

(No Model.)

G. T. CHAPMAN.
BUCKBOARD WAGON.

No. 452,338.

Patented May 12, 1891.

Fig. 1.

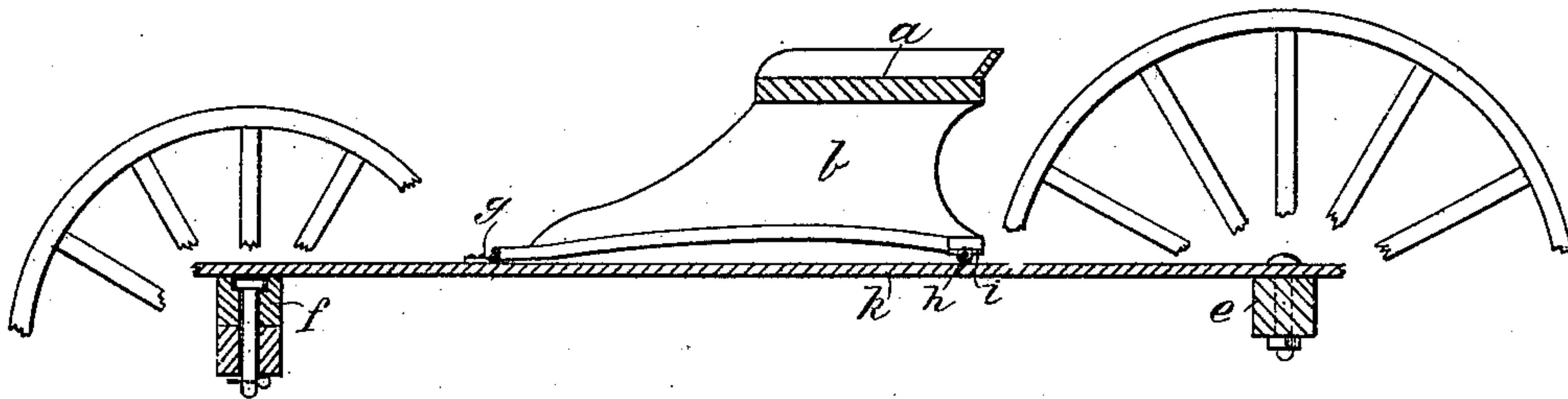


Fig. 2.

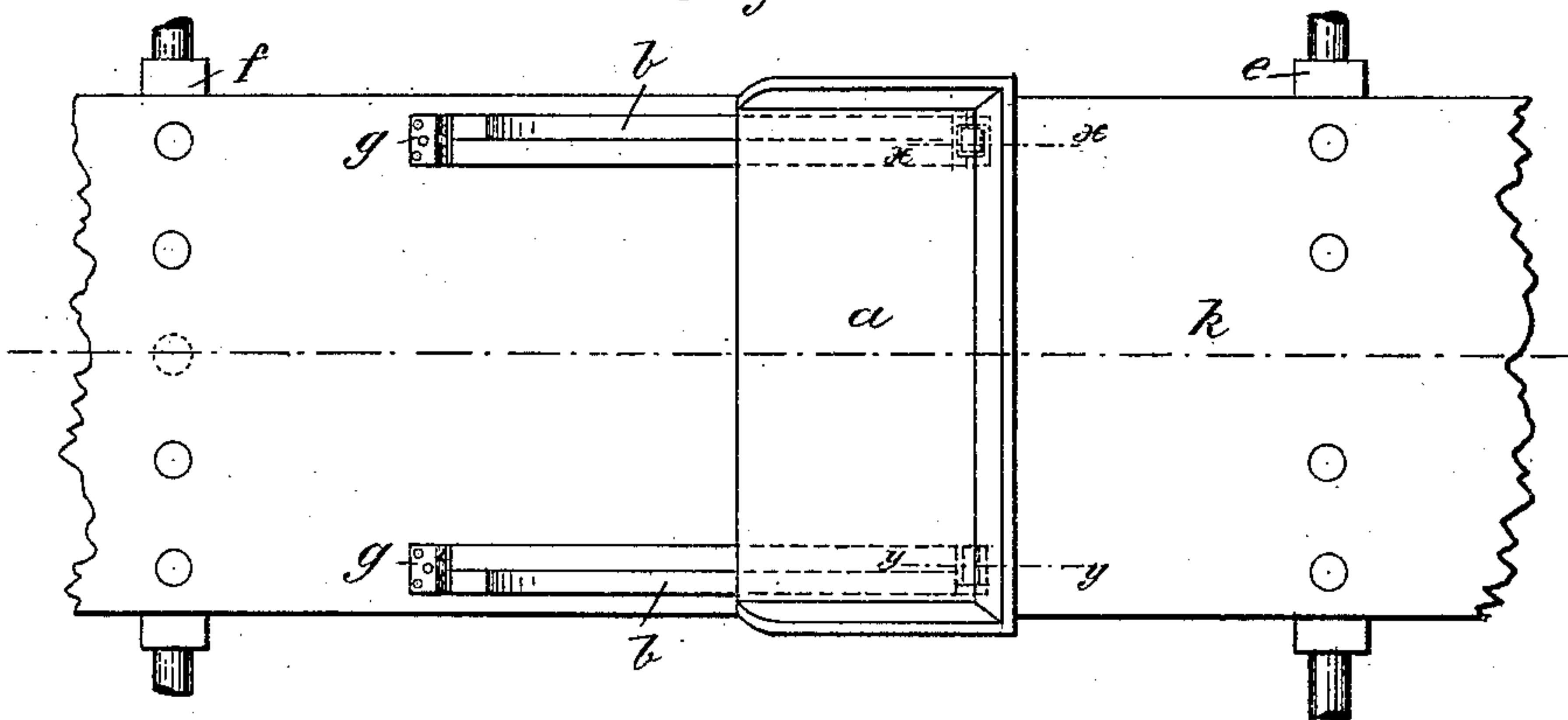


Fig. 3.

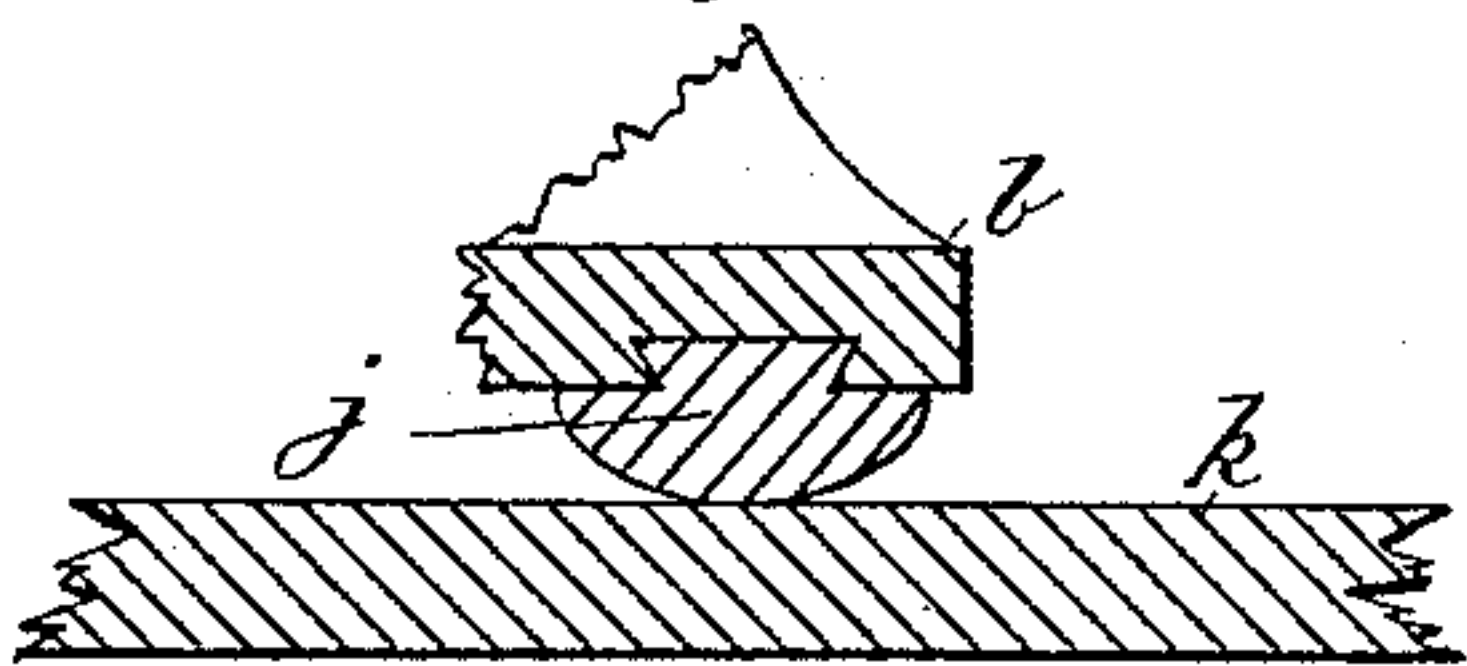


Fig. 4.

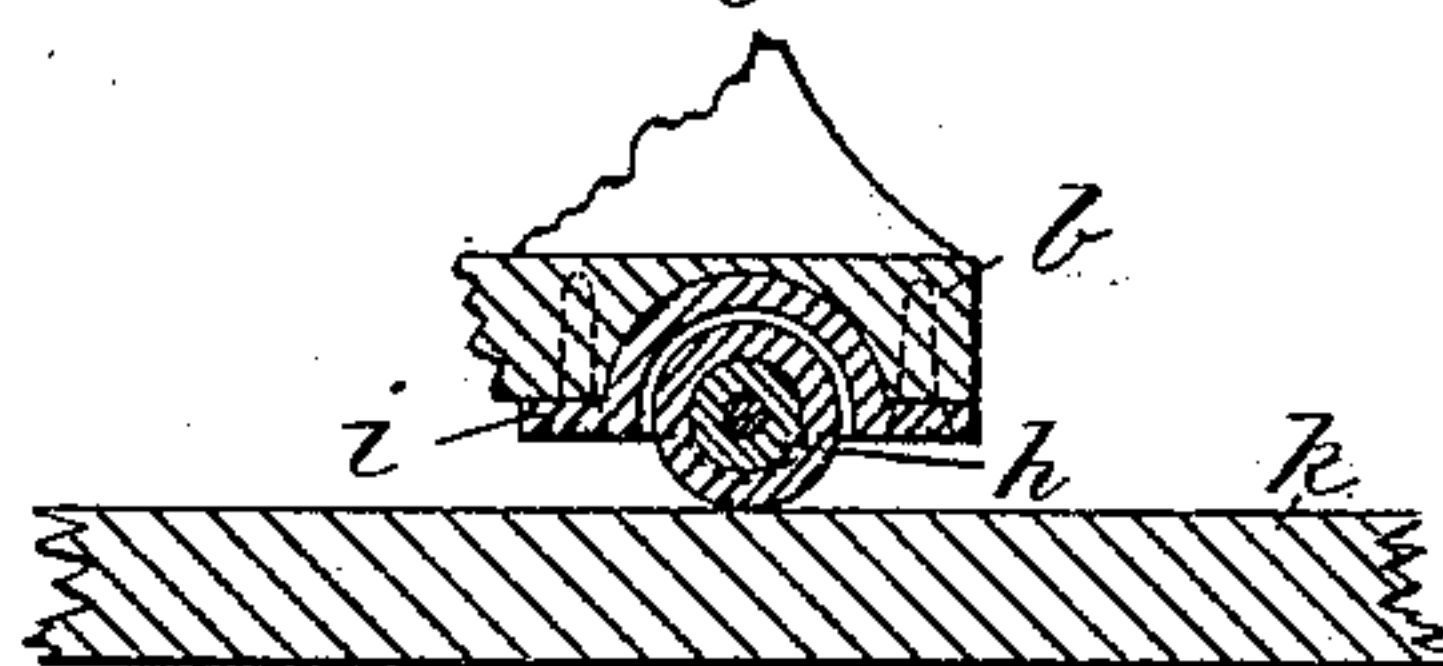
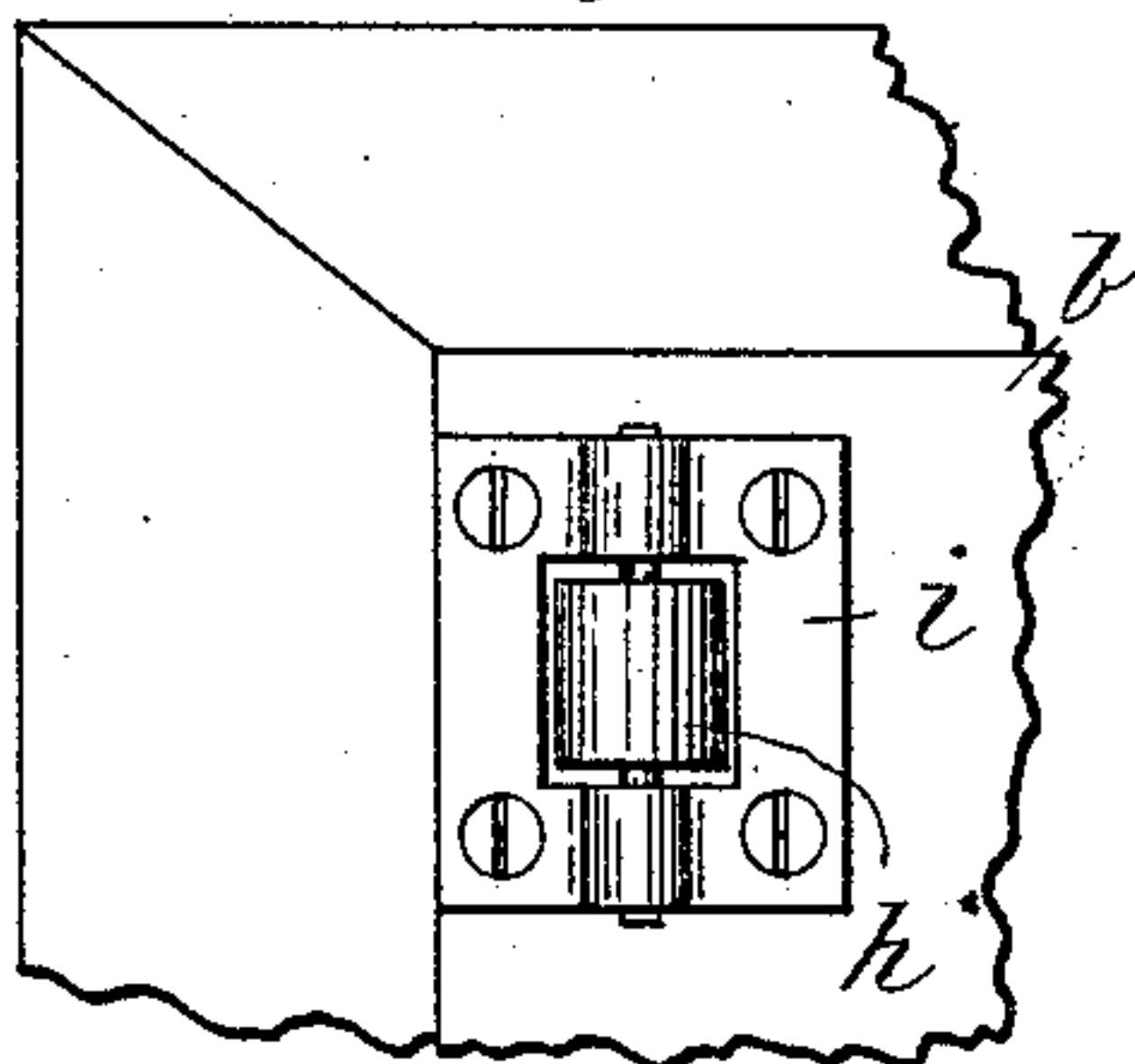


Fig. 5.



Witnesses:

Ernst Lundgren

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UNITED STATES PATENT OFFICE.

GEORGE T. CHAPMAN, OF WHITE PLAINS, ASSIGNOR OF ONE-HALF TO
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BUCKBOARD-WAGON.

SPECIFICATION forming part of Letters Patent No. 452,338, dated May 12, 1891.

Application filed November 4, 1890. Serial No. 370,270. (No model.)

To all whom it may concern:

Be it known that I, GEORGE T. CHAPMAN, a citizen of the United States, and a resident of White Plains, in the county of Westchester and State of New York, have invented new and useful Improvements in Buckboard-Wagons, of which the following is a specification.

My invention consists in an improved arrangement for mounting the seat on a buckboard, whereby the spring motion of the buckboard is easier, the stress is less severe on the buckboard, and a lighter and more elastic buckboard may be used for a given load, all as hereinafter fully described, reference being made to the accompanying drawings, in which—

Figure 1 is a longitudinal sectional elevation of a buckboard-wagon in which the seat is mounted in accordance with my invention. Fig. 2 is a plan view of parts of the same. Fig. 3 is a detail in section on line *y y*, Fig. 2, enlarged, showing an elastic bearing of the hind end of the seat-base on the buckboard. Fig. 4 is a similar section on line *x x*, showing a modified form of such bearing. Fig. 5 is a plan view of the bearing of Fig. 4 inverted.

I construct the seat *a* with long risers *b* for the ends, preferably arched on the bottom and resting only at their ends on the buckboard *k*, and as near as is feasible and about equidistant from the supports of the buckboard on the axle *e* and bolster *f*, which distributes the load at points on the buckboard where its power to sustain the load is much greater than if wholly sustained at the middle, as usually constructed, and enables a board of a given strength to sustain a greater load, and it leaves the board free at the middle to vibrate, so that while the motion of the seat is not quite as much it has the relief from shocks due to the equal play of the board, and is therefore easier to the rider than if mounted so as to have the full play of the board.

As the seat-risers are rigid and cannot spring with the buckboard, I hinge the fore ends of said risers to the buckboard, where

they rest thereon at *g*, for allowing the requisite articulation, and at the hind ends provide bearings allowing the lengthwise play of the board due to its spring motion, which bearings are also preferably of elastic nature and may be constructed in different ways.

In Fig. 4 I represent a roller *h* pivoted in a socket-plate *i*, set in the riser, so that the roller projects sufficiently to rest on the buckboard and permit contact of the riser with it, so that whatever lengthwise motion there may be of either the support or board relatively to the other will be amply provided for by such roller. The outer portion of the roller will preferably be made of rubber or other elastic substance.

In Fig. 3 I represent a block of rubber *j* let into a recess in the riser, so as to be properly confined, by which the end of riser *b* may rest directly on the buckboard. The rubber will yield in the lengthwise direction of the seat-riser to accommodate the play in that direction.

I claim—

1. In a buckboard-wagon, the seat having the risers for its ends resting at their ends only, and secured at one end only on the buckboard and about equidistant from the supports of the buckboard on the axle and bolster, respectively, substantially as described.

2. In a buckboard-wagon, the seat having the risers for its ends resting at their ends only, and secured at one end only on the buckboard and about equidistant from the supports of the buckboard on the axle and bolster, respectively, the middle portion of the buckboard being free to vibrate between the bearings of the risers on it and for longitudinal motion relatively to one of said bearings, substantially as described.

3. In a buckboard-wagon, the seat having the risers for the ends arched on the bottom and resting at their ends only on the buckboard and about equidistant from the supports of the buckboard on the axle and bolster, respectively, the middle portion of the buckboard being free to vibrate between the bearings of the risers on it, said risers being hinged to the

buckboard at one end and resting on bearings at the other end, permitting lengthwise motion of either the supports or the buckboard relatively to the other, substantially as
5 described.

In testimony that I claim the foregoing as my invention I have signed my name, in pres-

ence of two witnesses, this 23d day of October, 1890.

GEO. T. CHAPMAN.

Witnesses:

W. J. MORGAN,

WILFRED B. EARLL.