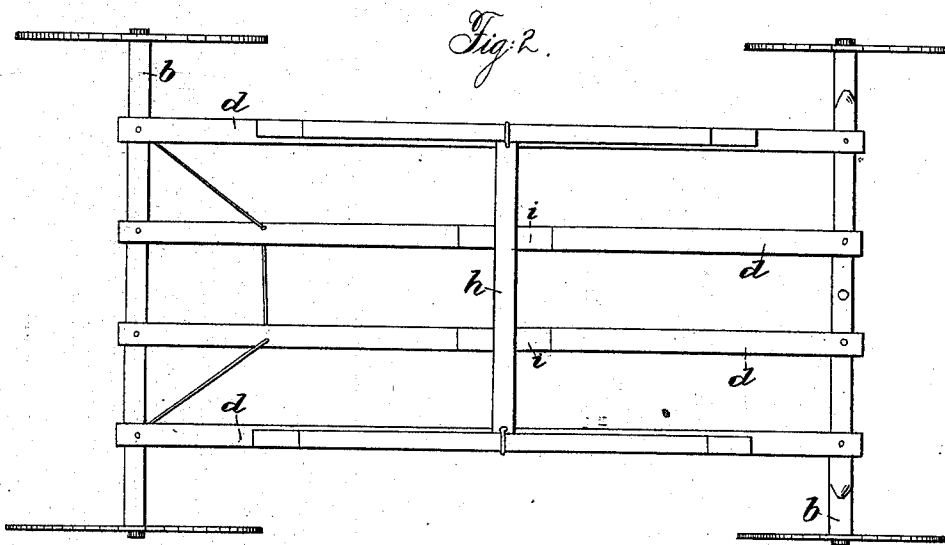
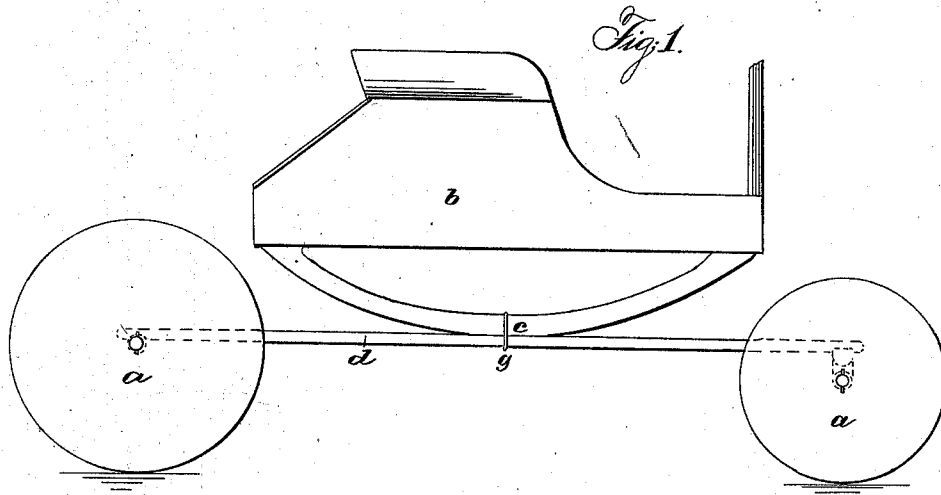


J. A. MOWRIS.

Carriage-Spring.

No. 35,384.

Patented May 27, 1862.



Witnesses

Samuel Van Keuren
William Van Keuren

Inventor

James A. Morris

UNITED STATES PATENT OFFICE.

JAMES A. MOWRIS, OF NEVERSINK, NEW YORK.

IMPROVEMENT IN WAGONS.

Specification forming part of Letters Patent No. 35,384, dated May 27, 1862.

To all whom it may concern:

Be it known that I, JAMES A. MOWRIS, of Neversink, in the county of Sullivan and State of New York, have invented a new and useful Improvement in Wagons; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters and marks thereon.

My improvement is more particularly designed for the pleasure wagon or buggy.

By the drawings forming part of this specification it is shown applied to the common buggy without a top, Figure 1 thereof being a side view of the buggy, and Fig. 2 being a top view, the body not being shown in place.

In each of the figures where like parts are shown like letters and marks are used to indicate the parts.

In carrying out my invention I use the wheels *a* and axles *b* of the common or ordinary spring-buggy; but the axles are coupled by slats *d*, which serve the double purpose of springs and reach, though the latter might be additional. At or near the center of this coupling, on a base, *e*, whose general outline is the segment of a circle, rests the body *f*. These spring-reaches may be of wood or of steel, or of both, though I prefer wood, because it makes a gentler spring, is more durable, and is both lighter and cheaper. The base-pieces *e* are intended to be fixed and held firmly by clips *g* to the slats, and to be fastened to the body by means of vertical bolts passing through their ends and the sill at each corner of the body,

the two base-pieces being connected by a cross-bar, *h*, which may have blocks *i* at each point bearing on the slats. The head-block or bolster, together with the circle or *D*, are in this respect the same as in other light wagons.

A little experience or a few general directions will enable any ordinary mechanic to adapt the kind and amount of timber to the proposed weight to be carried, and then one hundred to two hundred pounds over the medium weight may be carried both safely and comfortably.

The durability of the wooden springs has been thoroughly tested and well established.

The advantages of a buggy having my improvement over the common elliptic-spring buggy are that it is less complicated, from one hundred to three hundred pounds lighter, costs from thirty to fifty dollars less, is better adapted to rough roads, is stronger, will endure more use, and is easier for the passenger. It is almost as light and to a horse much easier than a sulky, while to the passenger it has all the neatness, convenience, and comfort of the elliptic-spring buggy.

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

This substitute for the common elliptic-spring buggy—a body the outline of whose base is the arc of a circle confined upon horizontal longitudinal spring-bars, as set forth.

JAMES A. MOWRIS.

Witnesses:

DANIEL VANKEUREN,
WILLIAM VANKEUREN.