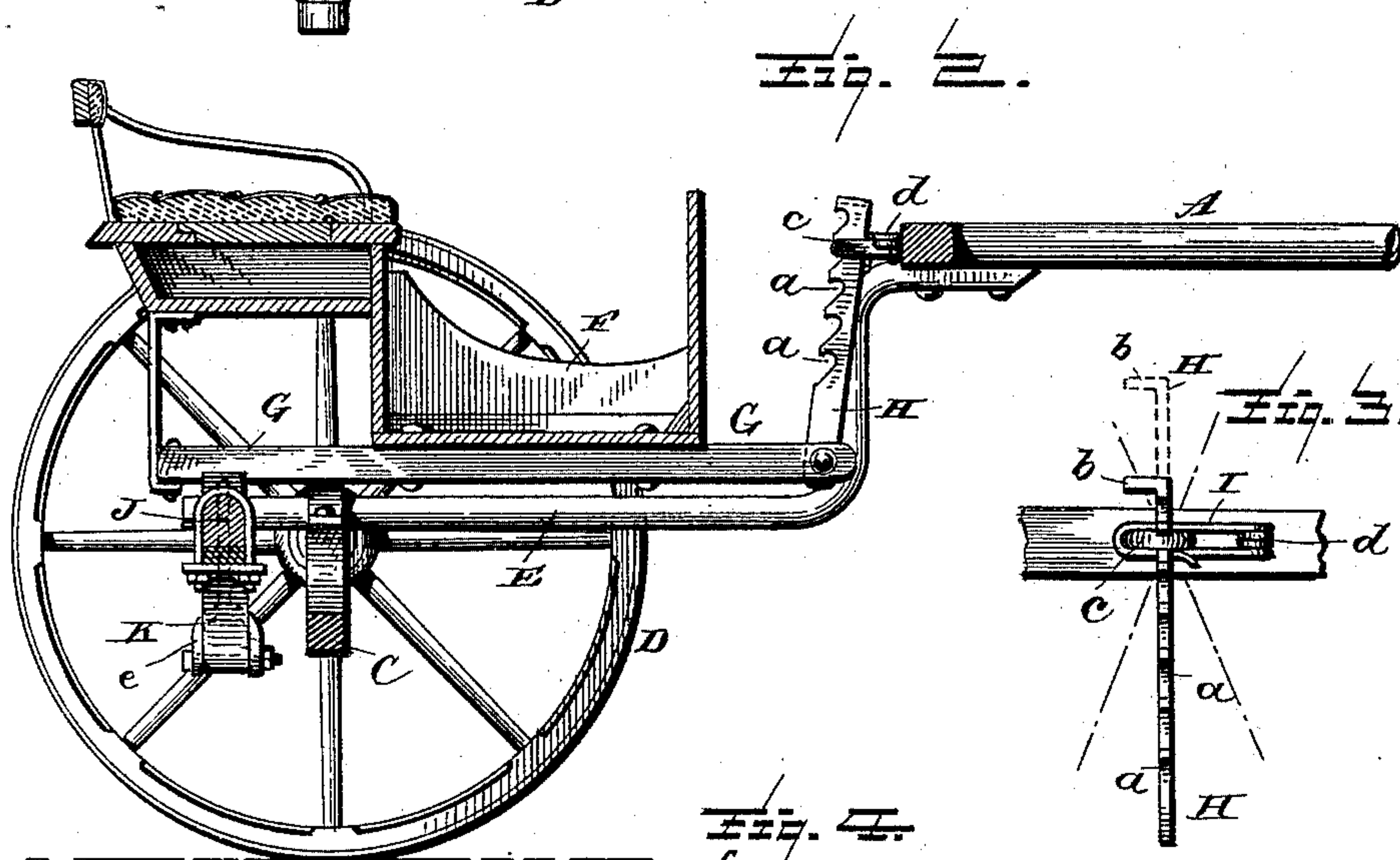
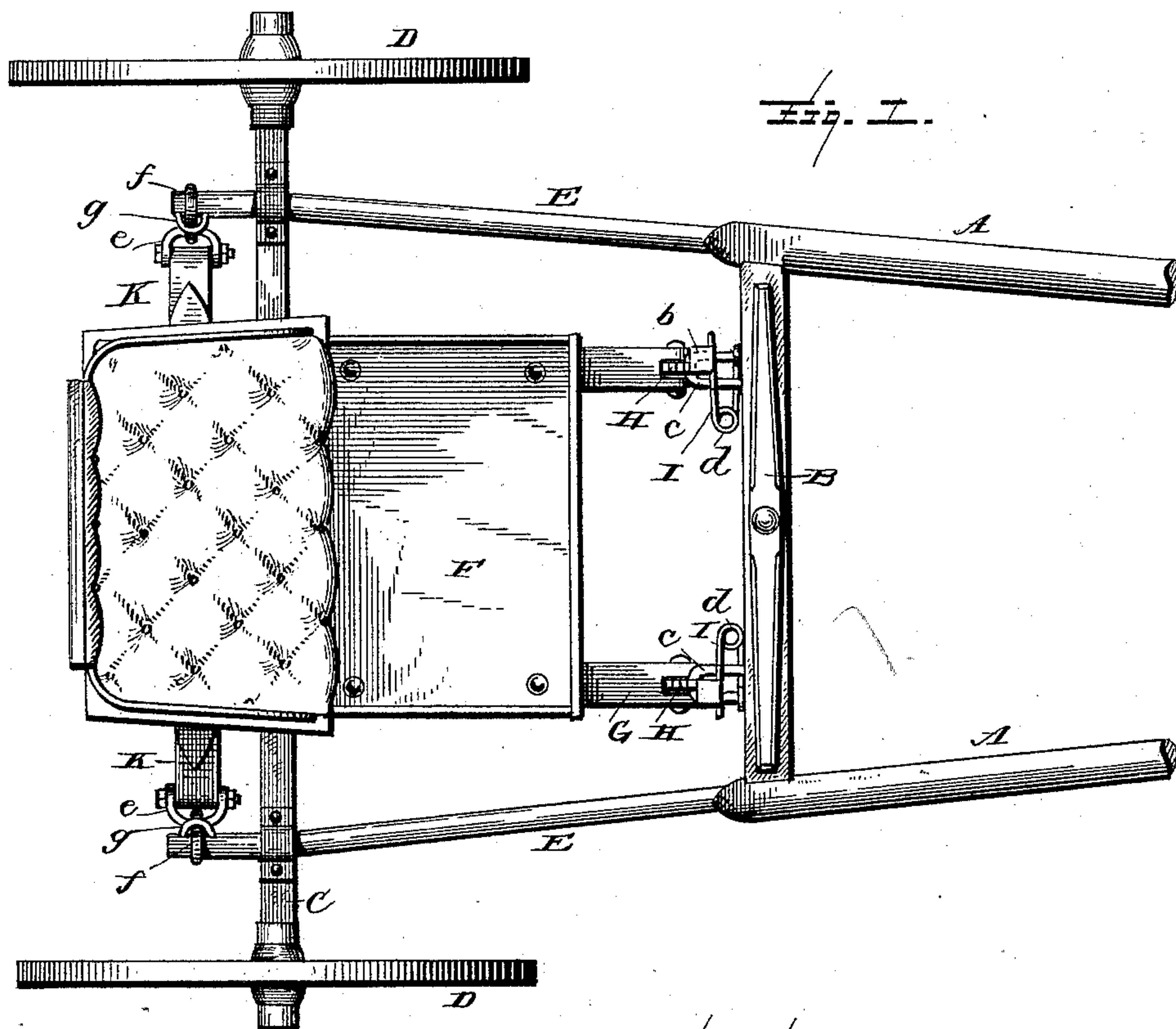


(No Model.)

P. WEIDNER.
ROAD CART.

No. 421,337.

Patented Feb. 11, 1890.



WITNESSES:

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PHILLIP WEIDNER, OF SAILOR SPRINGS, ILLINOIS.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 421,337, dated February 11, 1890.

Application filed November 30, 1889. Serial No. 332,110. (No model.)

To all whom it may concern:

Be it known that I, PHILLIP WEIDNER, a citizen of the United States, residing at Sailor Springs, in the county of Clay and State of Illinois, have invented certain new and useful Improvements in Road-Carts; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

This invention relates to certain new and useful improvements in road-carts; and it has for its object to provide an improved road-cart wherein provision shall be made for the tilting of the front end of the bed according to the weight of the load, and to otherwise improve upon prior devices of this character.

The novelty resides in the peculiar combinations and the construction, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the drawings, and then particularly pointed out in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a top plan view of a road-cart constructed in accordance with my invention. Fig. 2 is a vertical longitudinal section through the same. Fig. 3 is a detail in side elevation of the forward supporting-rod, showing the amount of play thereof. Fig. 4 is a detail view of the rear hanger, showing the play thereof.

Like letters of reference indicate like parts through the several views.

Referring now to the details of the drawings by letter, A designates the shafts or thills; B, the singletree; C, the axle, which is bent downward between its ends, as shown, and D the wheels, all of known construction. To the under side of the rear ends of the thills there are secured the forward ends of the bars E, which are bent downward near their connection with the thills, and thence extend rearward and are connected to the axle in any suitable manner, the rear ends of said

bars extending a short distance beyond the axle for a purpose hereinafter made apparent.

F is the body of the vehicle, supported on the bed G, the forward ends of the side bars of which extend beyond the dash-board and have said ends bifurcated, as shown, and in these bifurcated ends are pivotally secured the bars H, which upon their rear faces are notched, as shown at *a*, and at their upper ends have a right-angled portion *b*. These bars H pass through staples or eyes *c* on the rear side of the cross-bar which connects the rear ends of the thills, and are capable of vertical adjustment therein, as may be desired, in accordance with the weight of the load, being held in their adjusted positions by means of the springs I, attached at one end to the rear cross connecting-bar of the thills, and, after being formed with a coil *d*, have the other end formed to embrace the staple and press against the bars H above and below the said staple, as shown in Fig. 3. This allows of play of the bars and consequently of the body of the vehicle, as illustrated in Fig. 3.

Attached to the under side of the rear ends of the side bars of the vehicle bed or support is a bolster J, to which is attached by clips or otherwise a semi-elliptic spring K, to the ends of which are shackles *e*, to the upper portions of which are connected hooks *f*, which pass through staples *g* on the rearwardly-extended ends of the side bars E, and thence pass outwardly over the said rear ends of said bars E, as shown clearly in Fig. 4. This allows of play of the parts, as shown in said Fig. 4.

A road-cart constructed as above described has been found from practical experiment to be a very easy riding cart, and the inclination of the bed can be readily changed to accommodate the weight of the load to be carried.

What I claim as new is—

1. The combination, with the axle and thills, of the vehicle-body and its bed, the notched bars pivotally connected with the forward end of the bed, the staples on the cross-bar of the thills, and a spring pressing on the notched bar, substantially as described.

2. The combination, with the axle and thills, of the vehicle-body and its bed, the staples on

the cross-bar of the thills, the notched vertical
bars pivotally connected with the forward end
of the bed and passed through the said sta-
ples, and the springs having one end attached
5 to said cross-bar formed with a coil and having
the other end embracing the staple and press-
ing against the front side of the vertical bars,
substantially as shown and described.

In testimony that I claim the above I have
hereunto subscribed my name in the presence 10
of two witnesses.

PHILLIP WEIDNER.

Witnesses:

G. A. LEMAY,
JAMES P. JACK.