(No Model.) 2 Sheets—Sheet 1.

T. B. MOSES, Jr.

WAGON.

No. 485,292. Patented Nov. 1, 1892.

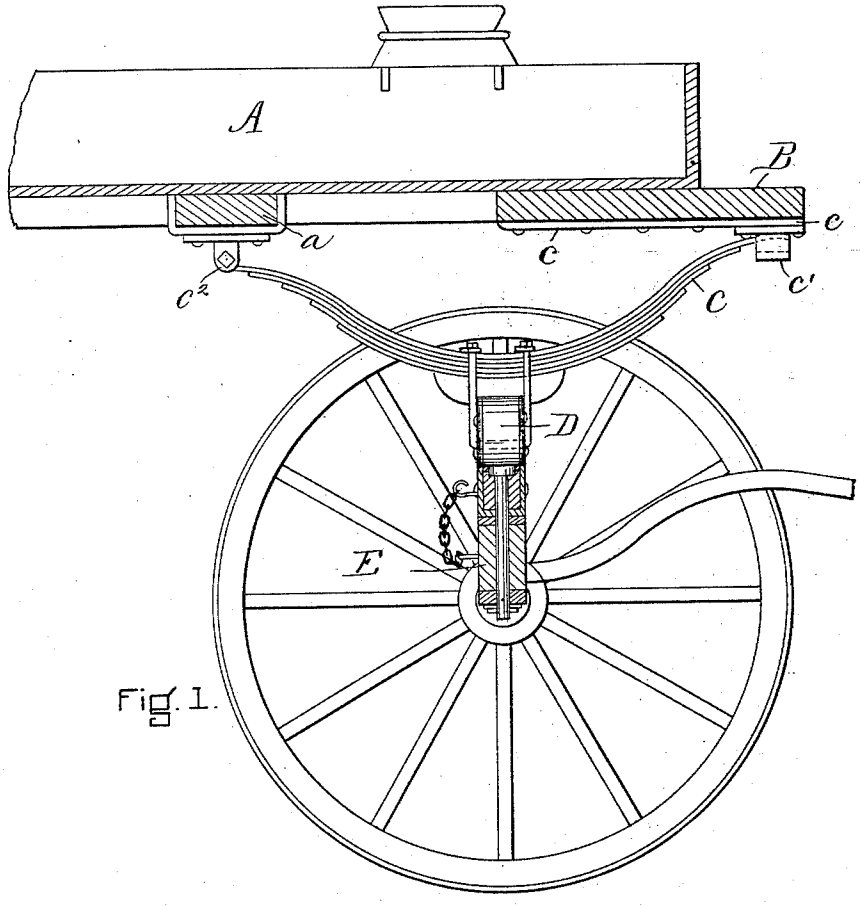

Fig. 1.

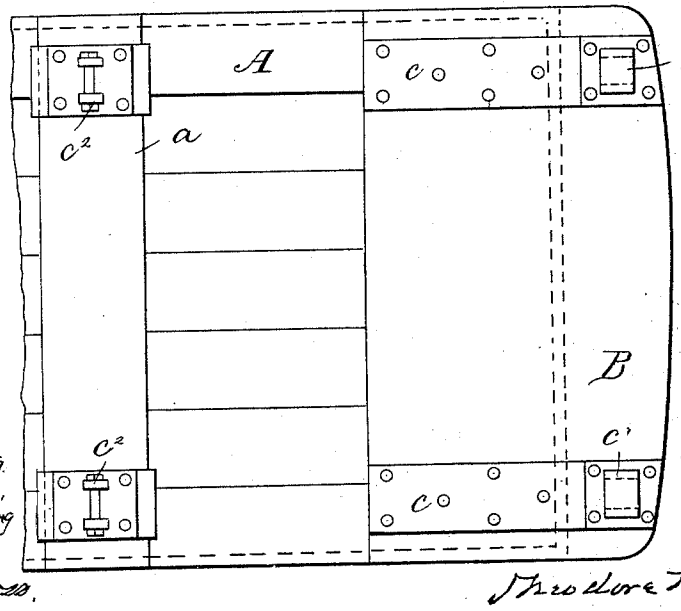

Fig. 2.

WITNESSES.
Chas. Spaulding
Chas E. Moss.

INVENTOR.
Theodore B. Moses Jr.

(No Model.) 2 Sheets—Sheet 2.

T. B. MOSES, Jr.

WAGON.

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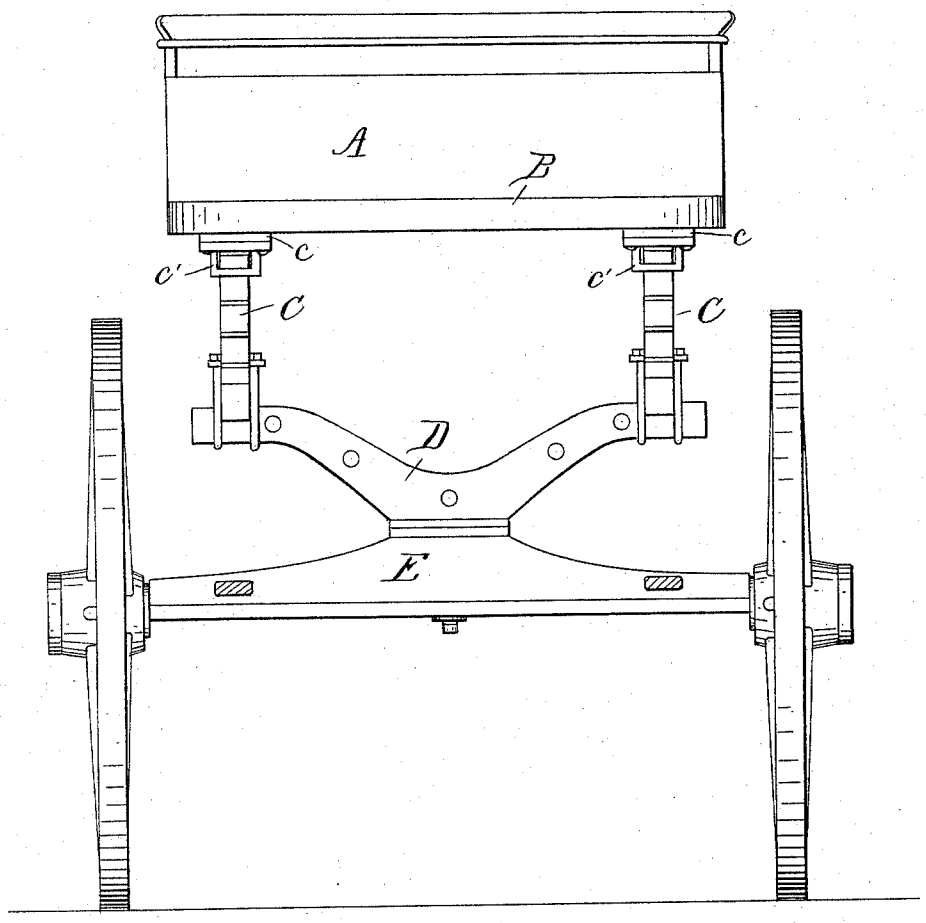

Fig. 3.

WITNESSES.

Chas. Spaulding

Chas. E. Hose.

INVENTOR.

Theodore B. Moses Jr.

UNITED STATES PATENT OFFICE.

THEODORE B. MOSES, JR., OF BOSTON, MASSACHUSETTS.

WAGON.

SPECIFICATION forming part of Letters Patent No. 485,292, dated November 1, 1892.

Application filed June 25, 1892. Serial No. 438,009. (No model.)

To all whom it may concern:

Be it known that I, THEODORE B. MOSES, Jr., a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Wagons, of which the following is a specification.

My invention relates to an improvement in the forward part of a wagon, known as the "foot-board," and to its connection with other gear in the forward part of said wagon.

The object of my improvement is to shorten the distance between the axle-bed and horse, thereby reducing the draft of the wagon, and also to use or adapt in connection therewith any of the well-known half-springs or other gear to insure a complete cut-under arrangement, doing away with fifth-wheel, platform, perch, &c., in common use. I obtain these objects by the devices shown in the accompanying drawings, in which—

Figure 1 is a longitudinal section through the forward part of a wagon; Fig. 2, a plan view of under side of wagon-body, the half-springs being removed. Fig. 3 is a front view of wagon.

A represents the body of the wagon, into the frame of which is mortised the foot-board B. This foot-board is made extra wide and strong, being two or three times the width of the ordinary board. Its thickness may be that of the framing of the wagon-body, as its object is not only to serve as a step and foot-board for the driver, but as a support for the wagon and load, which rests upon the springs C C. Across this foot-board upon the under side are bolted the iron plates c c, giving additional rigidity to said piece. Upon the plates c c at or near their forward extremities are the clips c' c', through which the forward ends of the half-springs C C are free to move. C C are hinged to the clips c^2 c^2, the latter being bolted to the frame a of the wagon-body.

The rocker-bed D has its arms curved upwardly a sufficient amount to raise the body of the wagon and allow for the cutting under of the forward wheels. This rocker-bed is thoroughly strengthened by having its front, back, and edges plated with iron, as shown in the drawings. A linchpin is passed through the axle-bed E from the rocker-bed D in the usual manner.

Although I have shown my improved foot-board in combination with the half-springs C C and curved rocker-bed D in order to show a cut-under arrangement, I do not limit myself to just this style of forward gear being used in connection with said foot-board, as many of the other well-known springs used in wagon construction may be used therewith.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a wagon, the combination of the foot-board B with the half-springs C C and curved rocker-bed D, substantially as set forth.

THEODORE B. MOSES, JR.

Witnesses:
CHAS. SPAULDING,
CHAS. E. MOSS.