

(No Model.)

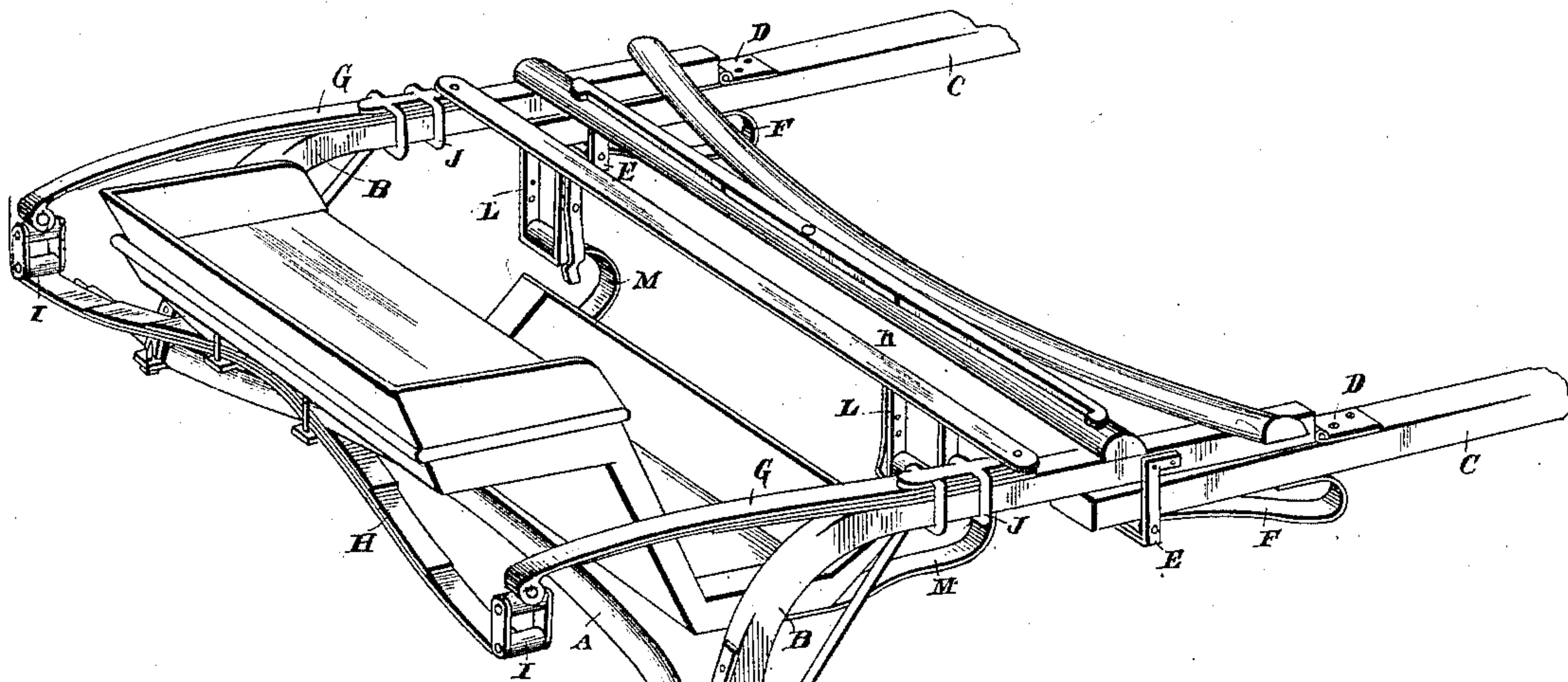
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J. M. WILLIAMS.  
ROAD CART.

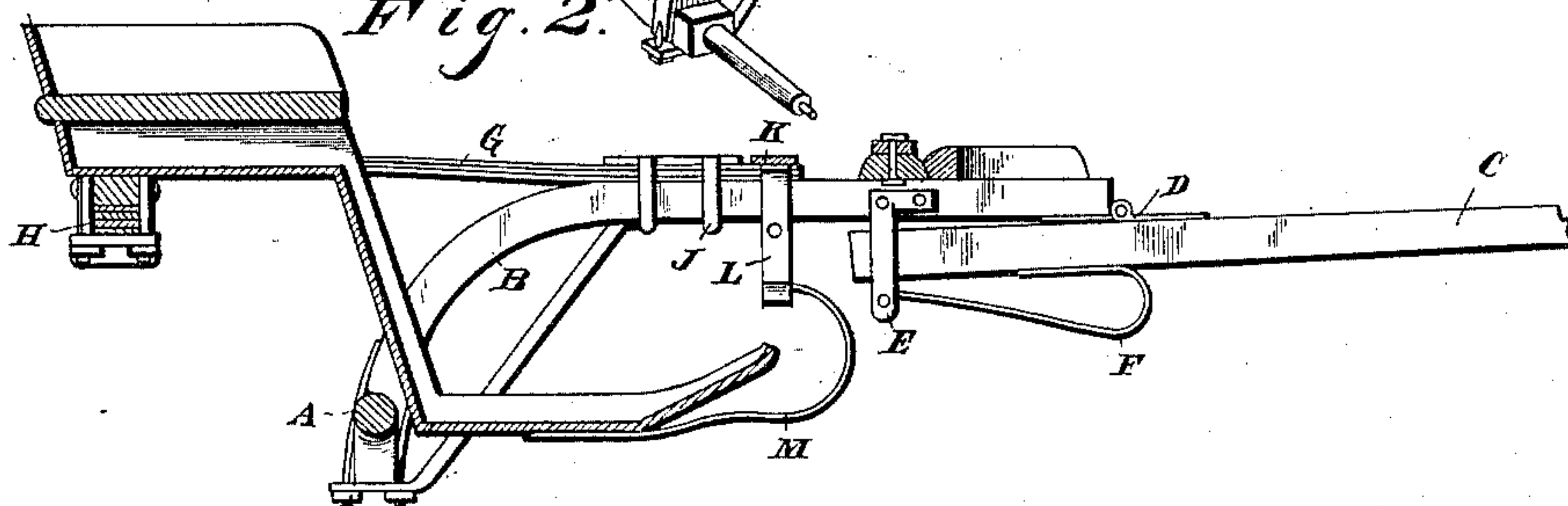
No. 433,607.

Patented Aug. 5, 1890.

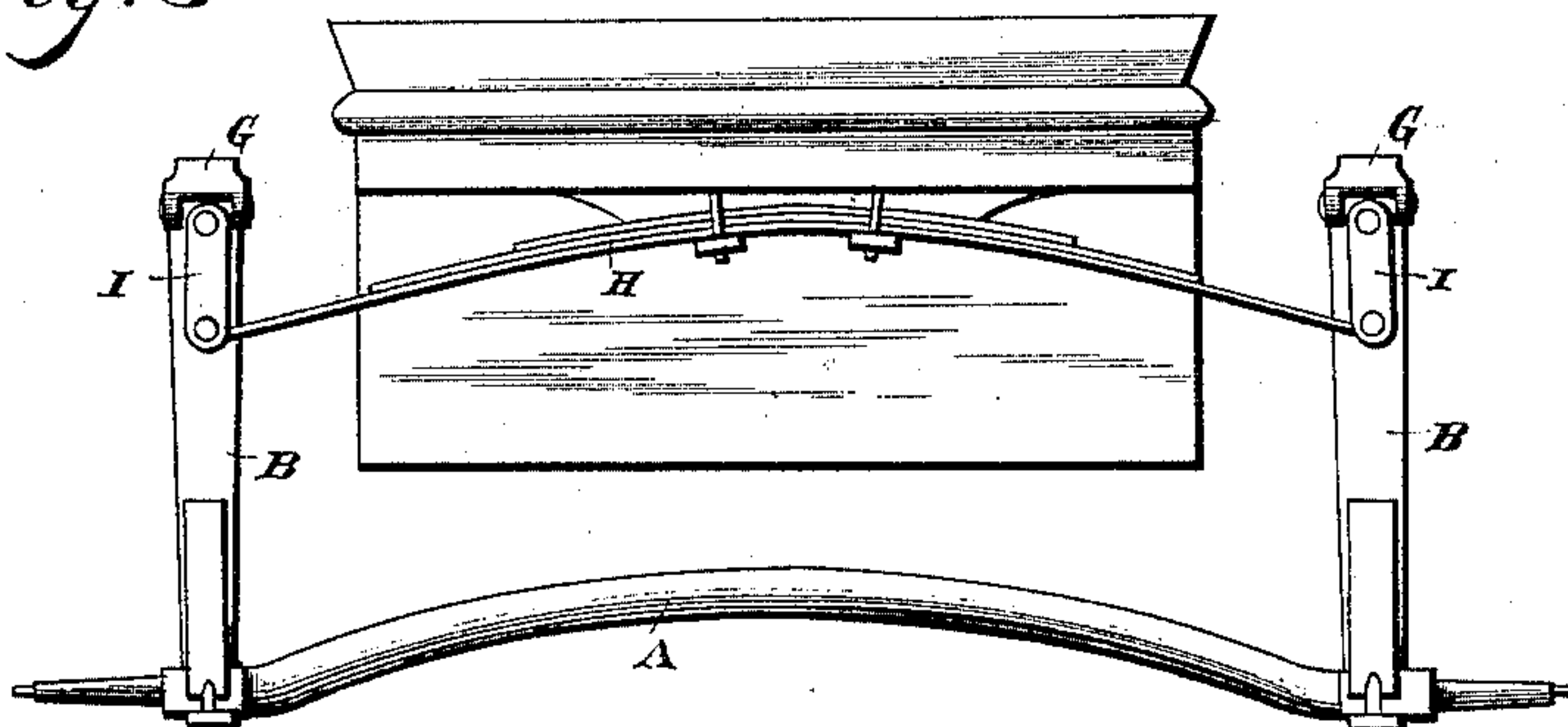
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Witnesses

*J. M. Withrow.*

*A. L. Collamer.*

Inventor

*James M. Williams,*

By *Iris* Attorneys

*C. A. Snow & Co.*

(No Model.)

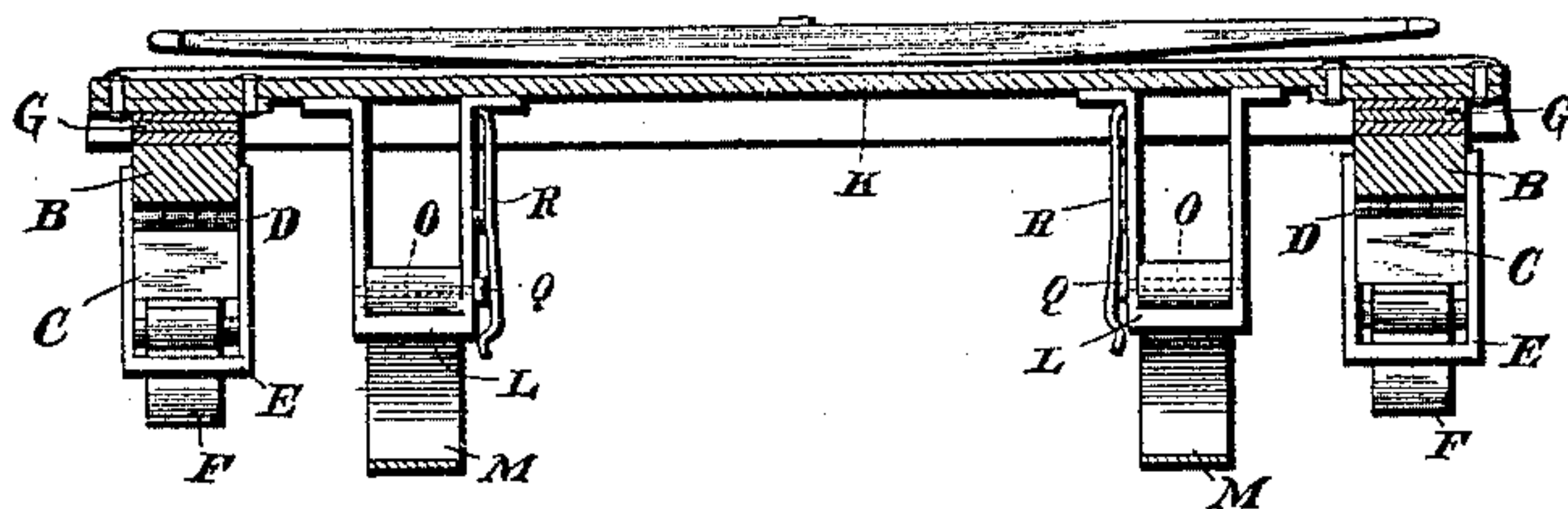
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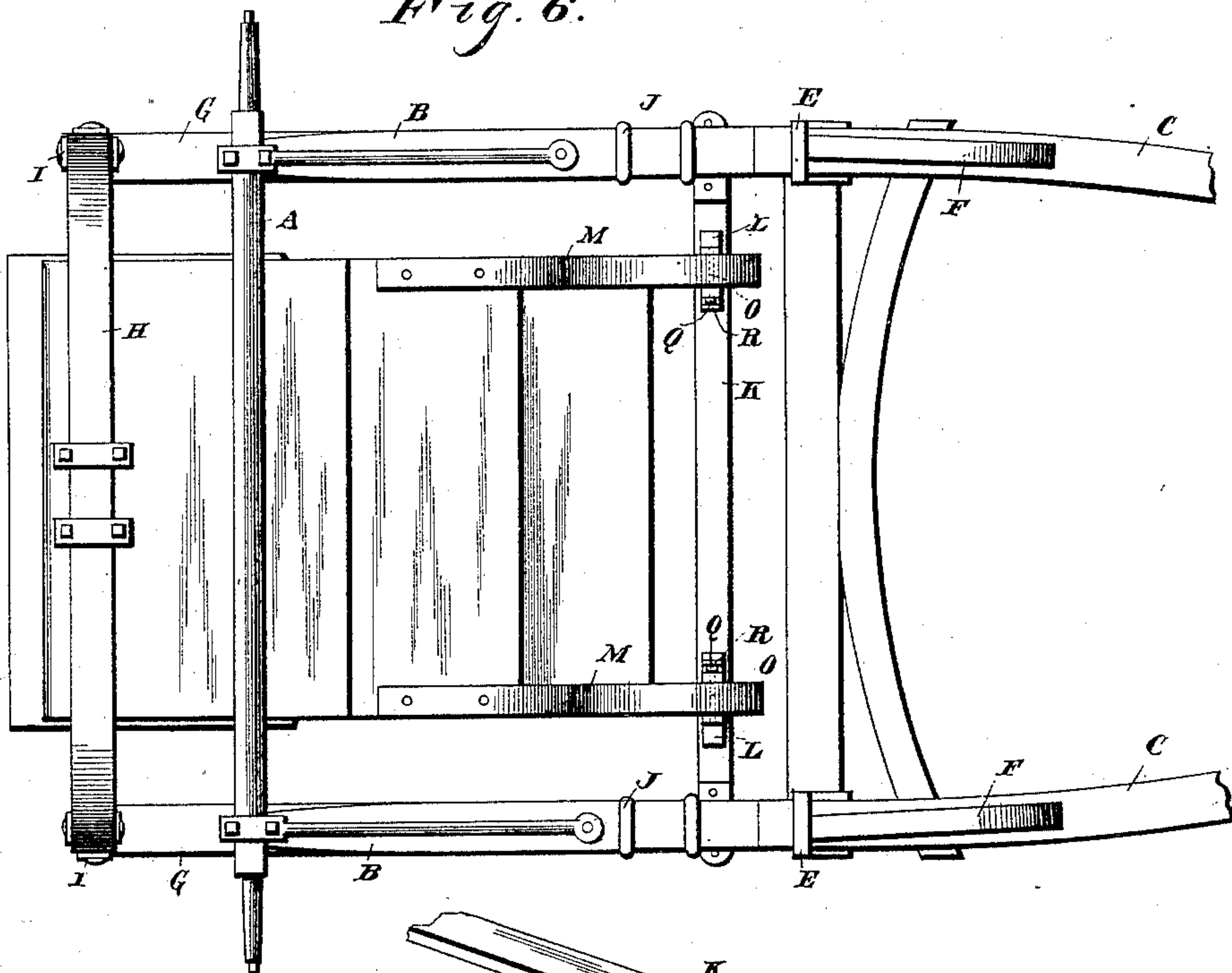
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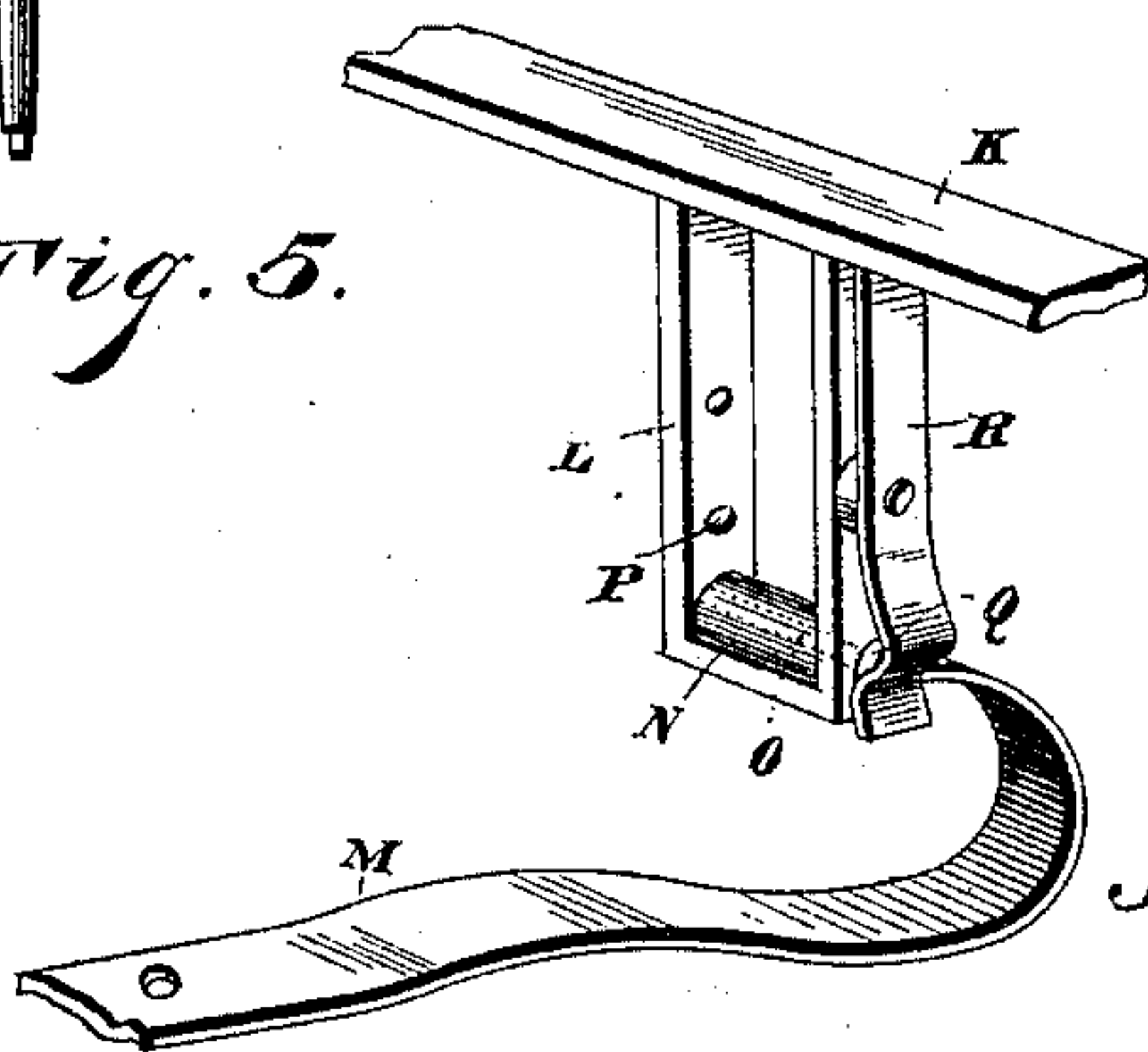
*Fig. 4.*



*Fig. 6.*



*Fig. 5.*



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# UNITED STATES PATENT OFFICE.

JAMES M. WILLIAMS, OF RENICK, MISSOURI.

## ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 433,607, dated August 5, 1890.

Application filed December 13, 1889. Serial No. 333,600. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES M. WILLIAMS, a citizen of the United States, residing at Renick, in the county of Randolph and State of Missouri, have invented a new and useful Road-Cart, of which the following is a specification.

My invention relates to improvements in road-carts; and it consists in certain novel features hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of my improved cart. Fig. 2 is a longitudinal section of the same. Fig. 3 is a rear elevation. Fig. 4 is a transverse section. Fig. 5 is a detail perspective view of the hanger and the end of the spring for supporting the body. Fig. 6 is a bottom plan view.

The axle A is of the usual or any preferred construction, and to the axle I secure the shaft-supports B, as shown. The shafts C are secured to the front ends of these supports by the hinges D, and the rear ends of the shafts play in the loops E, which are secured to and depend from the said supports. Springs F are arranged below the rear ends of the shaft, and have their opposite ends secured, respectively, to the under side of the shafts and the lower ends of the loops. By this arrangement of the parts the shafts are permitted to yield freely to the motion of the horse without jolting the body or causing any motion of the same.

On the upper sides of the shaft-supports B, I arrange the front ends of the springs G, which are of the usual construction and extend rearward from the said supports. The rear ends of these springs are connected to the ends of a transverse spring H by the links I, and the seat or rear end of the body is secured to the central portion of this transverse spring H. The front ends of the springs G are secured to the loops J, which pass around the shaft-supports and are adapted to be moved along the said supports, and the ends of the loops are connected by a cross-bar K. Hangers L are secured to and depend from this cross-bar K, and springs M have their front ends secured within these hangers, the rear ends of the springs being secured to the body of the vehicle. The ends of these springs M are formed into eyes N,

and pins O are inserted through the said eyes and perforations P in the sides of the hangers, and are provided with the heads Q to prevent their being pushed through the hangers. These pins are prevented from becoming accidentally detached from the hangers by the latches R, which consist of leaf-springs having their upper ends secured to the hangers or the cross-bar, and their lower ends bearing against the sides of the hangers. By engaging the pins O in the proper perforations in the hangers the force of the springs can be readily adjusted so as to accommodate themselves to the different weights placed in the body or the angle at which the latter is to be supported.

The construction and arrangement of the several parts of my device being thus made known, the advantages of the same will be readily understood. The vehicle is drawn over the road in the usual manner, and the shafts will readily take up the motion of the horse without causing the body to oscillate by reason of their hinged connection with the shaft-support and the springs bearing on their under sides. The springs which support the body permit it to accommodate itself to any unevenness of the road, so that a smooth even ride is insured. The body can be easily adjusted, furthermore, so as to support a heavy or a light weight by shifting the loops J along the shaft-supports and adjusting the front ends of the springs G, as will be readily understood. This movement of the loops J also moves bar K, and with it the hangers L and springs M, whereby the four spring-supports of the seat are simultaneously adjusted. The seat can thus be instantly set forward or back to bring the weight of the occupant or occupants nearer to or farther from a point directly over the axle, as will be understood. The springs F thus prevent the horse motion being imparted to the frame, and the springs G and M prevent the vertical motion of the frame occasioned by roughness of the road being imparted to the seat or body.

My improved cart is simple in its construction, is composed of few parts, and is strong and durable.

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



1. The combination of the shaft-supports, the side springs adjustably mounted thereon, the body carried by said springs, the cross-bar connecting the said springs, the hangers  
5 depending from said cross-bar, and the front springs having their rear ends secured to the body and their front ends adjustably secured in the hangers, as set forth.

2. The combination of the cross-bar, the  
10 hangers depending therefrom and having a series of perforations in their sides, the springs having their eyes in ends inserted in said hangers, the headed pins passing through the eyes of the springs and engaging the perfo-  
15 rations in the hangers, and the retaining-springs secured to the sides of the hangers and passing over the heads of the pins, as set forth.

3. The combination, with the shaft-sup-  
ports and axle carried thereby, of the loops 20 J, loosely engaging said supports and adjustable longitudinally thereof, the cross-bar connecting said loops, side springs leading from said loops and supporting a seat, and front  
25 springs connected to said cross-bar and adjustable higher or lower at their points of connection for adjusting the angle of the seat, substantially as set forth.

In testimony that I claim the foregoing as  
my own I have hereto affixed my signature in 30  
presence of two witnesses.

J. M. WILLIAMS.

Witnesses:

J. K. HARDIN,  
H. R. PERRIN.