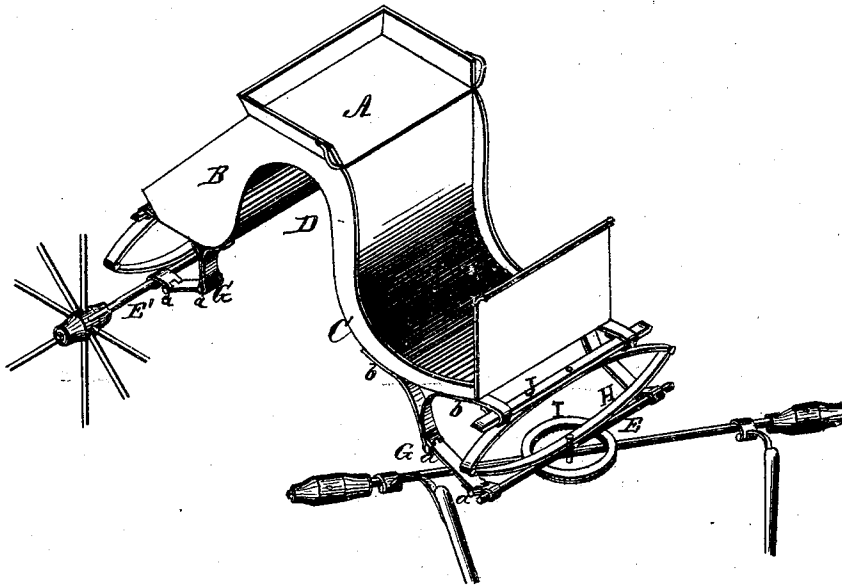


F. M. WATSON.
Carriages.

No. 141,190.

Patented July 22, 1873.



Witnesses
John A. Ellis.
Wm. H. Ellis

Inventor
Francis M. Watson
Per
J. H. Alexander & Co
Attys.

UNITED STATES PATENT OFFICE.

FRANCIS M. WATSON, OF COLUMBIA, TENNESSEE.

IMPROVEMENT IN CARRIAGES.

Specification forming part of Letters Patent No. **141,190**, dated July 22, 1873; application filed December 18, 1872.

To all whom it may concern:

Be it known that I, FRANCIS M. WATSON, of Columbia, in the county of Maury and State of Tennessee, have invented certain new and useful Improvements in Carriages; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon which form a part of this specification.

The nature of my invention consists in the construction and use of jointed jacks or couplings between the front head-block in front and the body of the buggy, all of which will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which represents a perspective view of the body and part of the running-gear of a buggy with my improvements attached thereto.

A represents the seat of the buggy-body, from which the back B and the front C extend in an inclined direction downward to their respective springs, leaving between them, and directly beneath the seat, a cut or wheel-house, D, in which the front wheel passes in turning, thus enabling the driver to turn in a very small space. E represents the head-block under the front spring H. From at or near each end of this head-block a coupling or jack, G, provided with two joints at *a a*, extends to the under side of the front part C of

the buggy-body, and is secured to the same at the points *b b*. Similar couplings or jacks extend to the rear part B of the buggy-body from the rear axle E'. These jointed couplings form proper braces to the buggy, allowing the same to be drawn and the springs to have full play, as in ordinary perch buggies, but dispensing entirely with the ordinary perch-pole. I represents the fifth-wheel, and J the cross-bar connecting with the body by the springs *b b*. By this means the body is connected directly with the front axle, while the full elasticity of the springs is obtained, and the body of the carriage is held steady and prevented from rocking from side to side.

By this construction of the buggy it is made considerably lighter than the ordinary buggy and its cost materially reduced.

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

The spring H, head-block E, cross-bar J, front axle, and fifth-wheel I, connected with the body of the carriage through the medium of the coupling G *a b* arranged on each side, all constructed and combined as and for the purpose specified.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

FRANCIS MARION WATSON.

Witnesses:

J. M. MAYES,
JOHN W. MAYES.