(No Model.) 2 Sheets—Sheet 1.

D. W. COREY.

ROAD CART.

No. 429,016. Patented May 27, 1890.

Fig. 1.

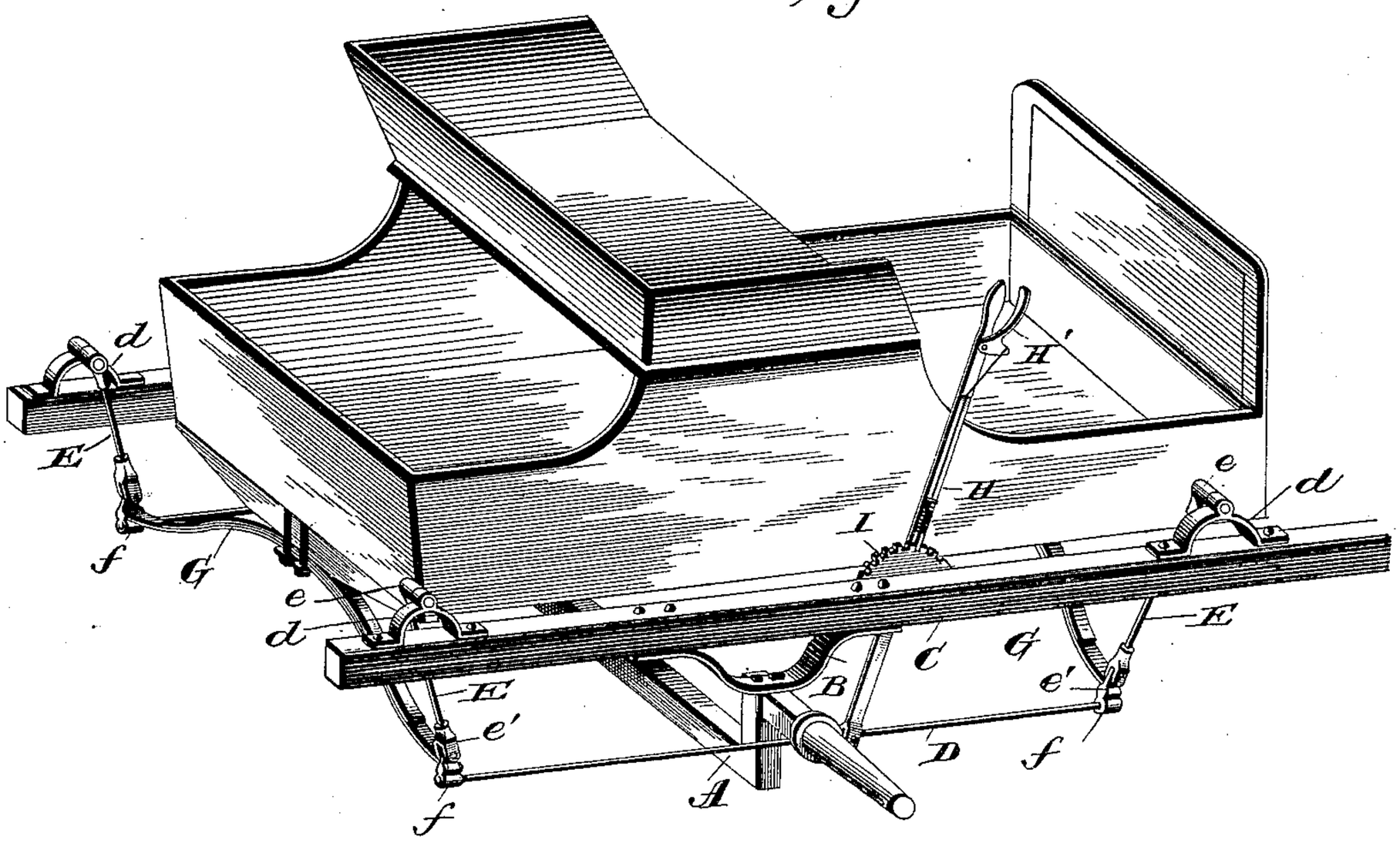
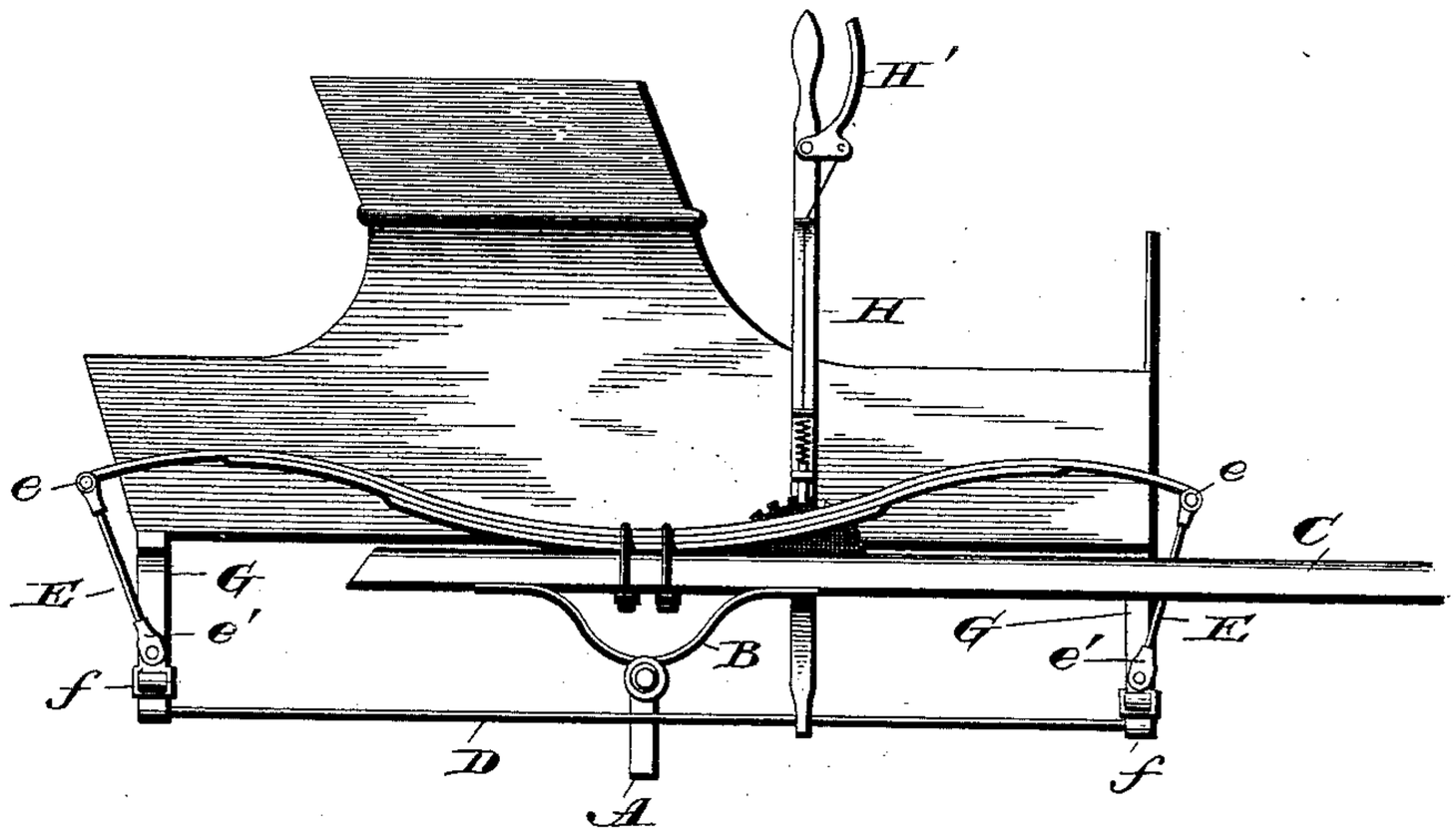


Fig. 2.



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(No Model.) 2 Sheets—Sheet 2.

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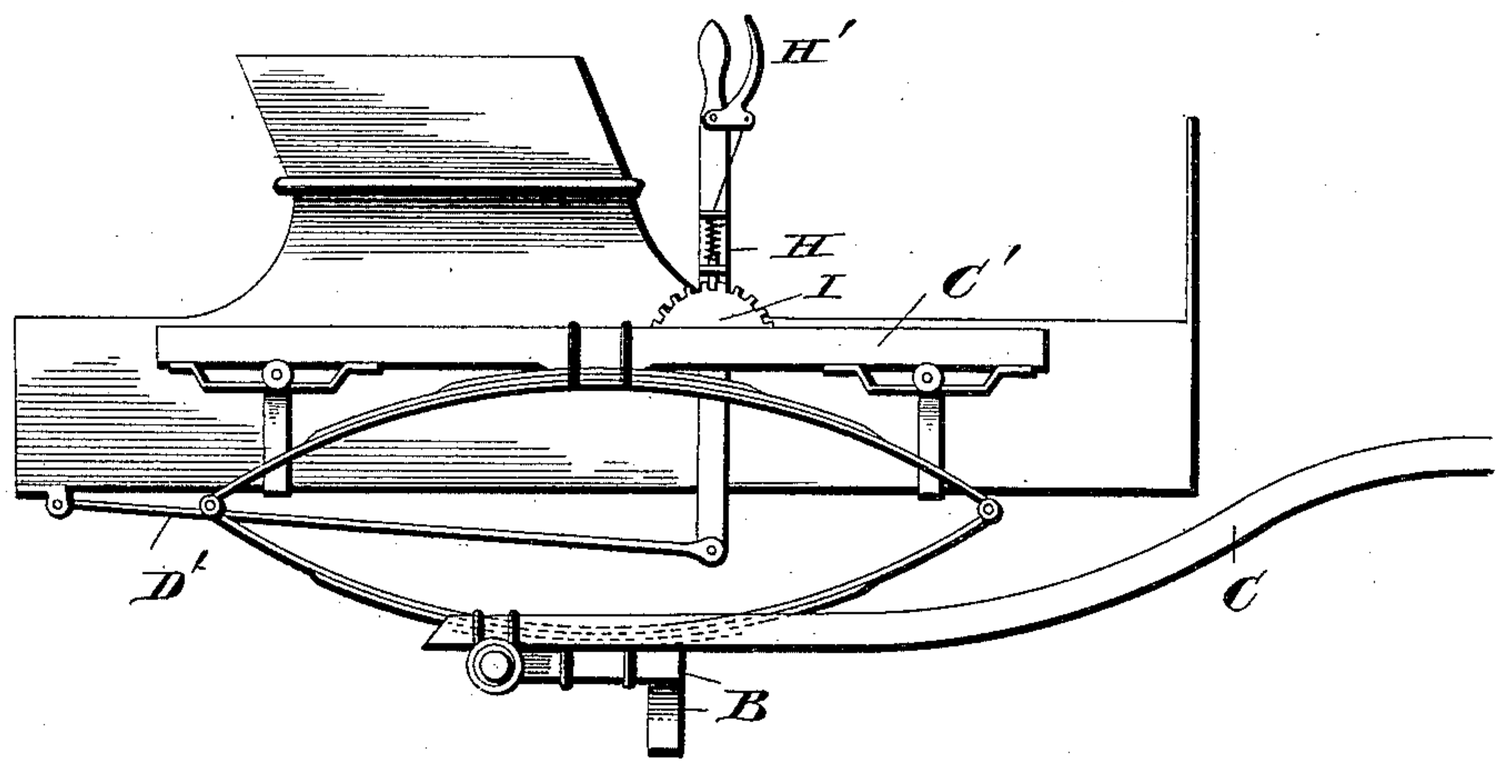
Fig. 3.



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UNITED STATES PATENT OFFICE.

DANIEL W. COREY, OF GALENA, ILLINOIS.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 429,016, dated May 27, 1890.

Application filed February 6, 1890. Serial No. 339,380. (No model.)

To all whom it may concern:

Be it known that I, DANIEL W. COREY, a citizen of the United States of America, residing at Galena, in the county of Jo Daviess and State of Illinois, have invented certain new and useful Improvements in Road-Carts; and I do hereby 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 of reference marked thereon, which form a part of this specification.

My invention relates to certain new and useful improvements in road-carts.

The object of the invention is to mount the body of the vehicle upon its axle, so that the body and springs can be adjusted upon the axle to vary the position of the body and maintain the same level when horses of different heights are used; also to adjust the body upon the springs and maintain the same level when occupied, or balance the vehicle on its axle when the road-bed is inclined; and my invention consists in the construction and combination of the parts, as will be hereinafter fully set forth, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view of a road-cart constructed in accordance with my invention. Figs. 2 and 3 are modifications.

A refers to the axle, which in the present instance is bent downwardly, as is customary in this class of vehicles, and to the upper part of the axle, immediately above the bend therein, are clipped brackets B, having their upper ends extended outwardly and rigidly attached to the thills C. The thills extend beyond the axle and may be further extended, if desired, beyond the vehicle body or box, and when extended, as shown in Fig. 1, they are provided on their upper edges with castings or brackets *d*, which are rigidly bolted to the upper edge of the thills. These brackets or castings are centrally provided with openings for the reception of bolts or pins which engage with the eyes formed in the ends of blocks with which the rods E engage. These rods are screw-threaded at each end to engage with the blocks or castings *e* and *e'*, and the casting *e'* is adapted to engage with shackles *f f*, attached to the ends of semi-elliptical springs G, which are attached to the under side of the wagon-body in the usual manner, and the shackles *f f* are connected to each other by rods D D, one of which, preferably on the right-hand side of the wagon, is engaged by the lower end of a bar H, which is adjustable thereon and extends upwardly, and is rigidly connected to the hand-lever H', pivoted to the end of the thill or spring-bar in front of the bracket B. This lever carries a spring-catch which engages with a ratchet-plate I, also secured to the inner side of the thill or spring-bar.

The rods E E are of a greater distance from each other at their upper ends than at their lower ends, as the rod D is much shorter than the distance between the eyes formed in the castings *d*, and therefore the lower ends of the rods will converge, though they do not necessarily hang at the same angle.

In Figs. 3 and 4 of the drawings the same general principles are embodied as are shown in Figs. 1 and 2. In Fig. 3 the axle B is bent forwardly and downwardly, and to said axle the ends of the shafts C are secured by clips in the usual manner. To the horizontal portion of the axle B is clipped a semi-elliptical spring of ordinary construction, the upper portion of which is also clipped to the central portion of a bar which is provided on its under side with hangers, through which pass the outwardly-projecting ends of straps which are secured to the body of the vehicle, rollers being provided to render the friction less.

The lever H is pivotally secured to the bar C', which has a segmental rack-plate I rigidly secured thereto, and the lower end of this lever engages with the forward end of a bar D', while the rear end of said bar is attached to a casting secured to the under side of the body. By this means a semi-elliptical spring can be used and the body can be thrown or moved so as to change its relative position with respect to the axle and supporting-wheels.

By means of the construction hereinbefore described, when the lever is moved the position of the body with respect to the thills

and axle can be varied so that the body will be moved forward or back from the center so as to balance the load, and a road-cart when constructed as hereinbefore described can be adjusted to remain level when horses of different heights are attached to the thills, as well as adjusted to suit different weights and maintain the body of the vehicle in a level position.

Having thus described my invention, I claim—

1. In a road-cart, the combination of the axle and thills supported upon the same independent of the body, movable hangers connected to the front and rear springs, said hangers or rods being connected to each other by bars D, and a lever with a retaining means located on one of the thills for longitudinally shifting the body with respect to the thills and axle, substantially as set forth.

2. The combination, in a road-cart, of an axle having thills rigidly connected thereto independent of the body, adjustable rods E, shackles for connecting said rods and the supporting-springs, bars D, located beneath the thills and connecting the rods E and springs to each other, and a lever pivoted to one of the thills and provided with retaining means, said lever being connected to the bar D, together with movable hangers connected to the thills for suspending the body from the thills, so that said lever can longitudinally shift the body relative to the thills, substantially as set forth.

3. The combination, in a road-cart, of a body having front and rear springs, thills and axle rigidly secured to each other, rods pivotally connected either directly or indirectly to the thills, shackles for connecting the lower ends of said rods to the front and rear springs of the body, rods D, for connecting the ends of the springs and rod E to each other, and a pivoted lever, the lower end of which is connected to one of the rods D, the parts being organized substantially as shown and for the purpose set forth.

4. The combination, in a road-cart in which the thills are attached rigidly either directly or indirectly to the axle, of springs and movable hangers adapted to sustain the body, and lever and rack-bar pivoted in a permanent position with respect to the axle, and bars connecting the lower end of the lever with the body, so that when the lever is shifted the body may be longitudinally moved, substantially as shown, and for the purpose set forth.

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

DANIEL W. COREY.

Witnesses:

WILLIAM SPENSLEY,

JAMES N. MOORE.