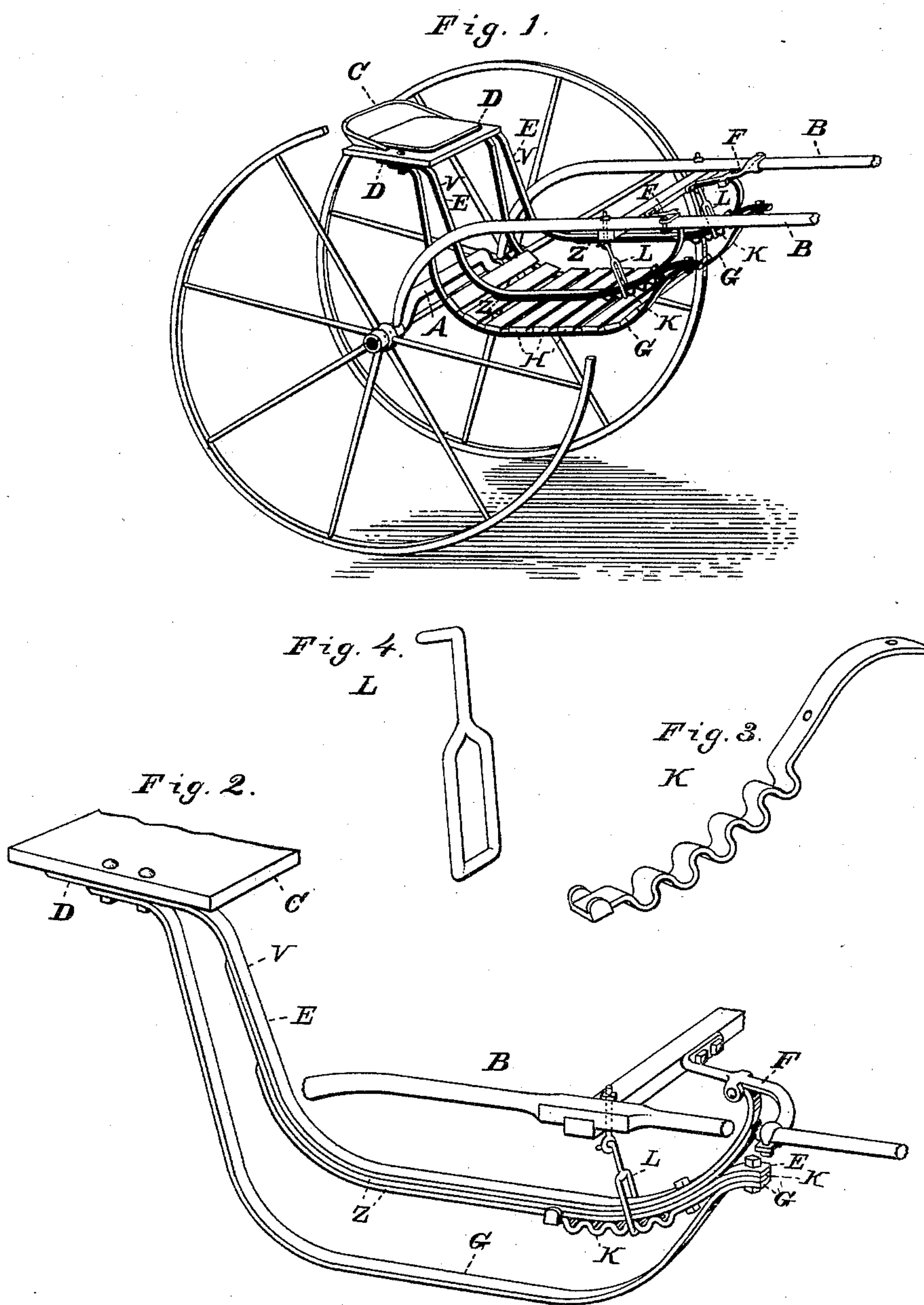


(No Model.)

J. G. GAY.
ROAD CART.

No. 411,284.

Patented Sept. 17, 1889.



Witnesses
Villette Anderson,
Mary Boykin

Inventor
Joshua G. Gay,
By his Attorney
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UNITED STATES PATENT OFFICE.

JOSHUA G. GAY, OF OTTAWA, ILLINOIS.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 411,284, dated September 17, 1889.

Application filed January 28, 1889. Serial No. 297,757. (No model.)

To all whom it may concern:

Be it known that I, JOSHUA G. GAY, a citizen of the United States, and a resident of Ottawa, in the county of La Salle and State of Illinois, have invented certain new and useful Improvements in Road-Carts; and I do 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, and to letters or figures of reference marked thereon, which form a part of this specification—

Figure 1 of the drawings is a representation of this invention, and is a perspective view. Fig. 2 is also a perspective view. Fig. 3 is a detail and perspective view. Fig. 4 is a detail and a perspective view.

This invention has relation to road-carts; and it consists in the novel construction and combination of devices, as hereinafter set forth, and pointed out in the appended claims.

In the accompanying drawings, the letter A designates the axle of the cart, and B the shafts, the rear portions of which are bent downward to and secured to the axle.

C represents the seat, which is secured to the straight horizontal rear extensions D of the downwardly-bent springs E, the front ends of which, curving upwardly and rearwardly, are pivoted to a shackle-brace F, or to a shaft-connection.

The spring E may be composed of one or several leaves, and when composed of more than one leaf the lower leaf is usually made with a lower bend than the upper portion of the spring, and to the lower leaf is attached the bottom or slats H for the foot-rest. When the said spring is composed of one leaf, it may be dropped lower, and the slats or bottom for the foot-rest can be attached directly to the said spring. The front end of the lower leaf G is usually connected to the front end of the spring by an eyebolt which passes through the front end of said spring, and to which the front end of the ratchet K, under the spring, is also attached.

L indicates the swinging link, which em-

braces the spring with the exception of the drop-leaf G, said link engaging the ratchet at any point of adjustment, and it extends upward and connects to the shafts or cross-bar. By the means of the ratchet which is attached to the forward end of the spring and its engagement with the link L' the carrying capacity of the springs can be regulated.

Usually in building the springs, I employ the long leaves V, extending from the shackle-brace to the rear and forming by their rear extensions the seat-bearing, and below these long leaves I sometimes use the short or detached leaves Z.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. The suspended adjustable spring of the downwardly-curved form described, having the rear horizontal portions serving as a seat bearing or support, and the foot-rest or bottom connected to said spring, the forward ends of said springs being curved upward and rearward for connection to the shackle-braces, substantially as specified.

2. The suspended adjustable spring of the downwardly-curved form described, having the rear horizontal extension serving as the seat-bearing, and the dropped leaf connected to said spring and bearing the foot-support, the forward ends of said springs being curved upward and rearward for connection to the shackle-braces, substantially as specified.

3. The adjustable suspended spring of downwardly-curved form, having a ratchet underlying its forward portion and attached to the same by means of an eyebolt, in combination with a swinging link embracing said spring and attached to a pivotal connection with the cross-bar or shaft, substantially as specified.

4. The combination of the bent seat-supporting spring composed of one or more leaves with a foot-rest or bottom attached to said spring, and having a ratchet attached to the forward end by an eyebolt, and the pivoted link embracing said spring and engaging the ratchet, substantially as specified.

5. The combination, with the bent seat-supporting spring, its dropped leaf, and the foot-rest connected thereto, of the ratchet connected to an eyebolt, and an adjustable
5 swinging link connected to the cross-bar or shafts and engaging said ratchet, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

JOSHUA G. GAY.

Witnesses:

WESLEY W. REEDY,
H. G. DEMPLY.