

E. MILLS.
EXCURSION WAGON.

No. 184,098.

Patented Nov. 7, 1876.

Fig: 1.

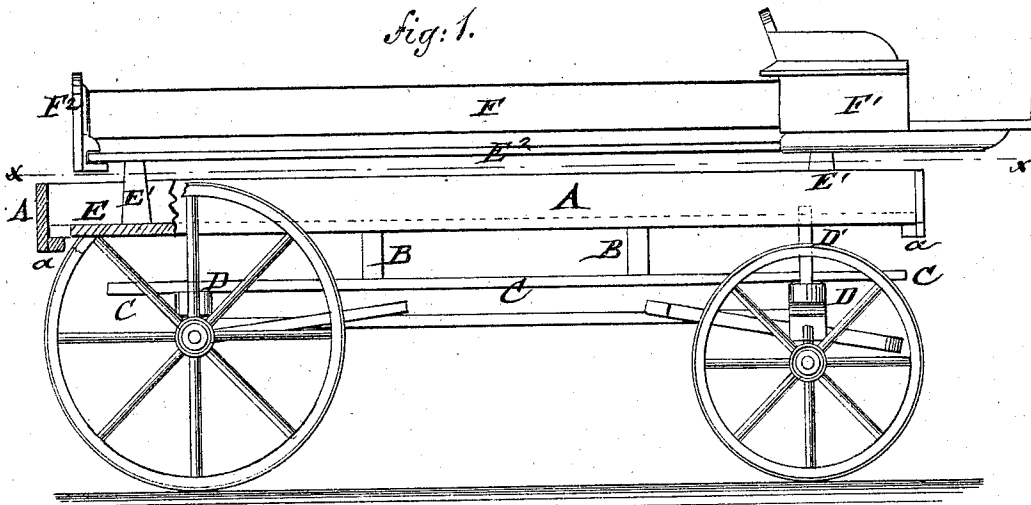


Fig: 2.

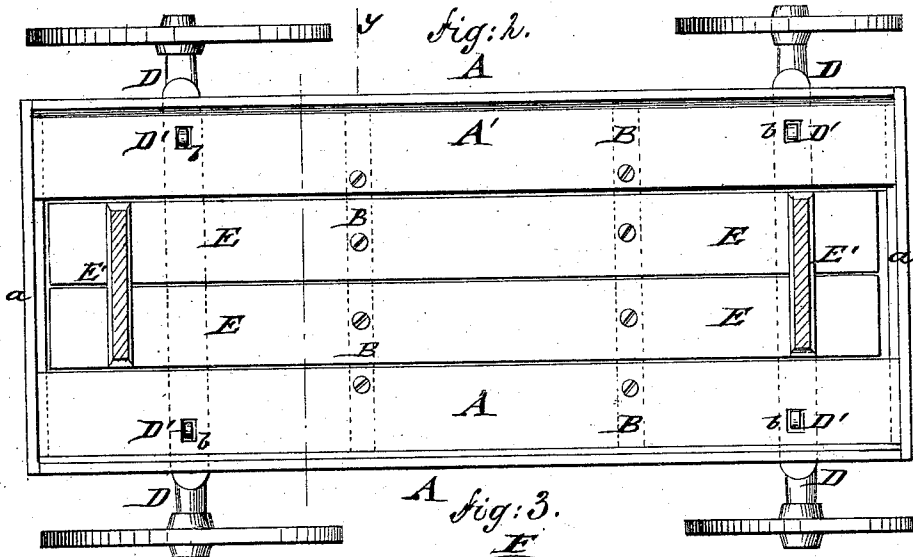
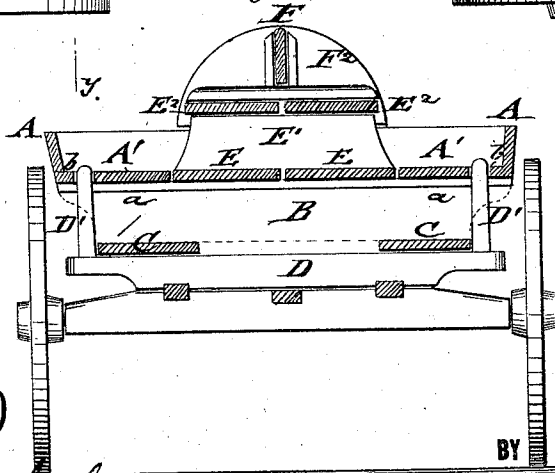


Fig: 3.



WITNESSES:

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ELISHA MILLS, OF LEXINGTON, MICHIGAN.

IMPROVEMENT IN EXCURSION-WAGONS.

Specification forming part of Letters Patent No. **184,098**, dated November 7, 1876; application filed September 22, 1876.

To all whom it may concern:

Be it known that I, ELISHA MILLS, of Lexington, in the county of Sanilac and State of Michigan, have invented a new and Improved Excursion-Wagon, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a side elevation; Fig. 2, a top view, partly in horizontal section, on line *x x*, Fig. 1; and Fig. 3, a vertical transverse section on line *y y*, Fig. 2, of my improved excursion-wagon.

Similar letters of reference indicate corresponding parts.

The invention relates to an improved wagon-body, to be used for excursion purposes by being placed on the common supporting wheels or truck of any wagon, the body accommodating, in convenient manner, a large number of persons, and having the required spring-action to make the riding comfortable, while being constructed in a cheap, strong, and durable manner.

The invention consists of a wagon-body for excursions, constructed of an outer main frame, supported and attached to lateral pieces, which rest on longitudinal spring-boards. The spring-boards rest on bolsters of the truck, which keep the main frame, by uprights passing into recesses of the same, in steady position thereon. The seat-supports are applied to central longitudinal spring-boards, attached to the top of the lateral pieces carrying the seat spring-boards and the back-rest boards, which is secured to the driver's seat and a rear head-piece.

In the drawing, A represents the outer or main frame of my improved body for excursion-wagons. The main frame A is open at the center part, and rigidly secured by its longitudinal side boards A', which are rigidly braced by lateral end pieces *a* to transverse pieces B, arranged at suitable distances from the lateral center line of the body. The pieces B form the bolsters for the main frame A, and are for the purpose of imparting the required spring-action to the main frame, attached to longitudinal spring-board C, that correspond in length to the main frame. The outer feathering ends of the spring-boards C are sup-

ported on bolsters D of the truck, the front and hind wheels of which are placed at such distance from each other, and connected by a reach of sufficient length, according to the length of the wagon-body. Side uprights D' of bolsters D bear on the spring-boards C, and extend through recesses *b* of the main frame to sufficient height to retain the same securely in position as against any change in lateral and longitudinal direction. In the open central part of main frame A are arranged two longitudinal spring-boards, E, of about equal length with the lower side springs of frame A. They are fastened to the top part of the transverse bolsters, and carry on their outer spring ends lateral supports E¹ for the seat E², which is again formed of two longitudinal spring-boards, attached to the supports E¹. The entire body rests thus, and supports the weight of the persons sitting thereon, on the three sets of longitudinal spring-boards, namely, the lower, intermediate, and upper or seat sets. The spring-boards act independently of each other, and impart a sufficient degree of spring-action to render the riding pleasant and comfortable.

The back-rest F is supported in a recess of the driver's seat F¹, and between guide-strips of a lateral rear head-piece, F². The seat F¹ is slipped, by dovetailed or other grooves or guide-strips, on the front ends of the seat spring-boards, and the rear head-piece F², by lateral guide-strips or dovetailed or other grooves, on the hind ends of the seat spring-boards E².

The wagon-body is quickly constructed and readily taken apart for storage, and, being entirely made of wood, manufactured at small cost, forming a convenient wagon-body for excursion parties, as thirty and more persons may be readily accommodated thereon, and any common truck or wheels of sufficient strength be used for supporting the same.

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

1. In a wagon-body for excursion purposes, constructed of a main frame, A, placed on transverse bolsters B, and longitudinal spring-boards C, and of central spring-boards E,

with lateral seat-supports E¹ and longitudinal seat-boards E², substantially in the manner and for the purpose set forth.

2. The combination of main frame A, having guide-recesses *b*, and its supporting longitudinal bottom spring-boards C, with bolsters D and side uprights D' to retain main frame in position on truck, substantially as set forth.

3. The combination of the seat spring-

boards, carrying the driver's seat F¹ at front, and a rear head-piece, F², with longitudinal back-rest F secured in recess of seat and guide groove or strips of rear head-piece, substantially as described.

ELISHA MILLS.

Witnesses:

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