

(No Model.)

2 Sheets—Sheet 1.

J. S. McCOY.
ROAD CART.

No. 437,446.

Patented Sept. 30, 1890.

fig. 1.

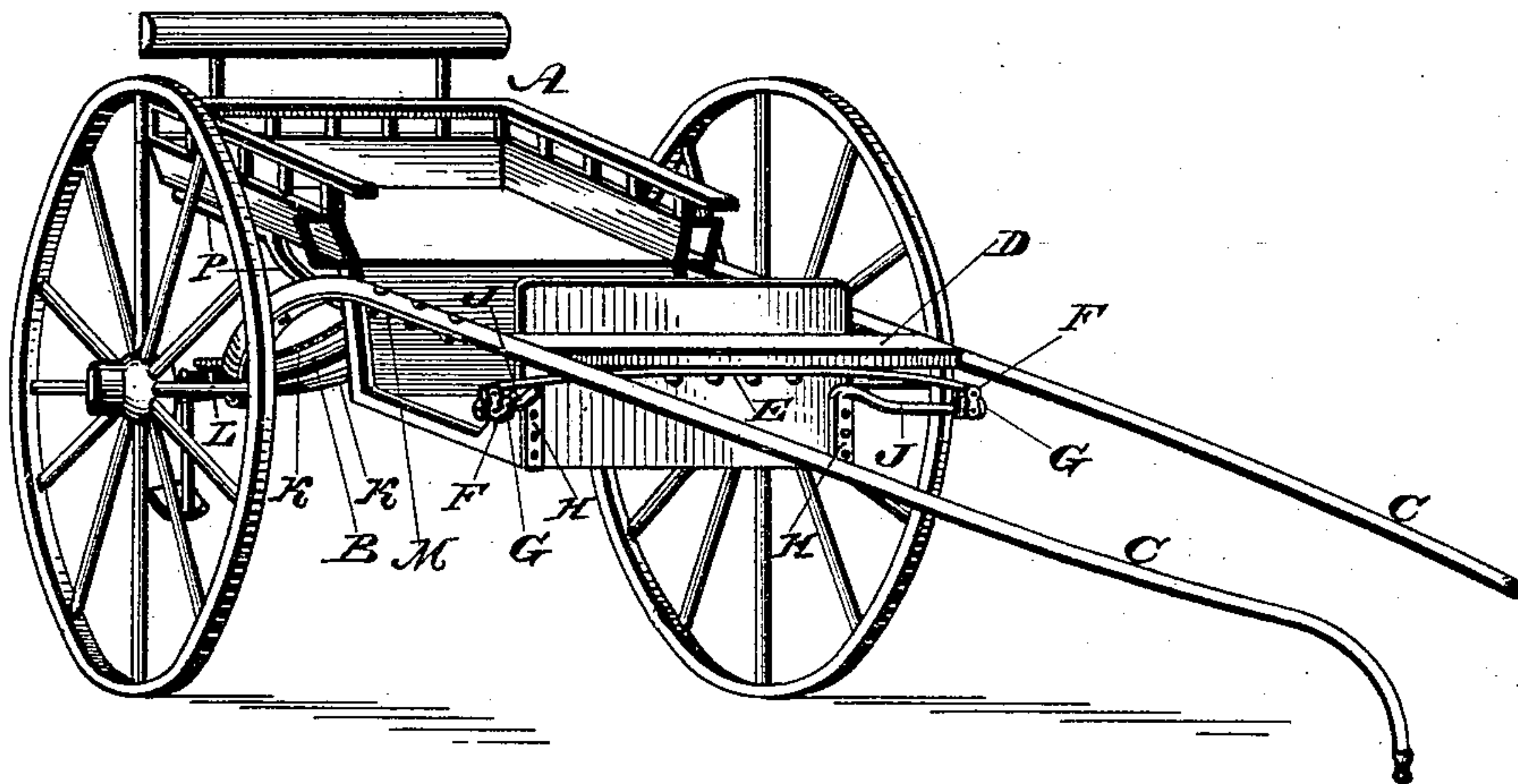


fig. 2.

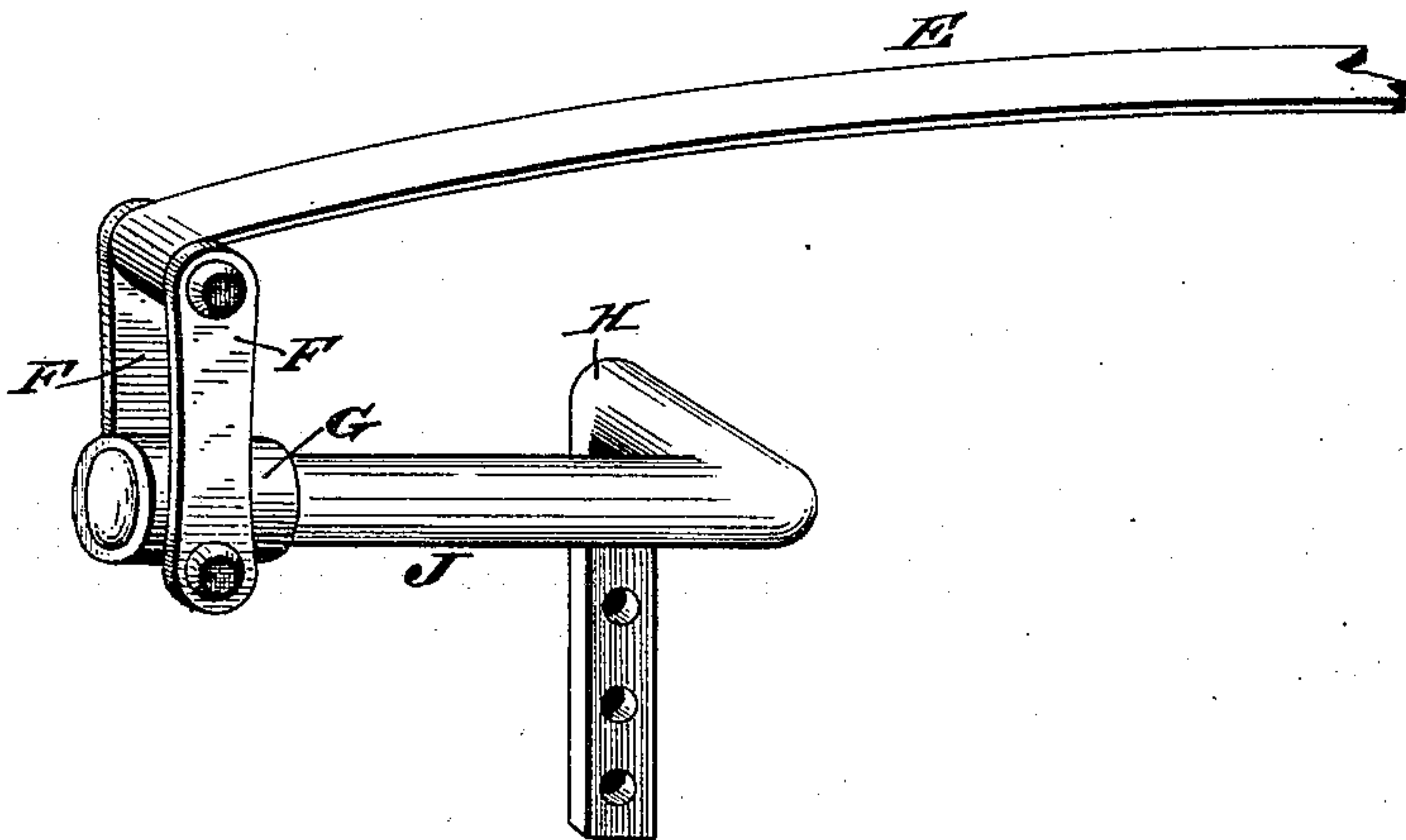
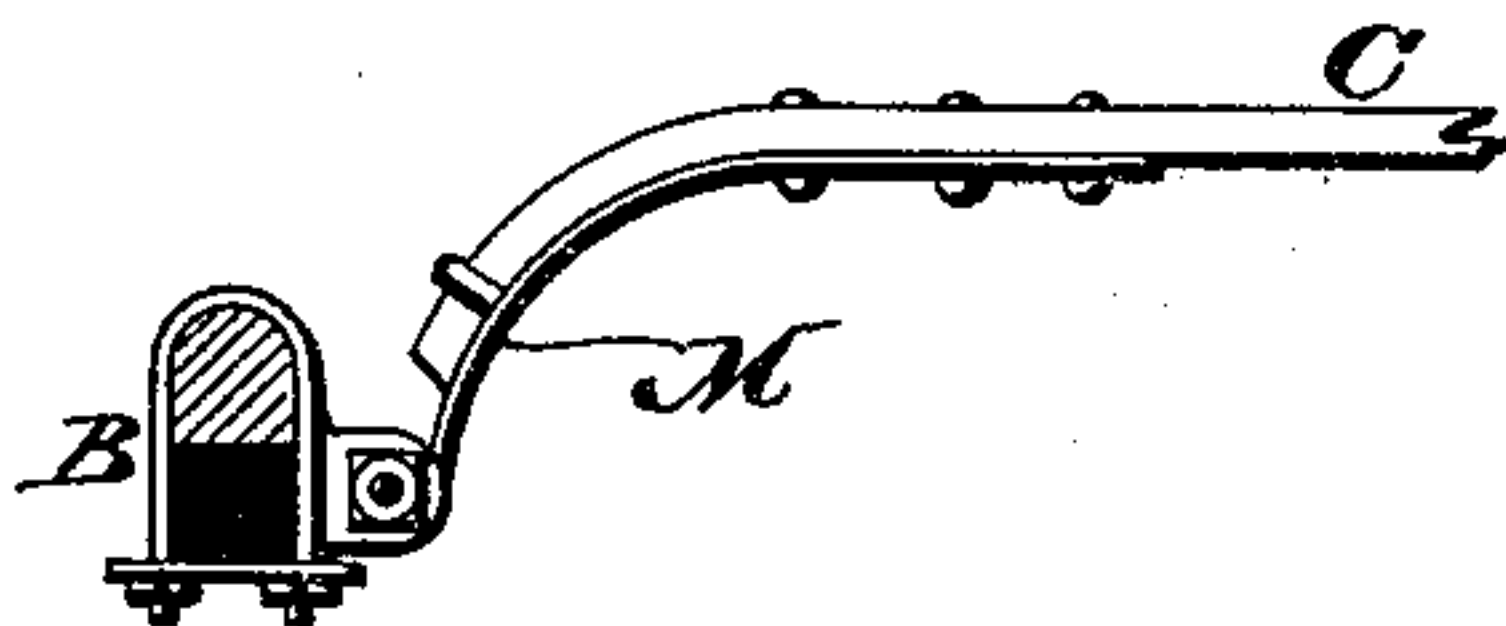


fig. 3.

WITNESSES:

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(No Model.)

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fig. 4.

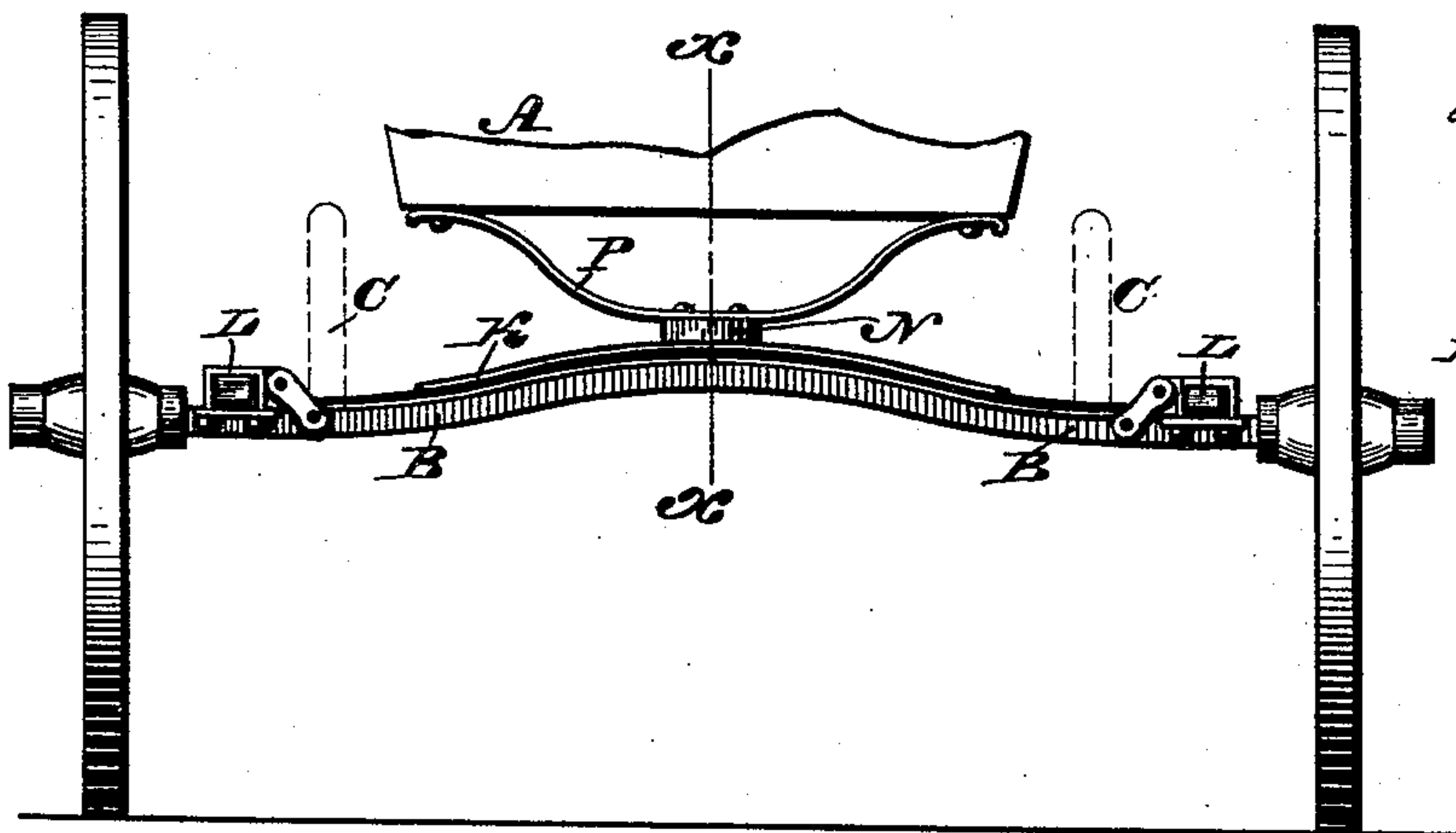


fig. 5.

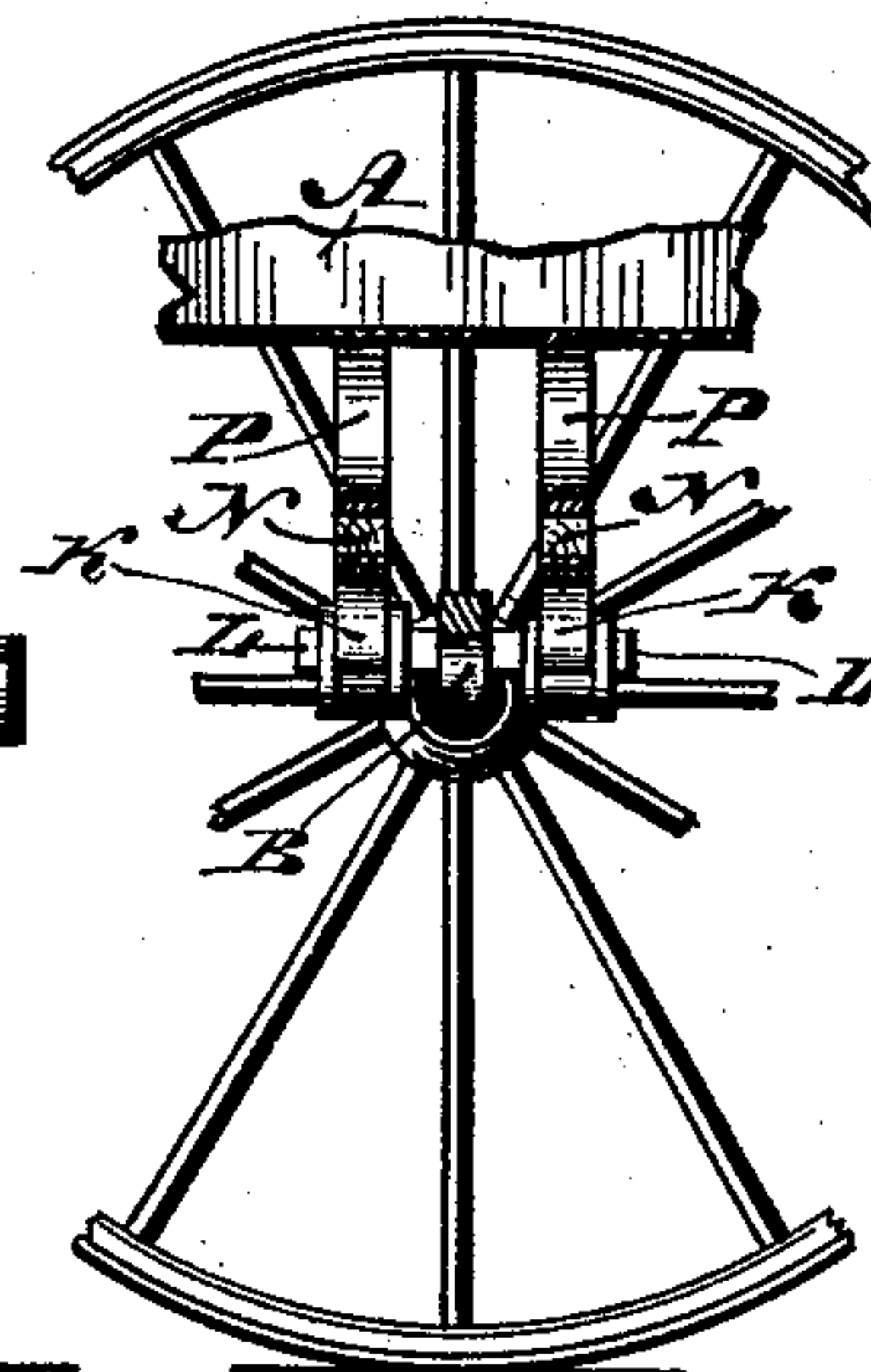
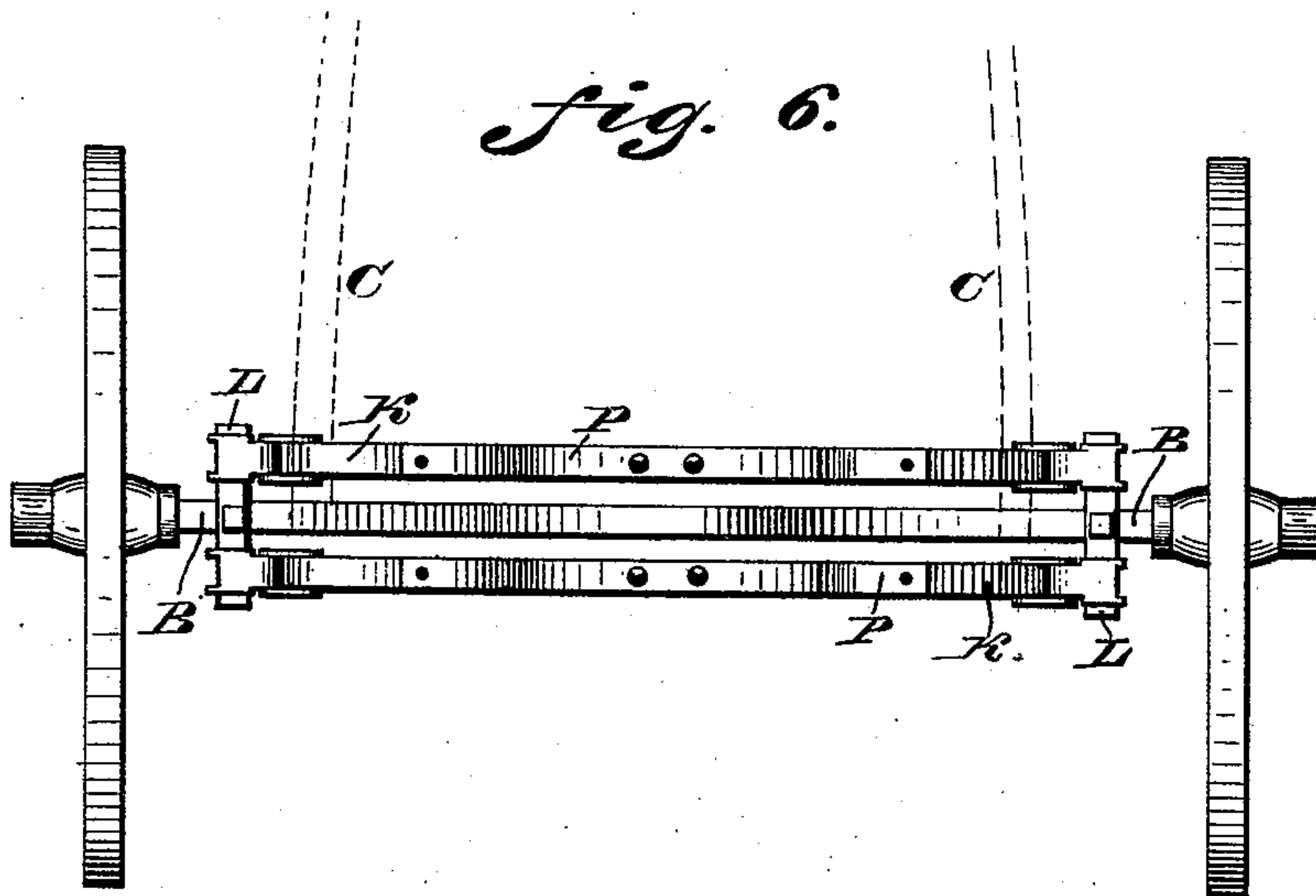


fig. 6.



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UNITED STATES PATENT OFFICE.

JOHN S. MCCOY, OF BEVERLY, NEW JERSEY.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 437,446, dated September 30, 1890.

Application filed January 17, 1890. Serial No. 337,274. (No model.)

To all whom it may concern:

Be it known that I, JOHN S. MCCOY, a citizen of the United States, residing at Beverly, in the county of Burlington and State of New Jersey, have invented a new and useful Improvement in Road-Carts, which improvement is fully set forth in the following specification and accompanying drawings.

This invention consists of attachments to a road-cart or similar vehicle for preventing "horse motion" from being transmitted to the body of the vehicle, as will be more fully hereinafter set forth.

Figure 1 represents a perspective view of a road-cart embodying my invention. Fig. 2 represents a detail perspective view, on an enlarged scale, of a portion of the improvement. Fig. 3 represents a similar view of another portion of the improvement. Fig. 4 represents a rear view thereof. Fig. 5 represents a vertical section on line $x x$, Fig. 4. Fig. 6 represents a top or plan view of a portion of the cart.

Similar letters of reference indicate corresponding parts in the several figures.

Referring to the drawings, A designates the body of the cart, having an axle B and shafts or thills C, connected by a cross-bar D, in front of the dash-board of said body. To the bar D is attached a spring E, each of whose ends is connected with the upper portion of a link F, pivotally secured to a socket or sleeve G arranged at or about a right angle to said link.

An angle-arm H is attached to the front part of the body of the cart, and the outer end of the projecting member J thereof is movably fitted in the sleeve G in such a manner as to prevent accidental detachment.

It will be seen that the downward and upward motion of the shafts is brought to bear upon the spring E, which has an inward and outward movement through the medium of the links F, and the latter a turning or rotatable movement through the sleeve G on the projecting member J of the angle-iron H attached to the body, thereby taking up the said motions before reaching said body.

The rear of the shafts or thills C are connected to the axle B by any suitable coupling, to which is pivoted the shaft-iron M, to have a free movement and prevent rocking motion being transmitted to the axle and body of the cart. At the rear are two transverse springs K, which are connected by shackles L, the latter being connected with the axle. On the centers of the springs K are blocks N, which support reversely-curved arms P, whose ends are secured to the body of the cart, thus balancing the body on the axle and causing easy riding motions thereof.

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

1. In a vehicle, a front cross-bar connecting the shafts or thills, a spring attached to said bar, angle-irons secured to each side of the body and movably located in sleeves at their outer ends, and links pivoted to said sleeves at their lower portions, and to the upper parts of which are secured the ends of the spring, substantially as described.

2. In a vehicle, a front cross-bar connecting the shafts or thills, a spring attached to said bar, angle-irons secured to each side of the body, sleeves revolubly mounted on the outer ends of said irons, and links pivoted to said sleeves, and to which the ends of the spring are fixed, and having an inward and outward movement, and the said sleeves a backward and forward play, substantially as described.

3. In a vehicle, a front cross-bar connecting the shafts or thills, a spring attached to said bar, angle-irons secured to each side of the body and movably located in sleeves at their outer ends, links pivoted to said sleeves at their lower portions, and to the upper parts of which are connected the ends of the spring, an axle, and clips fixed to said axle to which the rear ends of shafts or thills are pivotally secured, substantially as described.

JOHN S. MCCOY.

Witnesses:

HARRY COOK,
WILLIAM Z. SMITH.