

(No Model.)

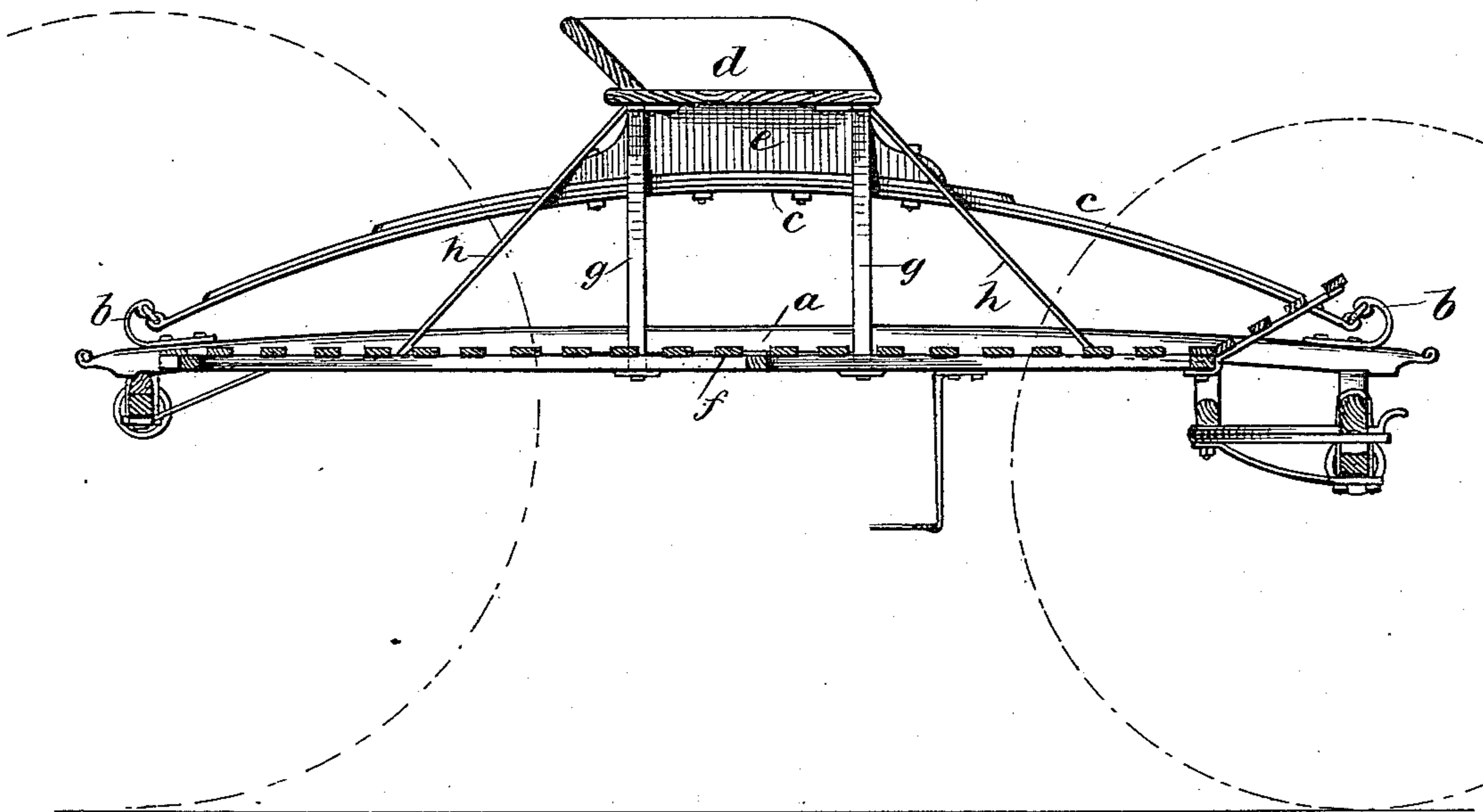
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J. H. SINCLAIR.  
BUCKBOARD WAGON.

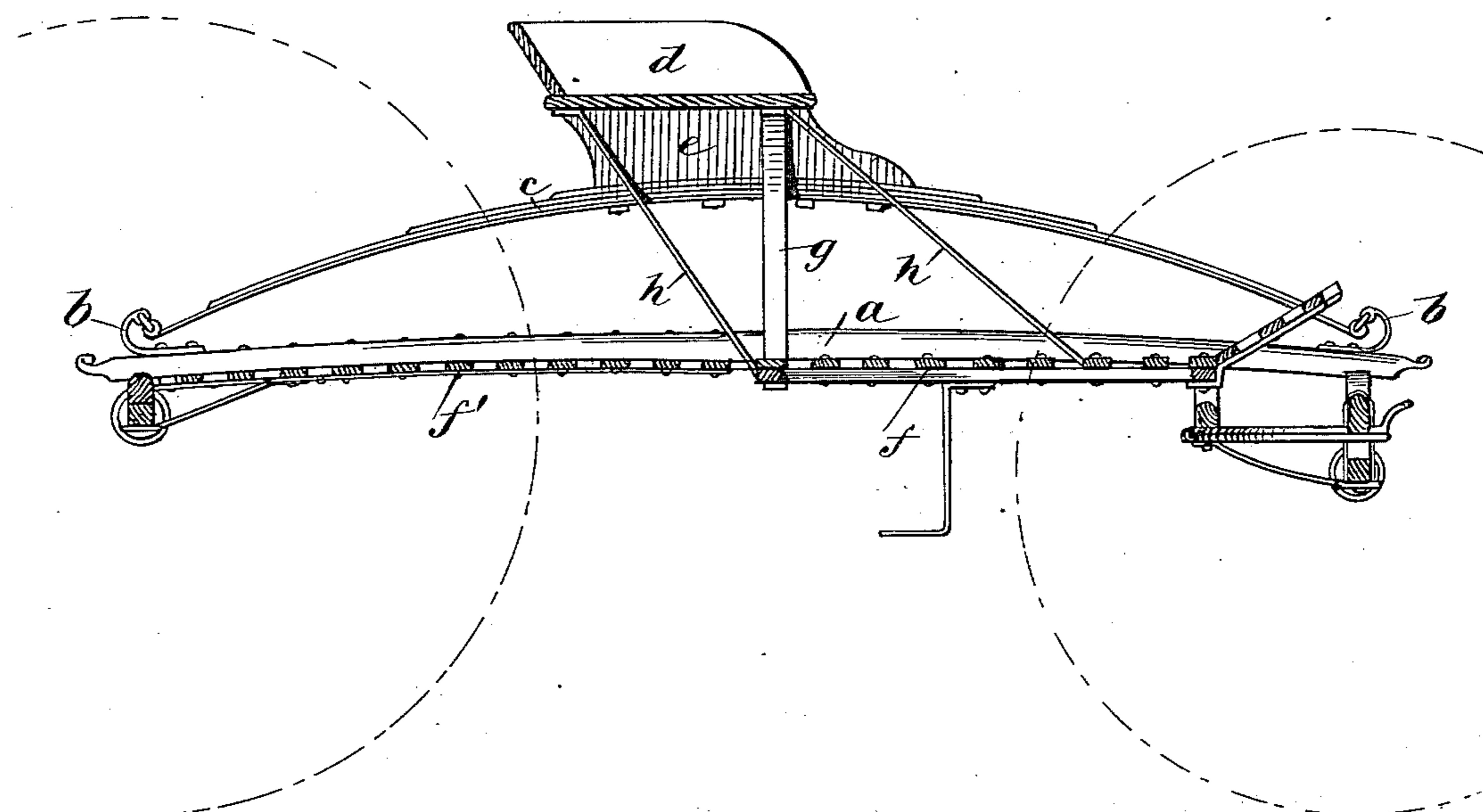
No. 277,359.

Patented May 8, 1883.

*Fig. 1.*



*Fig. 2.*



Witnesses:  
*John D. Jones.*

*James H. Sinclair.*  
*Inventor.*  
By *H. L. Perrine,*  
*Atty.*

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2 Sheets—Sheet 2.

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Fig. 3.

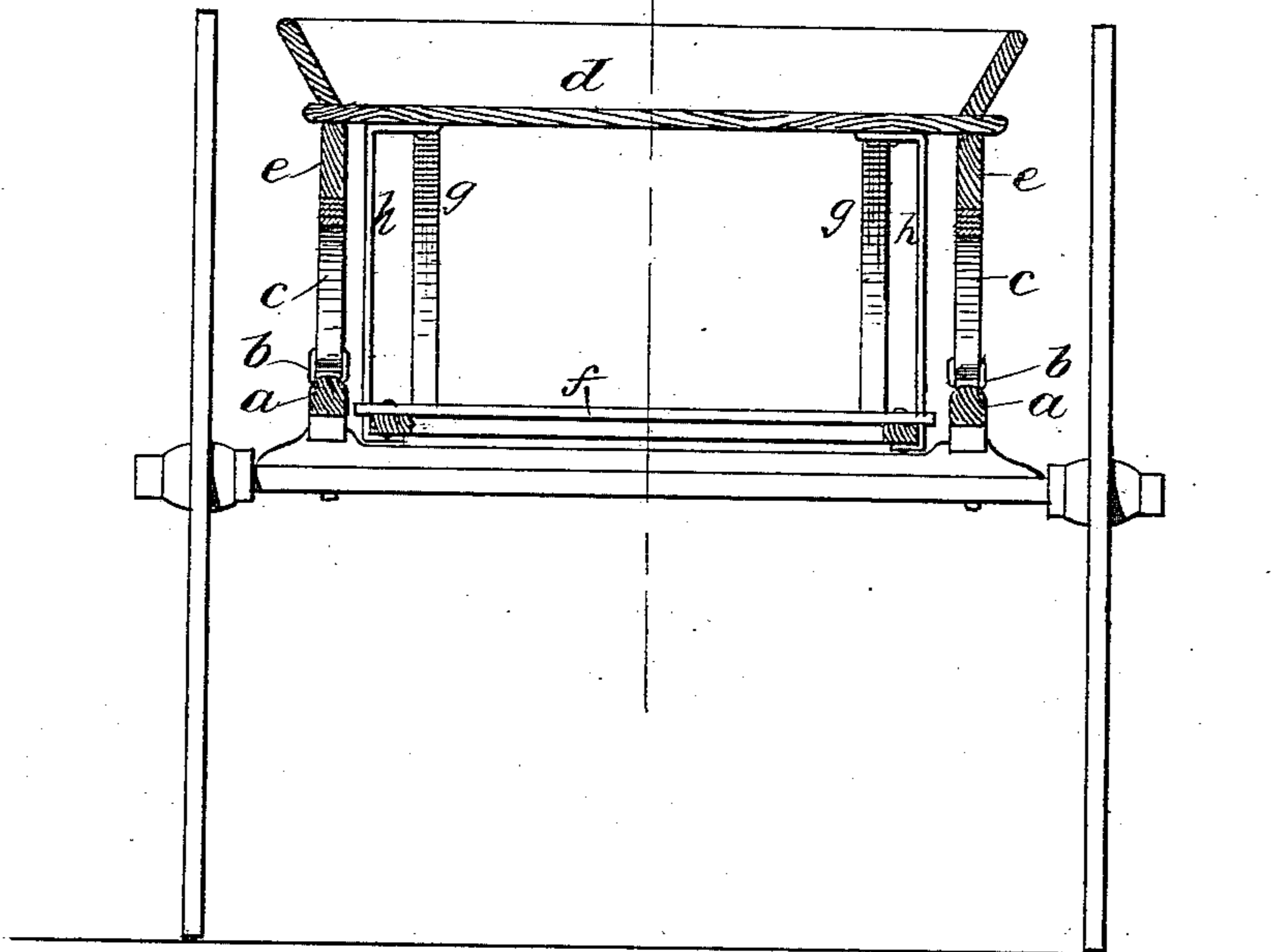
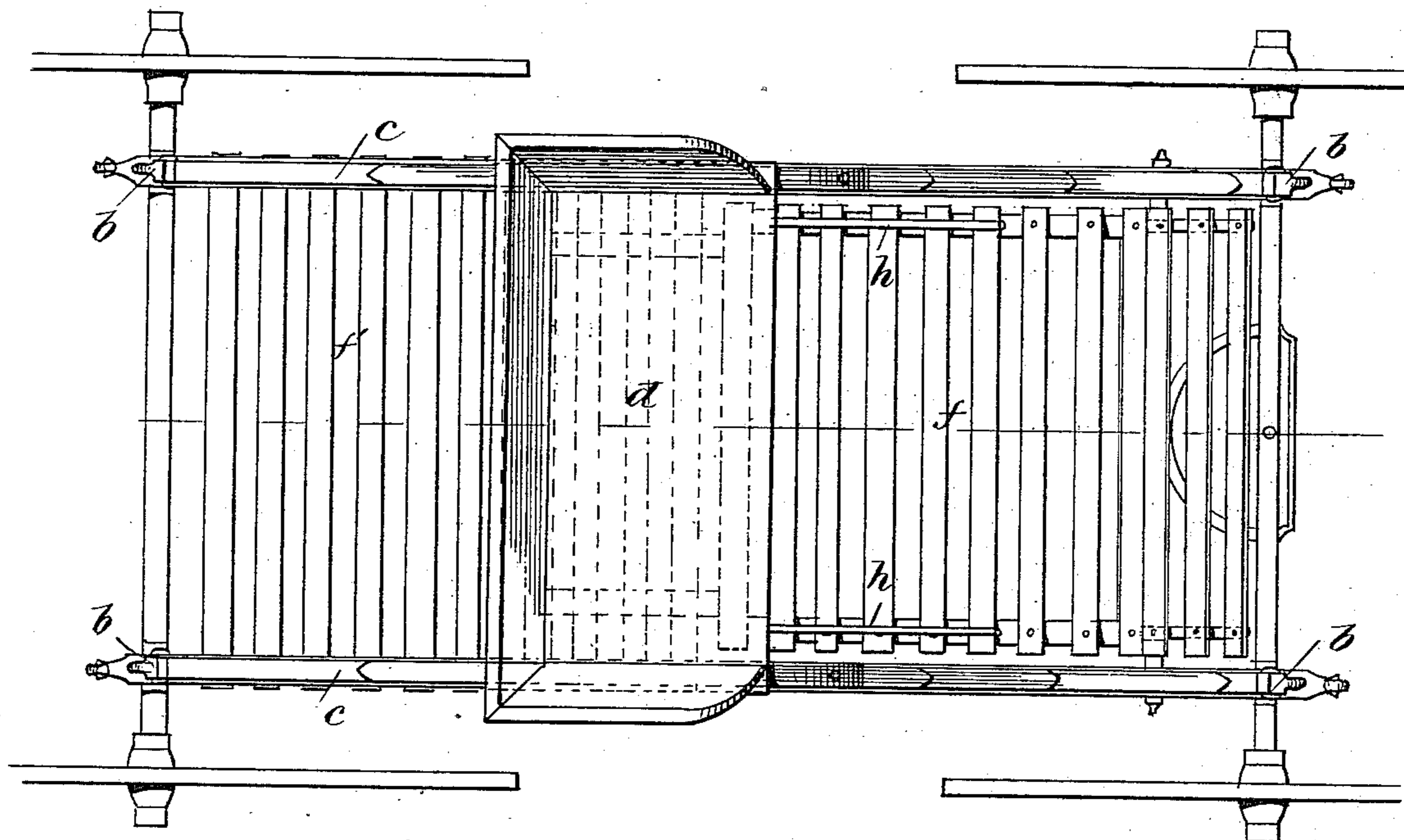


Fig. 4.



Witnesses  
*[Signature]*  
W. D. Jones

James H. Sinclair.  
Inventor.  
By *H. L. Perrine*  
Atty.

# UNITED STATES PATENT OFFICE.

JAMES H. SINCLAIR, OF DENVER, COLORADO, ASSIGNOR OF ONE-HALF TO  
WILLIAM MALONY, OF SAME PLACE.

## BUCKBOARD-WAGON.

SPECIFICATION forming part of Letters Patent No. 277,359, dated May 8, 1883.

Application filed March 3, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES H. SINCLAIR, a citizen of the United States, residing at the city of Denver, in the county of Arapahoe and State of Colorado, have invented a certain new and useful Improvement in Buckboard-Wagons, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention is in the nature of an improvement in the mode of swinging the slatted bottom of buckboard-wagons; and the invention consists in supporting the seat upon side springs and suspending the whole or a part of the bottom directly from the seat and between the springs, whereby the vehicle rides easy and the discomfort incident to the ordinary buckboards is overcome.

In the accompanying drawings illustrating my invention, in the several figures of which like parts are similarly designated, Figure 1 is a longitudinal section on the plane of the broken line of Fig. 3. Fig. 2 is a longitudinal section of a modification. Fig. 3 is a central transverse section of Fig. 1, and Fig. 4 is a top plan view of Fig. 2.

The front and hind axles are connected by side bars, *a a*, which receive irons *b b* at opposite ends, to which irons are, preferably loosely, jointed springs *c c*, extending longitudinally of said bars. The seat *d* is supported upon these side springs by pillow-blocks *e e*, bolted to the springs.

As shown in Figs. 1 and 3, the slatted bottom *f* of my wagon is suspended without attachment thereto between the springs and side bars, and is supported in this position by vertical braces *g g* and diagonal or truss braces *h h*, depending from the seat. The whole bur-

den thus is thrown upon the seat, and thence upon the springs, and therefore the load is easily drawn and the riding made easier and less jerky, and a free swing permitted the body in going over bad roads.

Instead of swinging the whole of the slatted bottom from the seat, I may divide it and secure the rear half, *f'*, Figs. 2 and 4, to the side bars, and the front half, *f*, to the braces *g h h*, which suspend it from the seat. This construction stiffens the wagon somewhat without in the least impairing the excellent riding qualities of that previously described. Either construction admits of the low hanging of the body.

What I claim is—

1. A buckboard-wagon provided with side bars, side springs, a seat supported upon such springs, and a bottom wholly or in part swung from said seat, substantially as shown and described.

2. The combination, substantially as shown and described, of side bars, side springs, a seat supported upon such springs, a bottom, and braces extending from the seat to the bottom, to swing said bottom directly from the seat.

3. The combination, substantially as shown and described, of the side bars, *a a*, side springs, *c c*, irons *b b*, connecting the two, seat *d*, blocks *e*, connecting the seat and springs, bottom *f*, and vertical rods *g*, and diagonal rods *h*, suspending the bottom from the seat.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES H. SINCLAIR.

Witnesses:

C. W. McCORD,  
H. M. GREENE.