

(No Model.)

J. JACKSON.
BUCKBOARD WAGON.

No. 284,019.

Patented Aug. 28, 1883.

fig 1

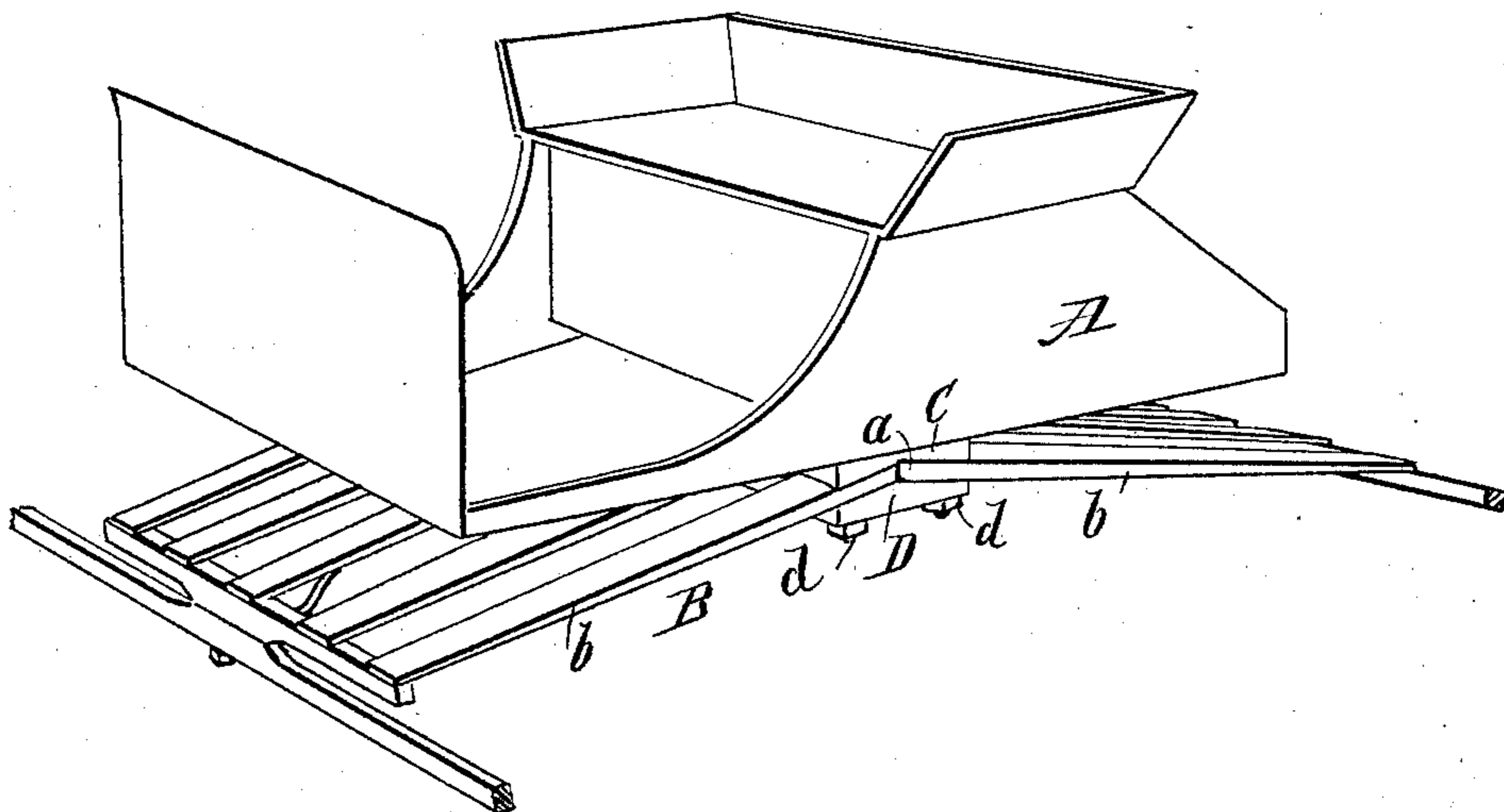
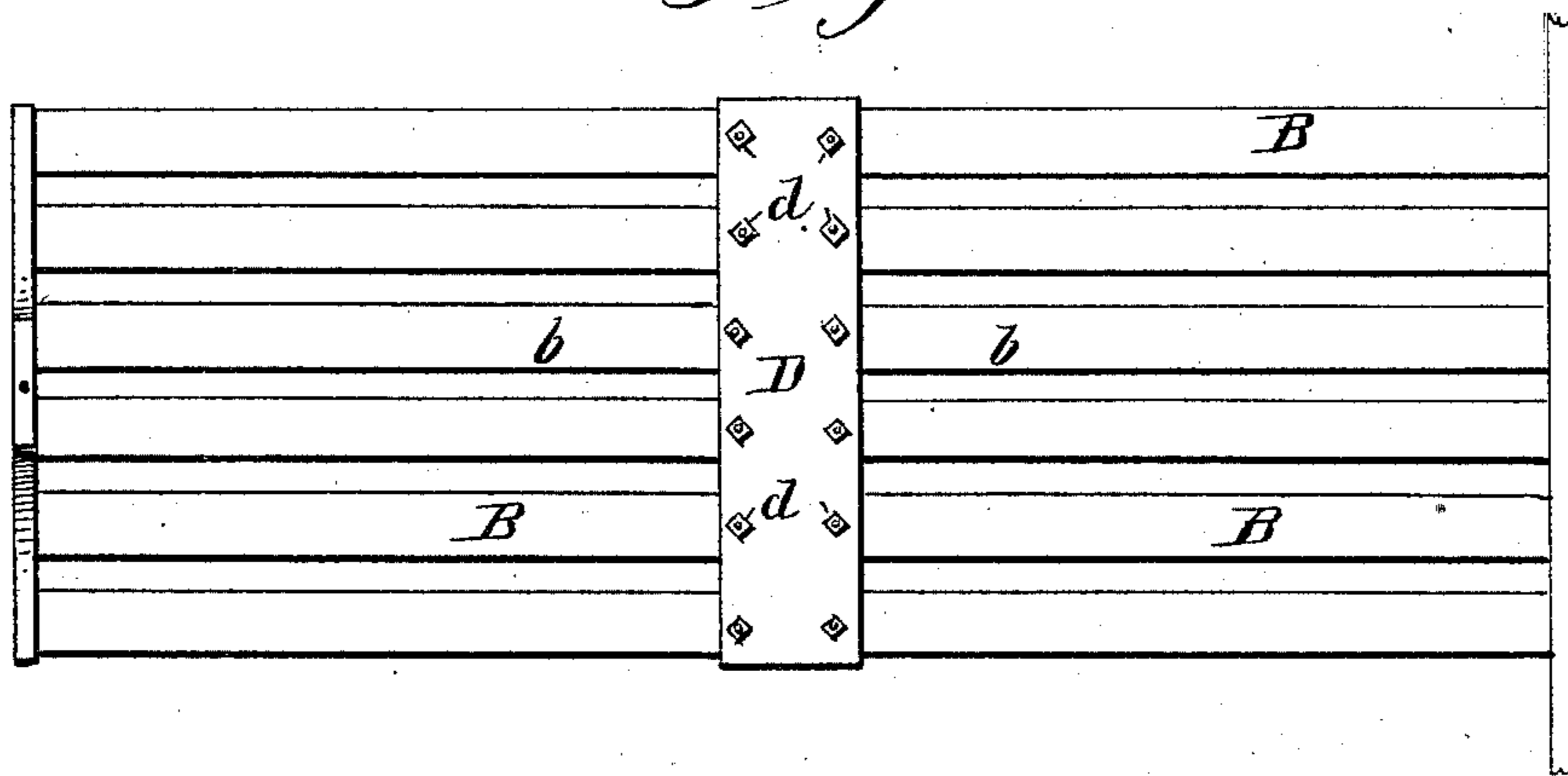


fig 2



WITNESSES:

J. D. Garfield
L. Sedgwick

INVENTOR:

J. Jackson
BY *Munn & Co*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHIEL JACKSON, OF FORT ATKINSON, WISCONSIN.

BUCKBOARD-WAGON.

SPECIFICATION forming part of Letters Patent No. 284,019, dated August 28, 1883.

Application filed March 17, 1883. (No model.)

To all whom it may concern:

Be it known that I, JOHIEL JACKSON, of Fort Atkinson, in the county of Jefferson and State of Wisconsin, have invented a new and useful Improvement in Buckboard-Wagons, of which the following is a full, clear, and exact description.

This invention relates to that class of buckboard-wagons wherein wooden slats are employed for the springs; and it consists of the combination and arrangement of parts, substantially as hereinafter fully set forth and claimed.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a perspective view of a buckboard-wagon made in accordance with my invention, and Fig. 2 is an inverted plan view of the springs of the wagon.

The body A may be of any approved construction. The springs B B are dressed tapering from their centers toward their ends, so as to be thickest in the center, where the most strain comes. These springs may be made of continuous lengths; but to save expense in dressing and waste of lumber, I prefer to make each spring of the two corresponding tapering parts *b b*, the adjacent thickest ends of which are correspondingly beveled, as shown at *a*, to fit against each other and form the curve or arch in the spring, as shown in Fig. 1. The adjacent thickest ends of the tapering pieces *b b* are held between the upper arch-board, C, and the lower arch-board, D, by the bolts *d d*, that pass through boards C D and through the ends of the pieces *b b*, as will be understood from the drawings.

The body A may be secured to the upper arch-board, C, in any suitable manner, and this arch-board C, instead of being made continuous and concaved or guttered upon its under side, might be composed of two beveled or

wedge-shaped cross-pieces placed with their thinnest edges together and bolted, thus avoiding the expense of dressing out the under side of the continuous board to fit the arch of the springs.

Constructed in this manner, it will be seen that the wagon is made very cheap, and at the same time very strong and practical, and easy to be repaired in case a spring becomes weakened or broken; and the springs, being made thickest in the center, are made stronger with less weight of material than when made the same thickness throughout, and the material is so distributed that the springs have a more graceful bend under a load than when made in the ordinary manner; and as I support the body A directly over the center of the springs *b b*, I avoid the disagreeable jar or shaking of the body, as is usual with all common buckboard-wagons. I also avoid the rumbling and noise occasioned by vibration of the dash-board when attached directly to the head-block, as is always the case with buckboard-wagons; and, again, it is next to impossible to keep a whip in its holder in the common buckboard on account of the dash-board being connected solid with head-block and axle. Thus the jar will cause the whip to jump out of its holder. In my wagon the whip or any package will remain quiet and in its place at either end of the body A, as well as at its center.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

The arch-plate C, having the body A secured upon it, in combination with the board D, bolts *d*, and the tapering parts *b b*, composing the springs, substantially as set forth.

JOHIEL JACKSON.

Witnesses:

JOHN M. THENO,
OLE A. QUAM.