

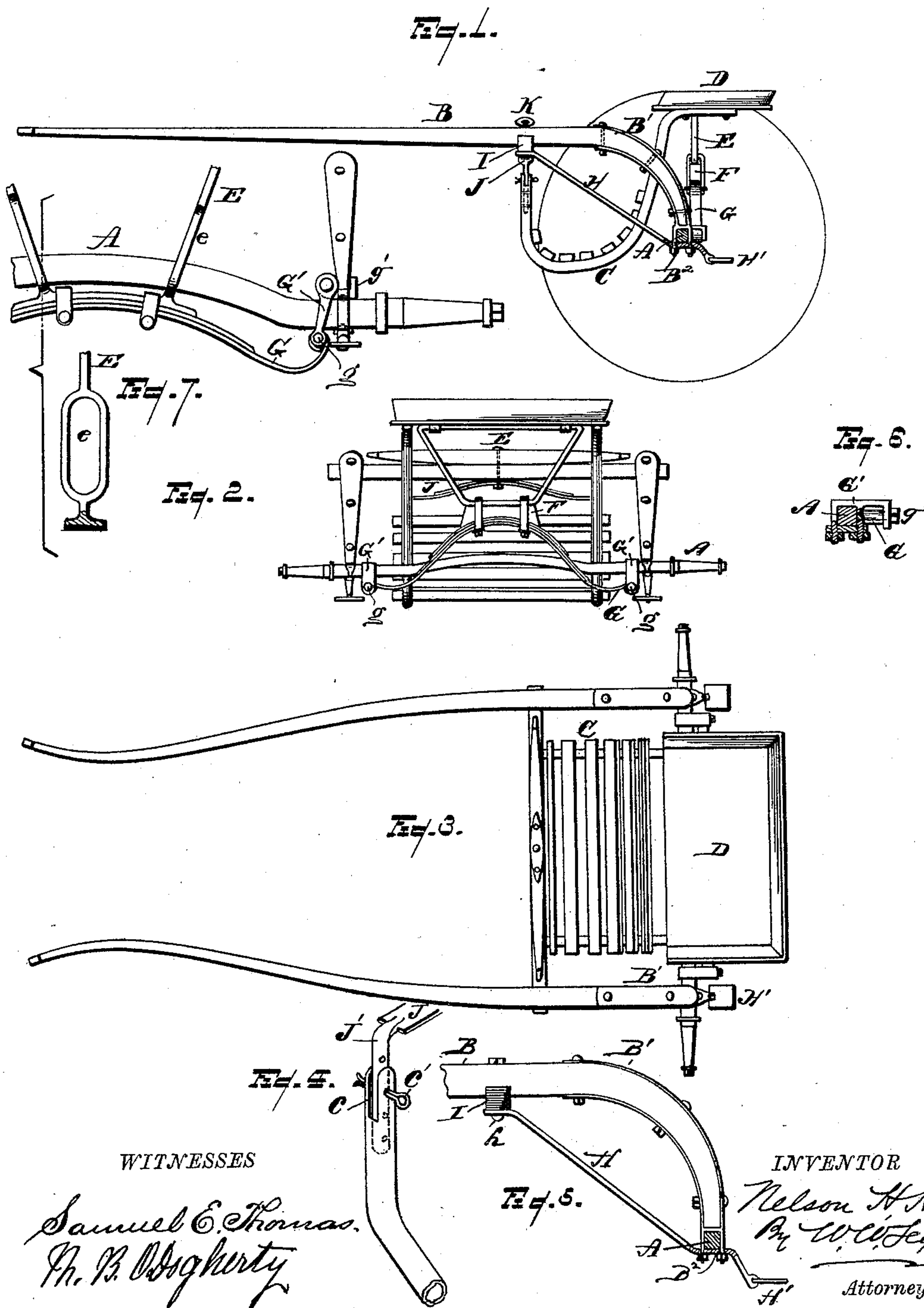
(No Model.)

N. H. HILL.

ROAD CART.

No. 390,598.

Patented Oct. 2, 1888.



*WITNESSES*

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# UNITED STATES PATENT OFFICE.

NELSON H. HILL, OF ROMEO, MICHIGAN, ASSIGNOR OF ONE-HALF TO LORING M. SMITH AND GEORGE W. BRABB, BOTH OF SAME PLACE.

## ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 390,598, dated October 2, 1888.

Application filed April 17, 1888. Serial No. 270,912. (No model.)

*To all whom it may concern:*

Be it known that I, NELSON H. HILL, a citizen of the United States, residing at Romeo, county of Macomb, State of Michigan, have invented a certain new and useful Improvement in Road-Carts; and I declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

In the drawings, Figure 1 is a side elevation. Fig. 2 is a rear view, and Fig. 3 a plan view, of a road-cart. Fig. 4 is a detail view showing how the end of the spring is engaged with the forward end of the crate-bar. Fig. 5 is a detail view of the end of the shaft, showing its connection with the axle. Fig. 6 is a separate view of the clip by which the spring is secured to the axle. Fig. 7 is a variation.

In carrying out my invention, A represents the axle; B, the shafts of my road-cart.

C is the body or crate; D, the seat.

E is the seat-support. This seat-support preferably crosses beneath the seat, or is otherwise pivoted to the under side of the seat, as shown in Fig. 2. The lower end of the support E is secured to the bolster F, and this in turn to the spring G. The ends of the spring are fastened by a bolt, *g*, to the clip G', which is secured to the axle A, as shown in Fig. 2, and projects back of the axle, so as to leave free space for the spring behind the axle. The shaft B is provided with shaft-irons B', which terminate at their lower ends in a clip, B<sup>2</sup>, which embraces the axle.

H is a brace-rod which starts from the under side of the cross-bar I, and at its lower end constitutes the plate of the clip B<sup>2</sup>, and at the rear is terminated in a step, H'. It is thus observed that the shafts come squarely down over the axle.

J is a spring beneath the singletree K. This spring at its ends is terminated with an upright stem, J'. (Shown in Fig. 4.) The side pieces of the crate C are formed of metallic pipe open at their forward ends at *c* to receive the stem J' of the spring, and a cotter, *c'*, secures the spring to the side pieces, C. The stem J' is provided with a series of holes. By adjusting the stem J' up or down the crate C may be raised or lowered, and so be adapted

for a greater or less load, for it is manifest that the farther back the seat is tilted about the brace E the more the load will be carried back of the axle, and vice versa.

The bolt *h*, which fastens the brace H to the shaft, simultaneously secures thereto the cross-piece I.

A road-cart of this construction is exceedingly simple. The weight is well balanced both forward and back of the axle. By using the clip G', (shown in Fig. 5,) the seat, being pivoted to the braces E, flexes easily about the same under the action of the springs, and yet the device is very rigid against lateral sway.

Instead of making the clip G' so as to project back of the axle it may be shaped as shown in Fig. 7, so that the spring G and its bolt *g* may rest immediately beneath the axle. In that event the said brace E may be provided with a yoke, *e*, to span the axle. I would have it understood that this change is contemplated in my invention. In the form shown in Fig. 7 the arm *g'* of the spring-clip passes beneath the clip which sustains the shaft and is supported thereby.

What I claim is—

1. In a road-cart, the combination, with the shafts, of a spring, J, terminating in depending ends J', in connection with the crate-bars C, the said ends J' adapted to enter an orifice at the end of said crate-bars and secured therein, substantially as and for the purposes described.

2. In a road-cart, the combination, with the shafts, of a spring, J, provided with depending ends J', and crate-bars C, of metallic piping, said ends J' and said crate-bars adjustably secured to each other, substantially as and for the purposes described.

3. In a road cart, the combination of the axle, the shafts, the clips G', secured to the axle and projecting rearward therefrom, the spring G, supported in said clips at the rear of the axle, the bolster F, the pivotal seat-support E, the seat D, and the crate or body C, adjustably suspended at its forward end from the shafts, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

NELSON H. HILL.

Witnesses:

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