

(No Model.)

E. GARREN.
ROAD CART.

No. 437,189.

Patented Sept. 30, 1890.

Fig. 1.

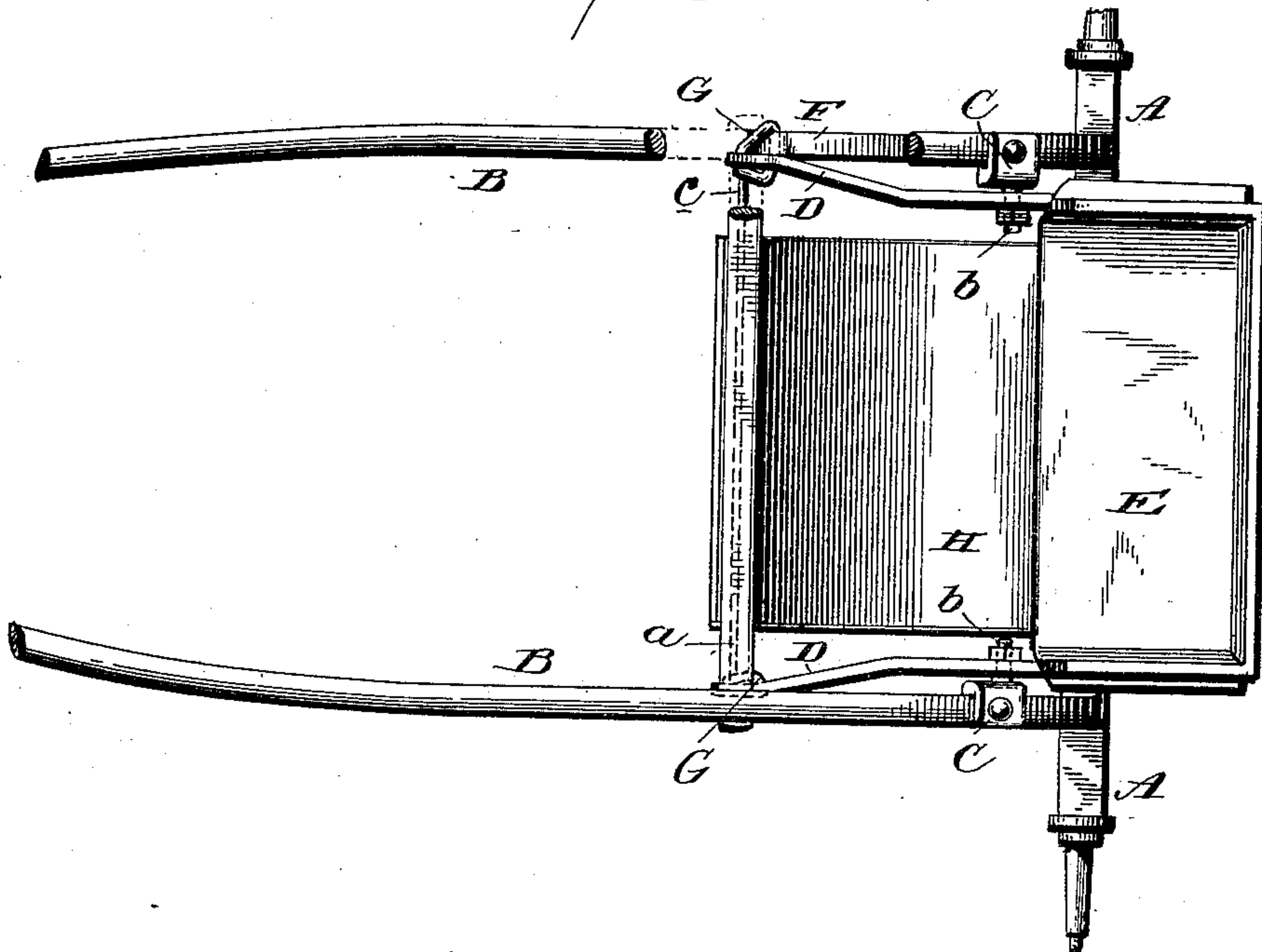
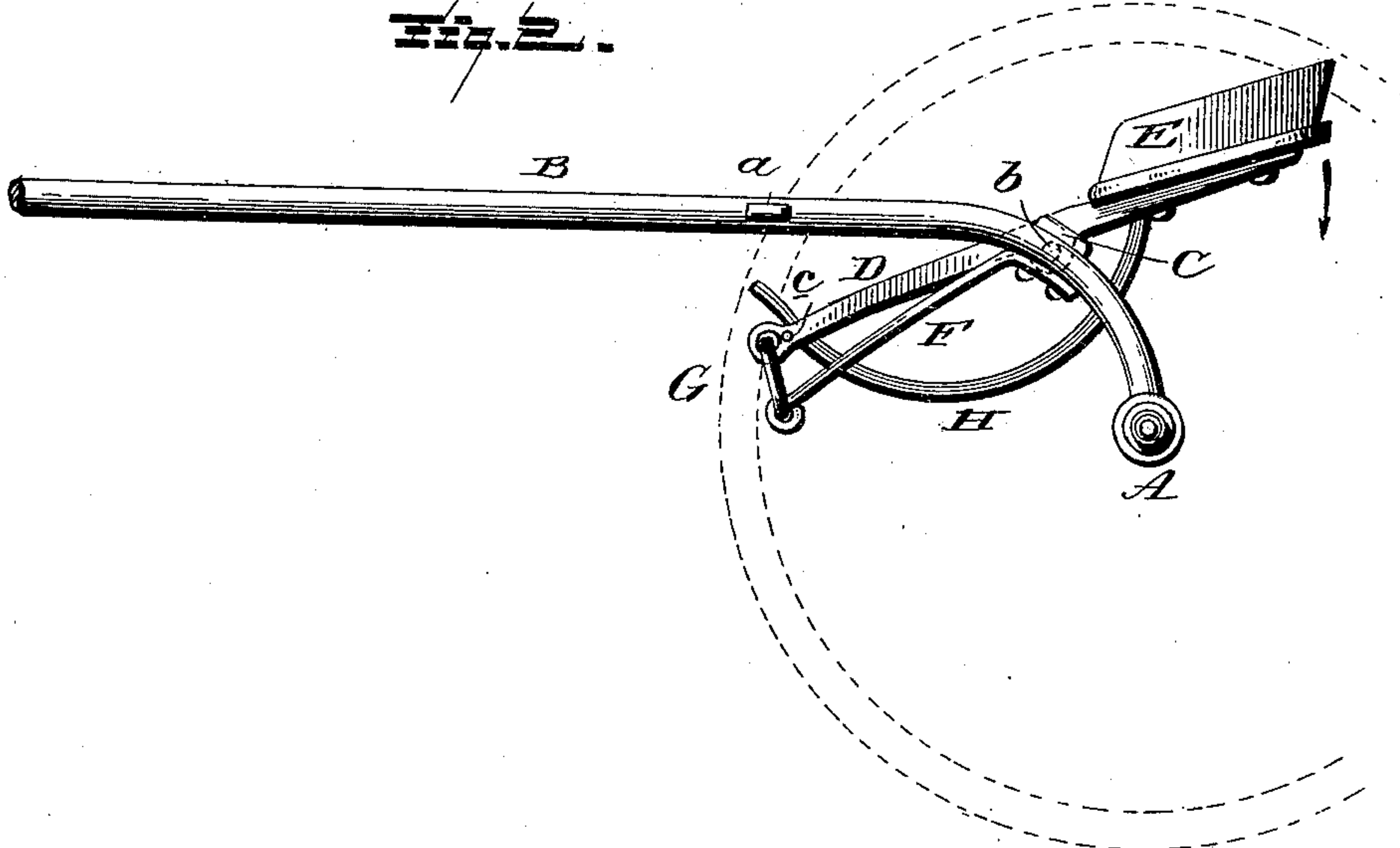


Fig. 2.



Witnesses
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ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 437,189, dated September 30, 1890.

Application filed April 7, 1890. Serial No. 346,909. (No model.)

To all whom it may concern:

Be it known that I, EDWARD GARREN, a citizen of the United States, residing at Glenwood, in the county of Cook 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, among others, to provide a simple, cheap, and effective means for taking up the so-called "horse motion" and to provide a cheap and durable road-cart composed of few parts, and those readily assembled.

Other objects and advantages of the invention will hereinafter appear, and the novel features thereof will be specifically defined by the appended claim, the novelty residing in the peculiar combinations and the novel construction, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the drawings, and then particularly pointed out in the claim.

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 plan view of a road-cart embodying my improvements with parts broken away. Fig. 2 is a side elevation of the same. Like letters of reference indicate like parts in both views.

Referring now to the details of the drawings by letter, A designates the axle to which the rear ends of the shafts B are attached rigidly in any suitable manner. The shafts are connected by a cross-bar *a* in the usual manner. C are clips on the shafts near the center of the bend therein, as shown best in Fig. 2, and from these clips project inward the pins or projections *b*. D are arms or levers fulcrumed on these pins or projections and arranged one upon each side of the vehicle and between the shafts. To the rear ends of these arms or levers is affixed the seat E, and the forward ends are connected to the forward lower ends of the springs F, which are attached

at their rear ends to the under side of the shafts at a point below the clips and, preferably, by the same bolts that secure the clips in place. The forward ends of the levers or arms are connected with the springs by means of the shackles or links G, as shown in Fig. 2.

The foot board or support H is connected at its rear end to the under side of the seat, and at its forward end supported loosely at the forward ends of the levers on suitable pins *c* or a cross-bar connecting the forward ends of the levers.

A road-cart thus constructed has proved in practice to be very easy riding and the horse motion is prevented.

I deem it important that the foot-rest be disconnected at its forward end, so as to allow of freer movement of the levers on their fulcrums. If the foot-rest were rigidly connected at its forward end, it would restrain the movement of the levers, and the cart would not be so easy riding. It is also deemed important that the levers and springs both incline forward and downward at different angles, as shown in Fig. 2, so that they will automatically adjust themselves to the varying weights of the riders without affecting their usefulness.

What I claim as new is—

The combination, with the shafts and axle, of the levers D, fulcrumed near their centers on the shafts forward of the axle and formed at their free ends with eyes, the seat on the rear ends of the levers to the rear of the axle, the springs F, secured at one end to the shafts forward of the axle with their free ends formed with eyes, the shackles connecting the eyes of the levers and spring and the foot-rest rigidly attached at its rear end to the under side of the seat, and its forward end supported by the levers and disconnected from the shafts and levers and springs, and free to move thereon as the levers are moved on their fulcrums, as set forth.

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

EDWARD GARREN.

Witnesses:

CHA. H. MORGEN,
CLARK HOLBROOK.