

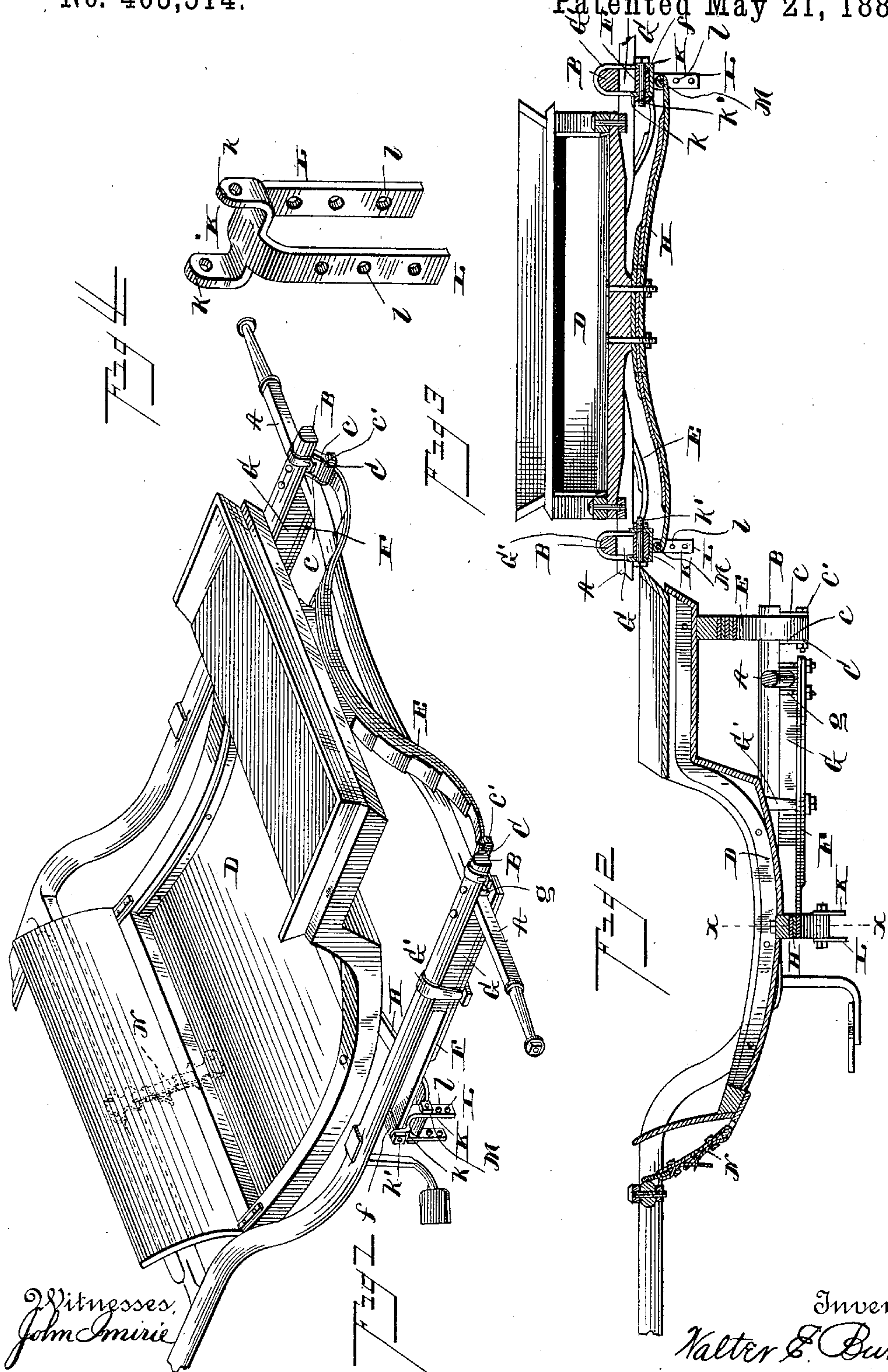
(No Model.)

W. E. BURNS.

ROAD CART.

No. 403,514.

Patented May 21, 1889.



Witnesses,
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UNITED STATES PATENT OFFICE.

WALTER E. BURNS, OF RISING SUN, MARYLAND.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 403,514, dated May 21, 1889.

Application filed December 7, 1888. Serial No. 292,882. (No model.)

To all whom it may concern:

Be it known that I, WALTER E. BURNS, a citizen of the United States, residing at Rising Sun, in the county of Cecil and State of Maryland, have invented new and useful Improvements in Road-Carts, of which the following is a specification.

The invention relates to improvements in road-carts; and it consists in a certain novel construction and combination of devices, fully described hereinafter in connection with the accompanying drawings, and specifically pointed out in the claims.

In the drawings, Figure 1 is a perspective view of a road-cart embodying my invention. Fig. 2 is a central longitudinal sectional view of the same. Fig. 3 is a transverse sectional view on the line *x x* of Fig. 2. Fig. 4 is a detail view of the clevis or connection between the front and the side spring.

Referring by letter to the drawings, A designates the axle, and B B designate the thills, which are arranged on the upper side of the axle and extend a short distance in rear thereof. Clips C C are secured to the rearwardly-extending ends of the thills, and are provided with the downwardly and inwardly inclined parallel arms *c c*, between the extremities of which are arranged the transverse bolts *c'*. The body D, which is arranged between the thills, is secured at its rear end to the rear spring, E, the ends of which are secured between the parallel arms *c c* by the bolts *c'*. The side springs, F F, are arranged under the thills and parallel therewith, and are separated therefrom by the blocks G G, which bear at their rear ends against the front side of the axle. The said side springs extend under the axle, and are bolted to the thills by the bolts *g g*, which pass on opposite sides of the axle. Clips G' G' embrace the thills, side springs, and blocks near the front ends of the latter to bind them together. The forward spring, H, which is secured at its center to the under side of the body, is connected at its ends to the front ends of the side springs by the clevises or connections K. The said clevises or connections are provided with the vertical ears *k k*, which pass up on opposite sides of the side springs, and bolts *k'* extend through loops *f f* in the front ends of the side

springs and engage apertures in the said ears. The clevises or connections are also provided with the depending parallel arms L L, having registering perforations *l l*, which are engaged by transverse bolts M M in the extremities of the front spring. The front end of the body is thereby rendered vertically adjustable to accommodate the vehicle to horses of different heights. This combination of springs is designed to prevent horse-motion of the body of the vehicle, a strap, N, being employed to connect the front end of the body to the cross-bar O between the thills to prevent the springs from being strained.

It will be seen that there are three points of attachment for the body, viz: first, the rear spring, E, the transverse center spring, H, and the safety-strap N. In my invention the transverse spring H is arranged near the center of the body just in advance of the seat. This arrangement secures an equal balance and a proper distribution of the weight of the occupant.

Having thus described the invention, I claim—

1. In a road-cart, the combination, with the thills secured near their rear ends to the axle, of the rear spring connected at its ends to the rear ends of the thills, the side springs arranged under and parallel with the thills, the central spring connected at its extremities to the free front ends of the side springs and vertically adjustable thereon, and the body connected at its center and rear end to the central and rear springs, respectively, substantially as and for the purpose set forth.

2. In a road-cart, the combination, with the axle, of the thills attached thereto, the side springs, F, attached to the thills, the rear spring, E, connected at its ends to the thills, and the body bearing at its rear end on the rear spring and connected at or about its center just in advance of the seat to the free front ends of the side springs, and the safety-strap connecting the front end of the body to the thills, as set forth.

3. In a road-cart, the combination, with the axle and the thills attached thereto, of the side springs arranged under and parallel with the thills and having free front ends, the clevises attached to the said front ends of the side

springs, and the central spring arranged transversely across and secured to the body of the vehicle near the center just in advance of the seat, and provided at its ends with bolts engaging the clevises, and the safety-strap N, connecting the front end of the body to the thills, substantially as specified.

4. In a road-cart, the combination, with the axle and the thills attached thereto, of the side springs arranged under and parallel with the thills and provided at their front ends with loops *ff*, the clevises provided with apertures, ears arranged on opposite sides of the side springs, and also provided with the depending parallel arms L L, having a series of register-

ing perforations, *l l*, the bolts engaging the loops *f* and apertured ears, the central spring arranged transversely across and secured to the body of the vehicle near the center thereof, just in advance of the seat, and provided at its ends with transverse bolts engaging the registering perforations in the arms L L, substantially as specified.

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

WALTER E. BURNS.

Witnesses:

J. H. SIGGERS,

R. J. MARSHALL.