

(No Model.)

D. M. & T. H. PARRY.
ROAD CART.

No. 435,515.

Patented Sept. 2, 1890.

Fig. 1.

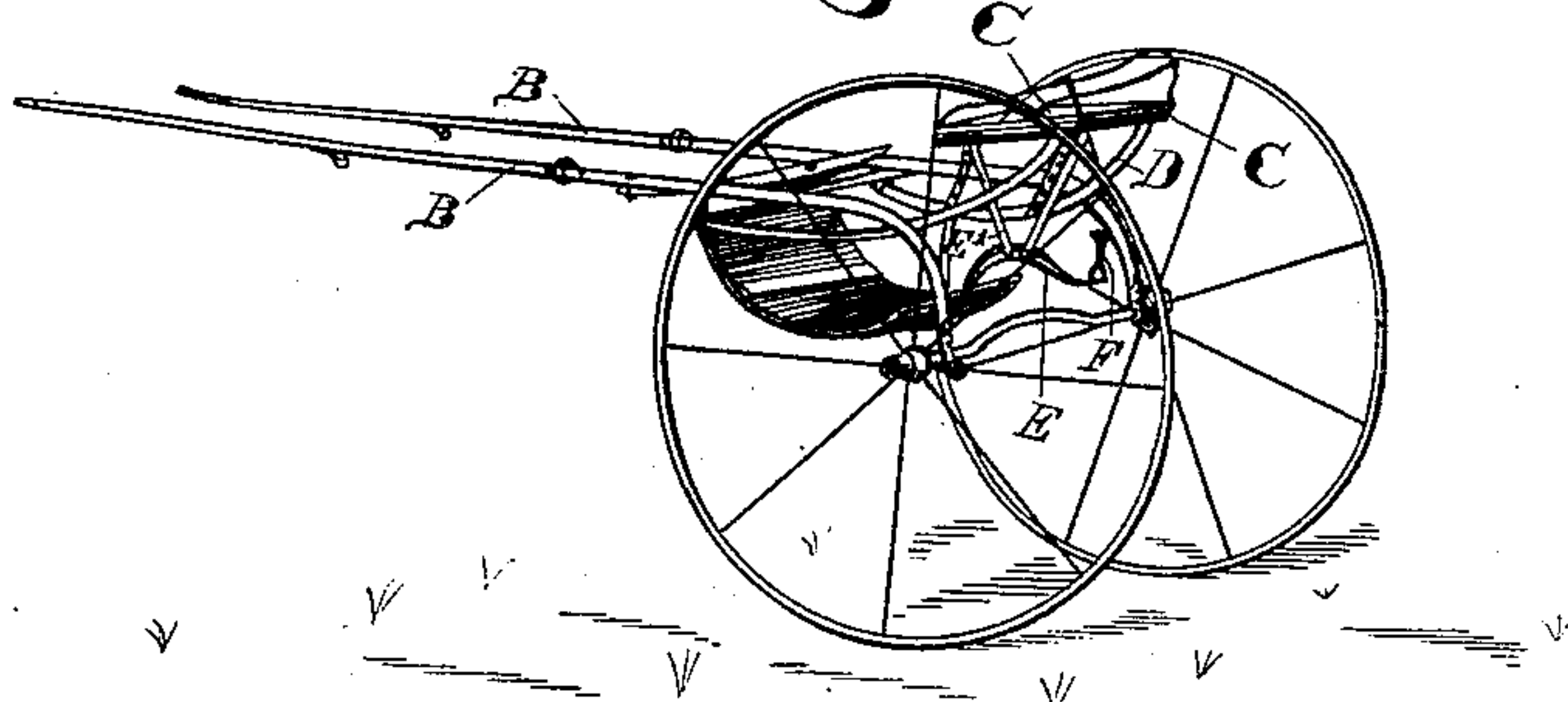


Fig. 2.

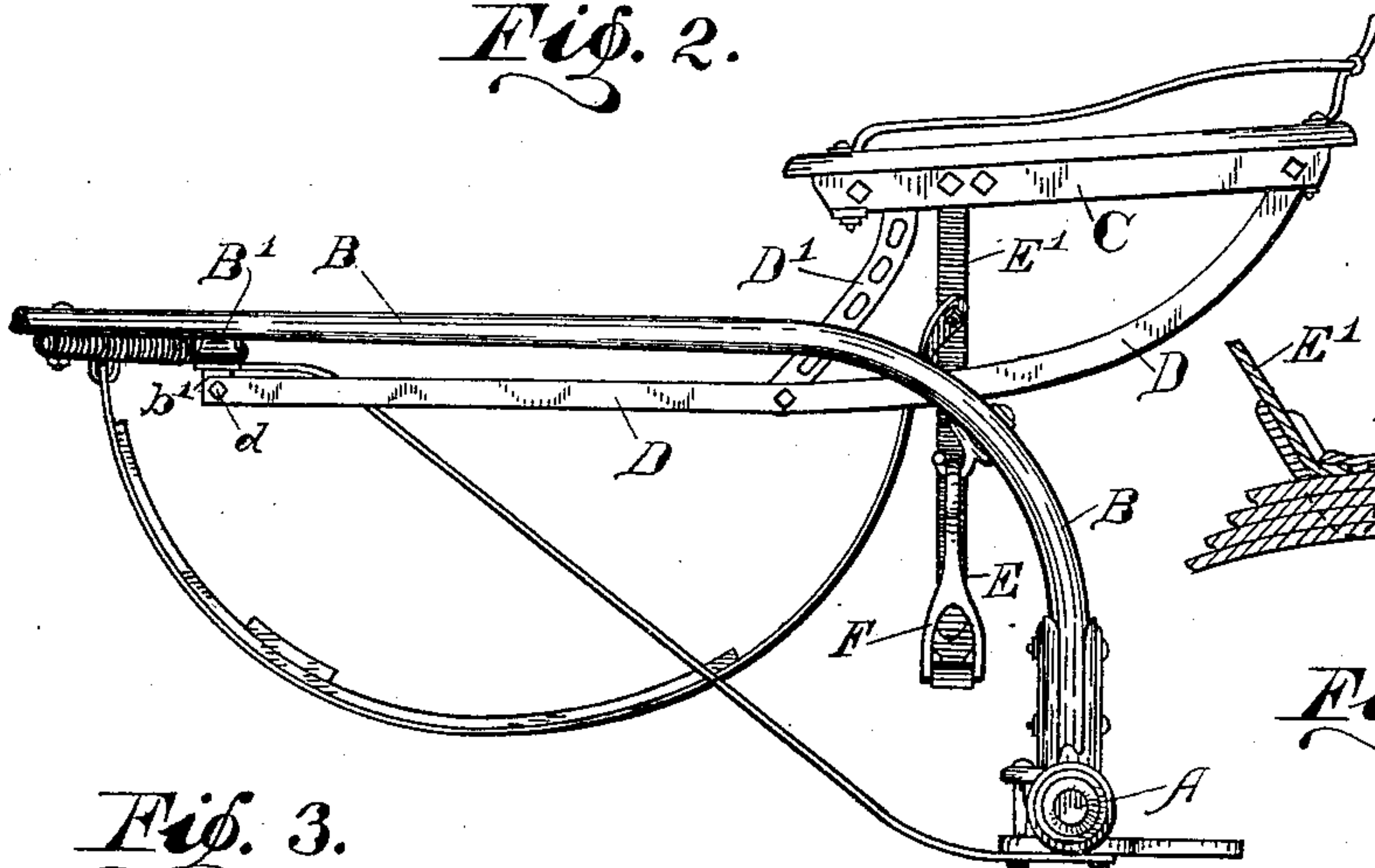


Fig. 3.

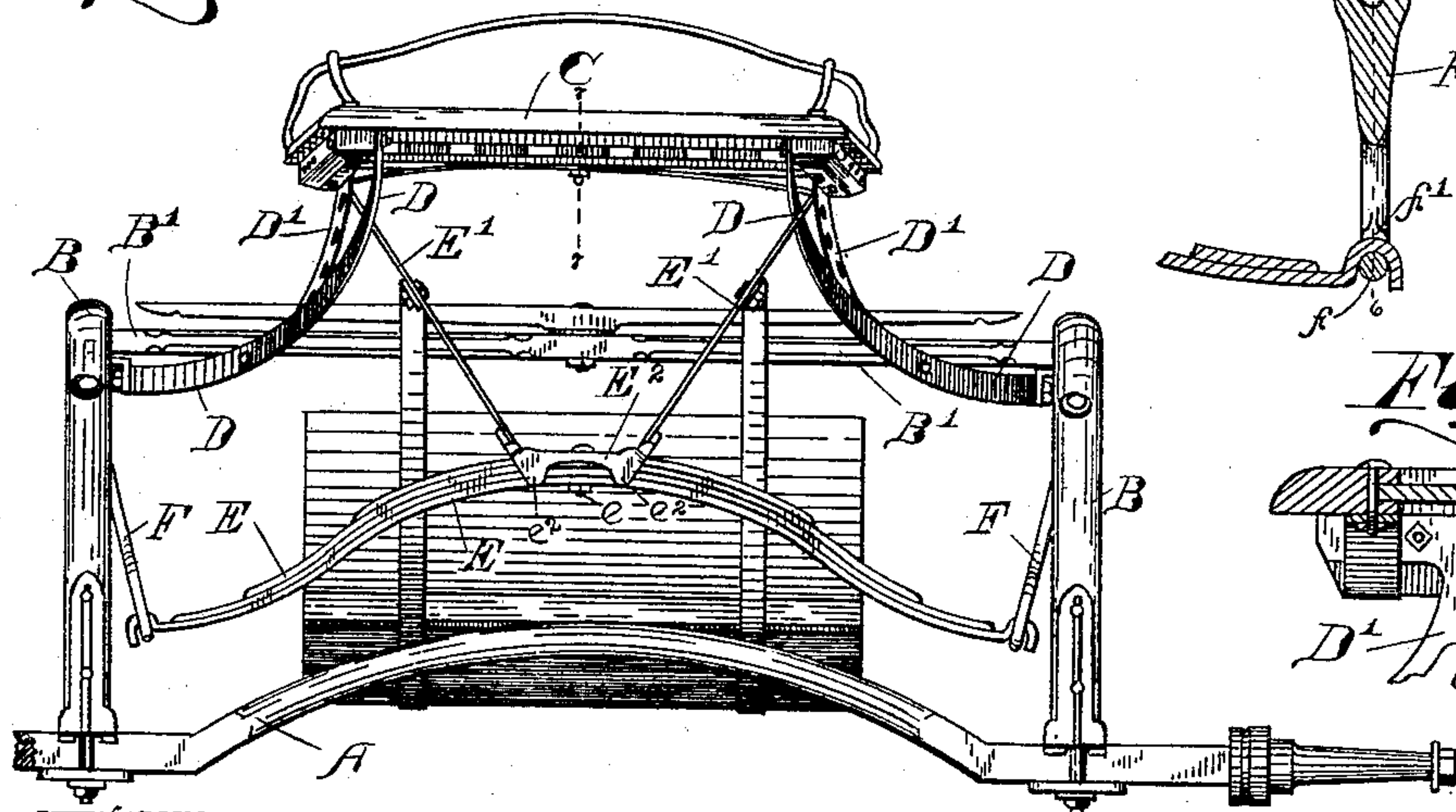


Fig. 4.

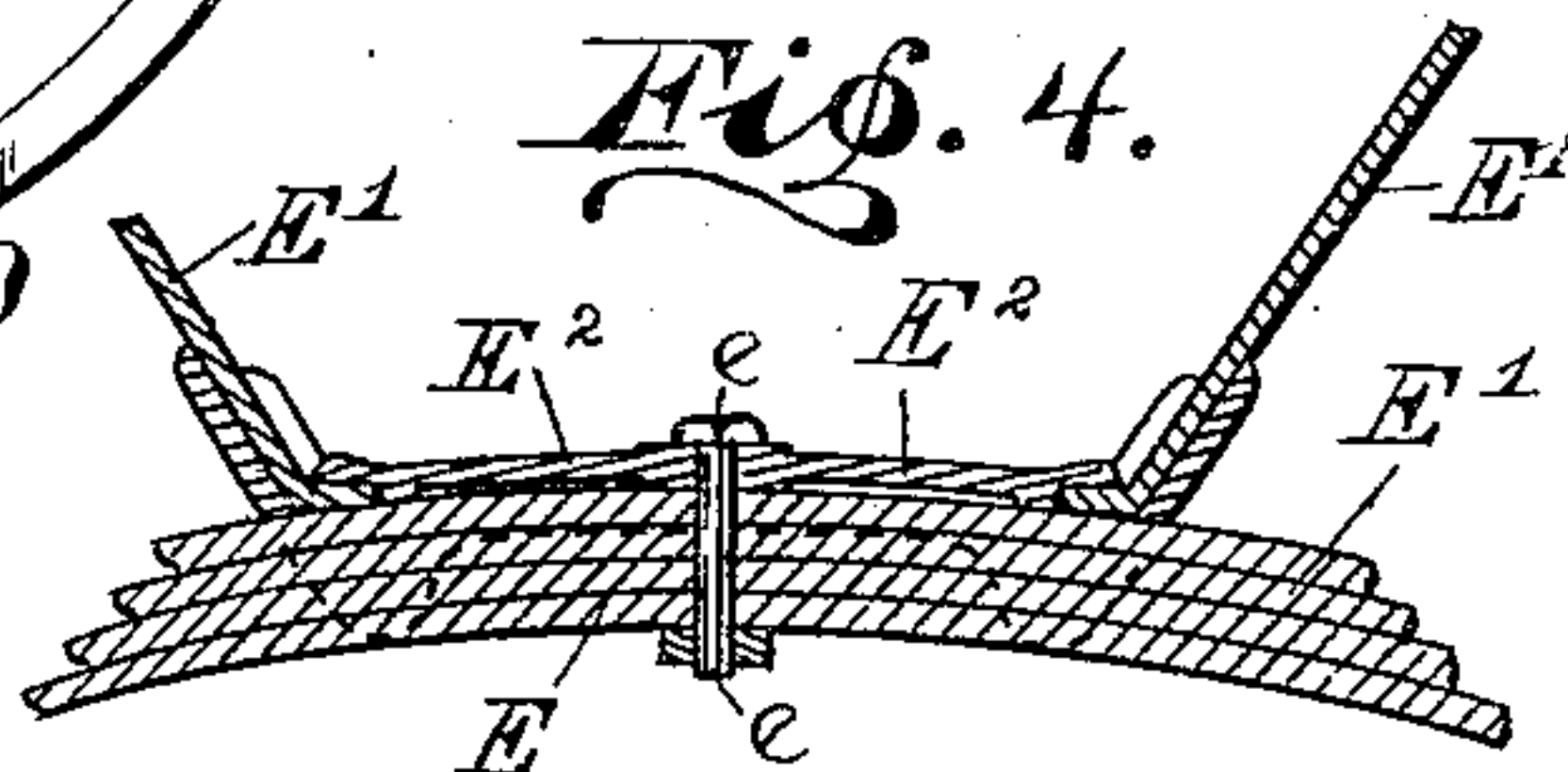


Fig. 5. Fig. 6.

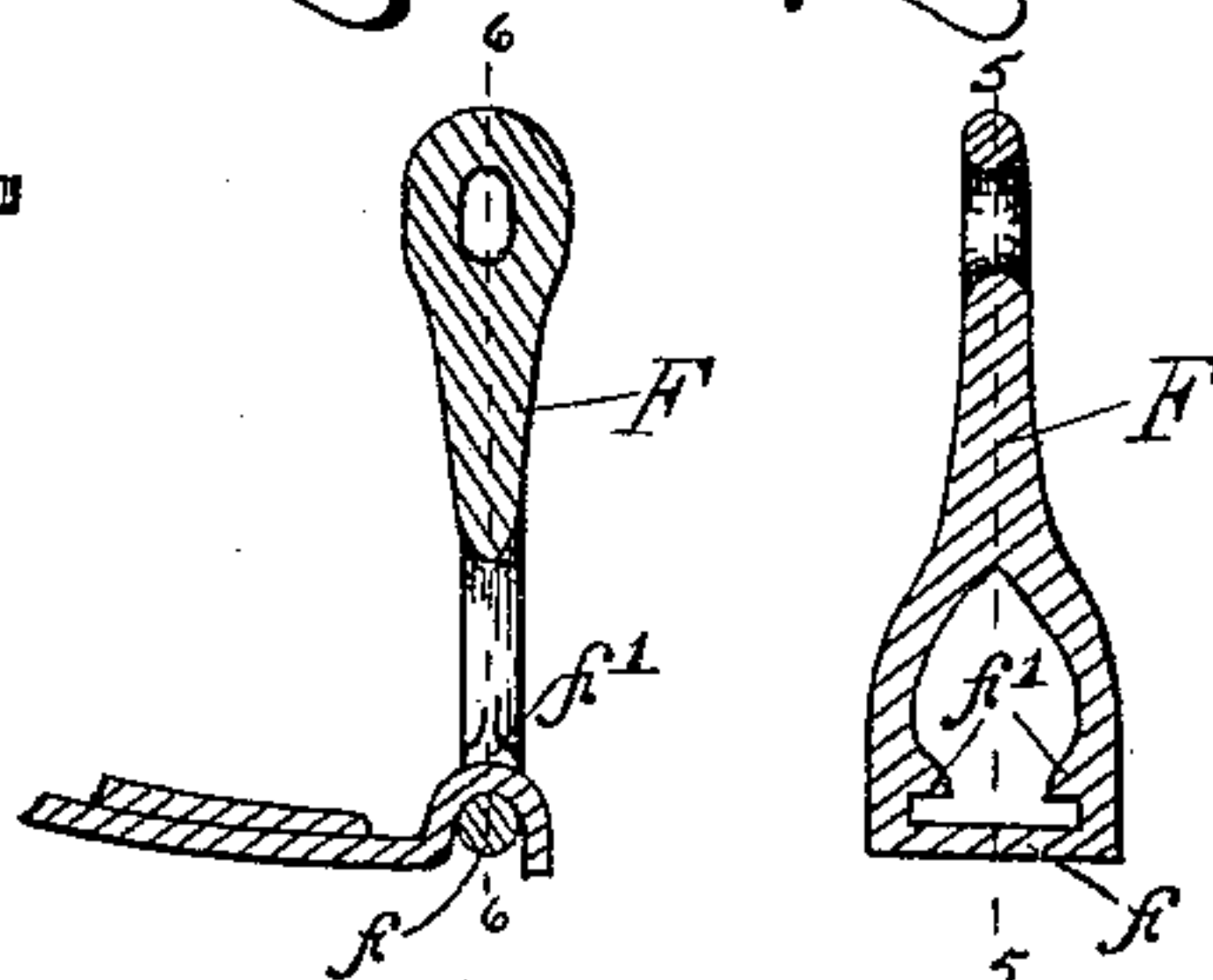
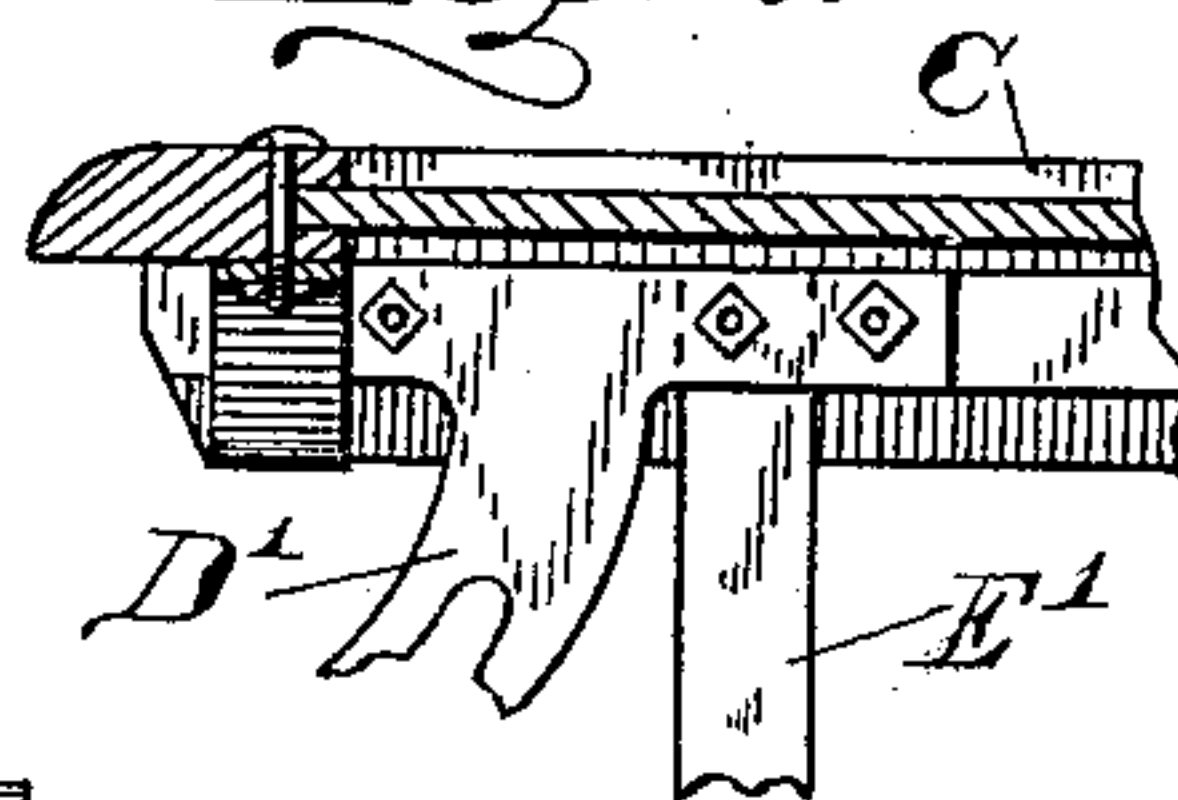


Fig. 7.



WITNESSES.

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ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 435,515, dated September 2, 1890.

Application filed December 19, 1889. Serial No. 334,289. (No model.)

To all whom it may concern:

Be it known that we, DAVID M. PARRY and THOMAS H. PARRY, citizens of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Road-Carts, of which the following is a specification.

Our invention relates to the springs and arms on which the seats of that class of vehicles known as "road-carts" are mounted. Said invention will be first fully described, and then pointed out in the claims.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is a perspective view of a road-cart embodying our said invention; Fig. 2, a side elevation of the seat and adjacent parts, on an enlarged scale; Fig. 3, a rear elevation; Fig. 4, a detail central vertical section longitudinally of the spring; Figs. 5 and 6, detail sectional views of the hanger which carries the end of the spring; and Fig. 7 an inside view of a portion of the seat-frame, showing the connection of the brace and arm thereto.

In said drawings the portions marked A represent the axle of the road-cart; B, the thills or shafts; C, the seat; D, arms connecting said seat and the cross-bar on the shafts; E, a spring supporting the seat, and F hangers supporting the ends of said springs.

The axle, thills, and seat are or may be of any usual or desired construction, and will not therefore be further described herein, except incidentally in describing the invention.

The arms D extend from the thills B or the cross-bar B' thereto back to the front edge of the seat, to which they are connected, as best shown in Fig. 2. It is connected to the cross-bar B' by small hangers b' and a pivot d. Secondary or supplemental arms D' extend from points on these arms to other points on the under side of the seat, as shown. The tops of these arms D' are formed T-shaped, as shown in Fig. 7, and one side of said head extends over the upper end of the riser E', which is let into the wood of the frame of the seat. By the use of three small bolts passing through these several parts an exceedingly strong connection is made between the seat and the parts D' and E'. The arms D and

supplemental arms D', in connection with the braces E', support the seat in the desired position, as shown.

The spring E is supported at the ends by the hangers F, and at its center supports risers E', which extend up to the under side of the seat and support said seat from said spring. Its ends are hooked, as shown most plainly in Fig. 4, and engage with the hangers F, as will be presently described. The several leaves of this spring are secured together and in place by means of the casting E², which fits over it in the center, and a single bolt e, which passes through the leaves of the spring and said casting up between the ends of the brace E', (or through said brace when they are both made of a single piece of metal, as they may be, if desired.) As will be noticed, this casting E² has ears e², which pass down alongside the spring past its several leaves, and thus hold said spring in place, while but a single bolt is required. This is a very economical method of making the springs, as it requires not only less bolts but less labor to put them in condition for use. These castings E² are preferably made of malleable iron, and these ears may be closed in against the sides of the spring by a blow from a hammer, insuring a close fit between the parts. The ends of said casting, as shown, form sockets for the lower ends of the braces E', and said braces need no further fastening at this point, being thus held securely by the formation of said casting.

The hangers F are divided and have cross-bars f at their lower ends, and also have inwardly-projecting ears f', (or equivalent cross-bars,) which pass closely above the ends of the spring. The ends of the spring, being hooked and passed in through the spaces between the lower cross-bars of these hangers and said ears, (or upper cross-bars,) are held there securely without said spring being wrapped around said cross-bars, as shown most plainly in Figs. 5 and 6. Said spring and said hangers can thus be put together by simply slipping the hooked ends of the spring into the proper spaces in the hangers and then attaching said hangers to the thills or other suitable parts of the vehicle in the ordinary and well-known manner. By obviating the bending of the ends of the springs

around the lower portions of the hangers a considerable amount of labor is saved and the work of connecting these parts is rendered less expensive.

5 Having thus fully described our said invention, what we claim as new, and desire to secure by Letters Patent, is—

10 1. The combination of the spring, a saddle-like device mounted upon and having flanges to embrace the spring, and risers set in said device and extended to and connected with the seat.

15 2. The combination, with the spring and risers extending therefrom, of a saddle-like device mounted centrally upon said spring and having upwardly-extended standards to support said risers, and a bolt securing said device to said spring.

20 3. The combination, in a vehicle, of the spring, a saddle-like device mounted thereon having flanges which pass down alongside said spring, a bolt which holds said spring and said device together, said device being also provided with sockets, and risers set in
25 said sockets and extending to and connected with the seat, substantially as set forth.

4. The combination, in a vehicle, of the

seat, the supporting-spring thereto, a centrally-located saddle-like device mounted on said spring, risers extending from said saddle-like device to said seat, thills, and arms
30 extending from said thills to said seat, said arms having T-shaped heads, and said arms and said risers being both united to said seat by a bolt passing through both, substantially
35 as shown and described.

5. The combination, in a vehicle, of the seat, the thills, arms extending from said thills to said seat, a spring for supporting said seat, a saddle-like device on said spring,
40 risers extending from said device to said seat, and hangers secured to said thills, said spring being provided with open-hooked ends which pass through and are supported by said hang-
45 ers, all substantially as shown and described.

In witness whereof we have hereunto set our hands and seals, at Indianapolis, Indiana, this 16th day of December, A. D. 1889.

DAVID M. PARRY. [L. S.]

THOMAS H. PARRY. [L. S.]

Witnesses:

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ED D. BOREN.