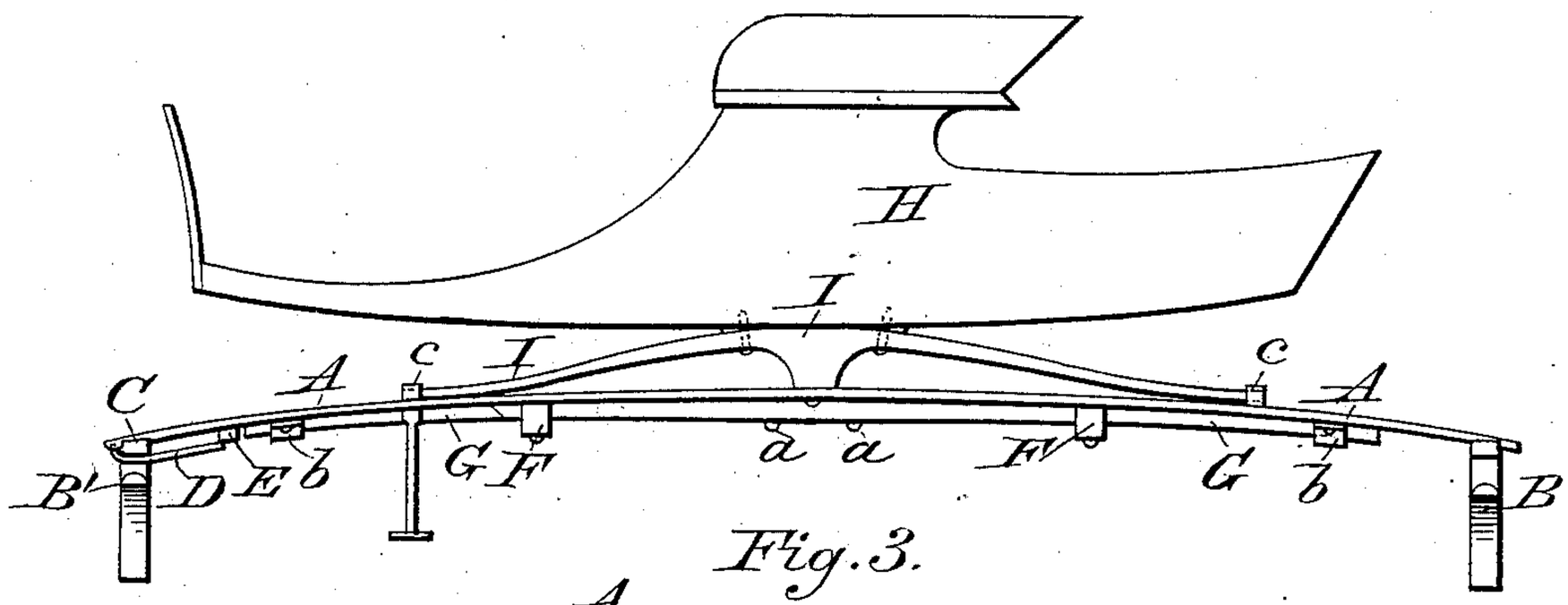


Fig. 3.

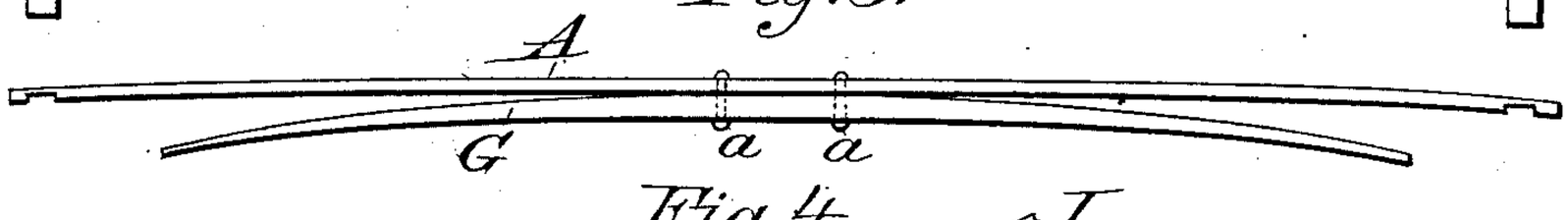
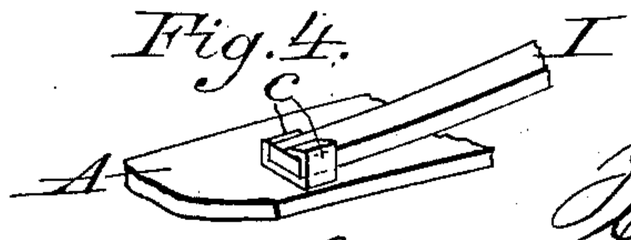


Fig. 4.



Witnesses:
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UNITED STATES PATENT OFFICE.

JOHN B. PREO AND CHARLES L. PREO, OF GREENWICH, NEW YORK.

BUCKBOARD-WAGON.

SPECIFICATION forming part of Letters Patent No. 264,336, dated September 12, 1882.

Application filed February 1, 1882. (No model.)

To all whom it may concern:

Be it known that we, JOHN B. PREO and CHARLES L. PREO, citizens of the United States, residing at Greenwich, in the county of Washington and State of New York, have invented certain new and useful Improvements in Springs for Buckboard-Wagons, of which the following is a specification, reference being had therein to the accompanying drawings.

Our invention relates to improvements in buckboard-wagons; and it consists in the construction and arrangement of devices for supporting the wagon-body, as will be hereinafter more fully described and claimed.

In the annexed drawings, Figure 1 is a bottom plan of the frame, showing spring boards or slats and re-enforcing springs. Fig. 2 is a side elevation of the wagon-body and supporting-frame. Fig. 3 is a side view of one of the spring-boards and its re-enforcing spring, and Fig. 4 is a detail showing the attachment of the spring-riser to the spring-board.

Like letters indicate like parts in the several views.

The spring boards or slats A A are each attached at one end to the rear bolster, B, and at the forward end to the head-block C, which rests on the forward bolster, B′, a fifth-wheel, D, being provided, as usual. These spring slats or boards A A are connected and braced by the cross-bars E and F F. On the under side of each board or slat A, and secured centrally thereto by means of bolts *a a*, is a re-enforcing spring, G. This spring, like the board or slat A to which it is attached, is composed of a suitable piece of flexible or elastic wood. The width of the re-enforcing spring is considerably less than that of the board or slat to which it is attached, and it is also of less length, as shown in the drawings.

The ends of the wood springs G G are passed through loops *b b*, attached to the under sides of the boards A A, and are thus held in contact therewith in such a manner as to have a free end play with each up-and-down vibration of the spring-boards. The re-enforcing springs also pass through mortises formed in the cross-bars F F.

The wagon-body H is supported centrally on the spring-risers I I, which are also composed of wood. These risers rest upon the spring-boards A A, their ends being inserted into lugs or keepers *c c* attached to said boards.

By constructing the risers I, boards A, and their re-enforcing springs G entirely of wood, and connecting them in the manner described, a light, durable, and elastic support is provided for the wagon-body to rest upon. It will be observed that the form of the risers, and also their attachment to the spring-boards A A, are such as will afford an elastic support to the body of the vehicle, and prevent all liability of its coming in contact with the boards when violently jolted in passing over rough roads. It is also apparent that the manner of constructing and attaching the re-enforcing springs G G adds greatly to the strength and elasticity of the supporting-frame.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The combination, in a buckboard-wagon, of the spring-boards A A, spring wood risers I I, resting thereon and having their ends inserted in lugs *c c*, attached to said boards, and the re-enforcing wood springs G G, centrally bolted to the under sides of the boards and having their ends adapted to play in loops *b b*, secured to said boards, substantially as described.

2. The combination, in a buckboard-wagon, of the spring-boards A A, mortised cross-pieces F F, re-enforcing wood springs G G, centrally bolted to the under sides of said boards, and adapted to pass through the mortises formed in the cross-pieces and through loops *b b*, attached to the boards, the spring-risers I I, composed of wood and resting upon the spring-boards, with their ends inserted in lugs *c c*, attached thereto, and the wagon-body H, centrally supported on the risers, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN B. PREO.
CHARLES L. PREO.

Witnesses:
ALBERT A. MOOR,
GEORGE J. RUSSELL.