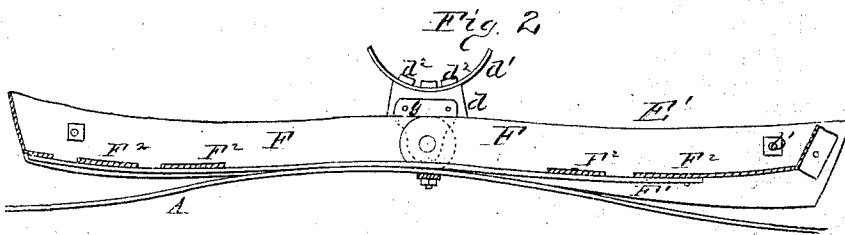
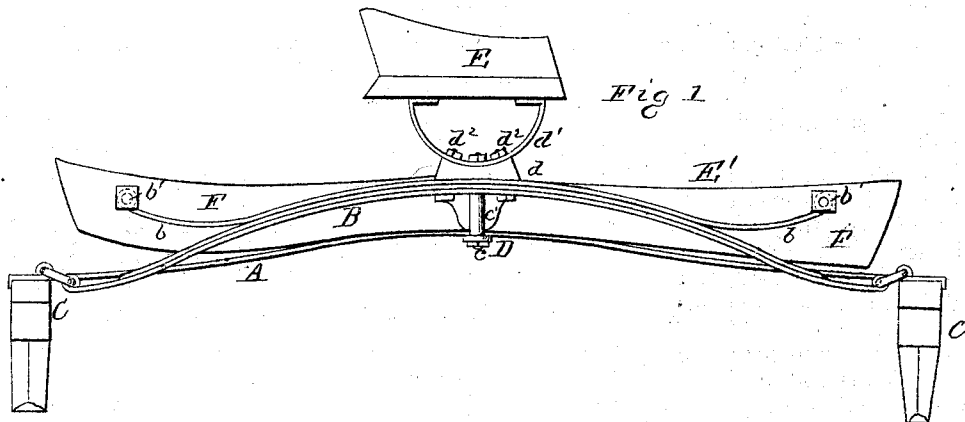


THOMAS H. PRUSHAW.

Improvement in Road Wagons.

No. 120,598.

Patented Nov. 7, 1871.



Witnesses
J. H. Moseley
J. D. Curtis

Inventor
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UNITED STATES PATENT OFFICE.

THOMAS HENRY PRUSHAW, OF FREDONIA, NEW YORK, ASSIGNOR TO TAYLOR, DAY & CO., OF SAME PLACE.

IMPROVEMENT IN ROAD-WAGONS.

Specification forming part of Letters Patent No. 120,598, dated November 7, 1871.

To all whom it may concern:

Be it known that I, THOMAS HENRY PRUSHAW, of Fredonia, in the county of Chautauqua and State of New York, have invented a new and valuable Improvement in Road-Wagons; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a side elevation of my invention. Fig. 2 is a vertical longitudinal section through wagon-body.

This invention has relation to road-wagons having slatted wooden springs attached to the end bolsters and metallic semi-elliptic springs arranged on either side, as embraced in the subject of patent granted to me November 22, 1870. The novelty consists in the construction and arrangement of a body supported by the wooden and metallic springs, and designed to constitute a foot-rest and prevent the objectionable trembling motion usually felt in road-wagons. This invention also consists in securing the seat to the side springs, as hereinafter described.

In the accompanying drawing, illustrating this invention, A represents the slotted wooden springs, and B the semi-elliptic side springs secured to the bolsters C. D is a central cross-piece secured to the springs A, and connecting them to the springs B by means of bolts and stiffening-tubes *c c'*, or their equivalents, being held at the top by blocks *d* resting on the springs B. The seat E is supported on the blocks *d*, the standards *d'* being secured thereto by bolts *d''*. The wagon-body E' has its sides F made in two parts, which are pivoted together to prevent strain from unequal weight or pressure at either end. The bottom of the body is of skeleton form, and is composed of the two slats or springs F¹ and cross-boards F². The slats F¹ are secured to the springs A. The sides F are supported by

the springs B, the top plates *b* of which are turned up at each end and fastened to pins or bolts *b'*. The forward part of the wagon-body forms a foot-rest, and the rear part a counter-balance and seat for baggage or any article which it is desired to carry. G represents a plate pivoted to the sides F, and strengthening their connection.

I claim as my invention—

1. The sides F of the wagon-body E, made in two parts and pivoted together for the purpose described, in combination with the spring-slats A, elliptic side springs B, and bolsters C C, arranged substantially as described.

2. The wagon-body E' having the sides F F' pivoted together, and provided with the cross-pieces F¹ F², in combination with the spring-slats A and bolsters C C, substantially as set forth.

3. The elliptical side springs B B, in combination with the reversed upper springs *b b*, the two arranged and operating in connection with the wagon-body E', substantially as described.

4. The wagon-body E' having the sides F F' pivoted together as described, whereby the wagon-body is relieved from strain in case unequal weight is applied at either end, substantially as set forth.

5. The central cross-piece D, stiffening-tubes *c c*, blocks *d d*, standards *d'* bolts *d''*, and seat E, in combination with the side elliptic springs B, slats A, bolsters C C, and the wagon-body E', arranged and operating substantially as described.

6. The seat E, mounted upon the standards *d'* supported upon the side springs B, which also support the body of the wagon, as set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

THOMAS HENRY PRUSHAW.

Witnesses:

NATHAN L. PAYNE,
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