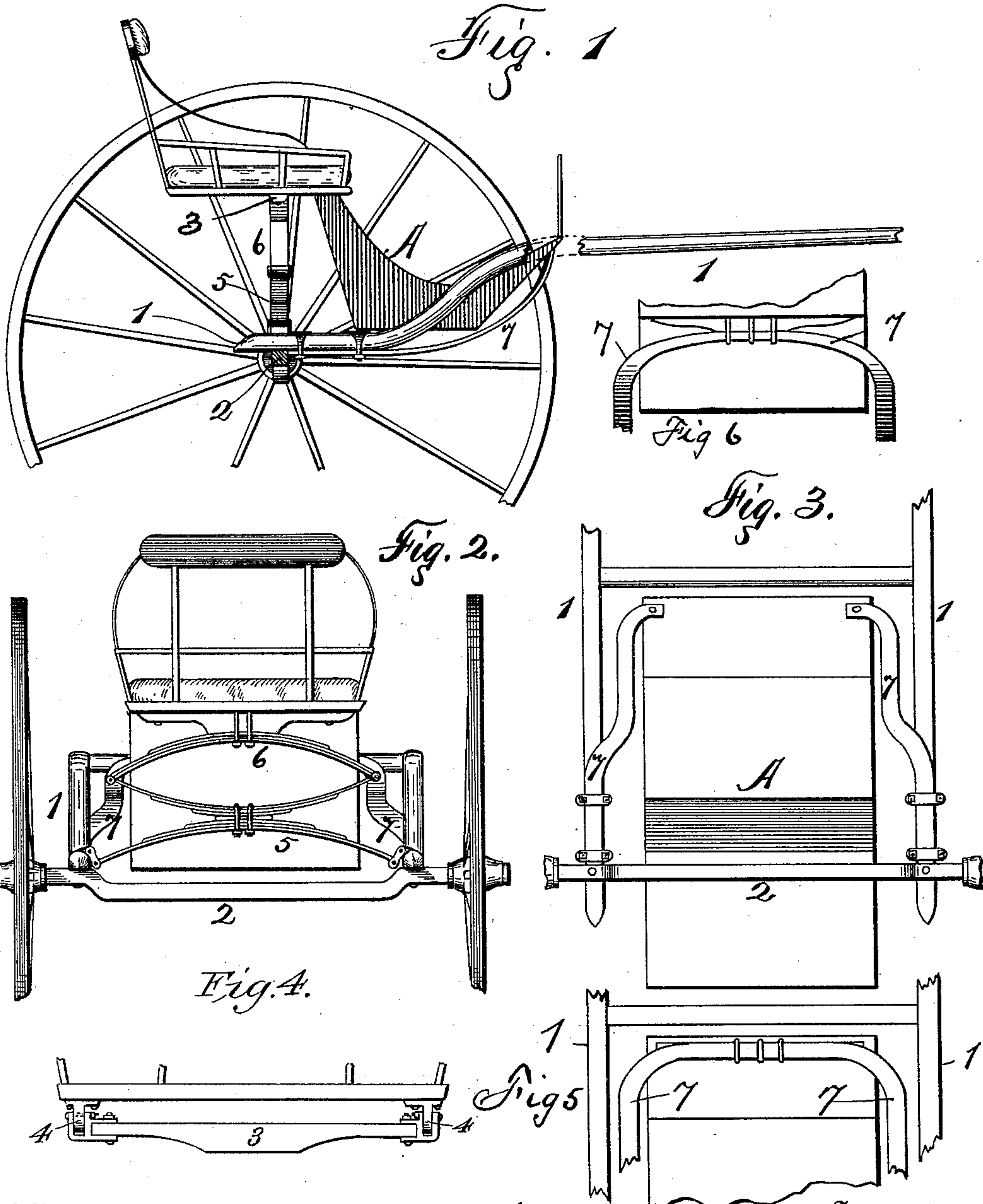


(No Model.)

W. L. PIKE.  
ROAD CART.

No. 446,884.

Patented Feb. 24, 1891.



Witnesses

E. V. Mack;

H. Q. Carhart

William L. Pike

Inventor

By his Attorneys

Smith & Benson

# UNITED STATES PATENT OFFICE.

WILLIAM L. PIKE, OF GROTON, NEW YORK.

## ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 446,884, dated February 24, 1891.

Application filed September 13, 1890. Serial No. 364,806. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM L. PIKE, of Groton, in the county of Tompkins, in the State of New York, have invented new and  
5 useful Improvements in Road-Carts, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

My invention relates to road-carts, and particularly to the means employed for taking up  
10 the horse motion and supporting the body.

My object is to wholly support the body upon the axle and shafts adjacent to the axle by means of springs upon the axle and vertically under the body, and auxiliary springs  
15 having one end clipped to the shafts and having their front end projecting forward and connected to the front of the body, also to further impart flexibility of motion to the  
20 body by interposing a hinge or knuckle-joint connection between the spring-bar and the body.

My invention consists in the several novel features of construction and operation hereinafter described, and which are specifically  
25 set forth in the claim hereto annexed. It is constructed as follows, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of the cart with  
30 one wheel removed. Fig. 2 is a rear elevation. Fig. 3 is a bottom plan. Fig. 4 is a detail showing a hinge or knuckle joint between the body and the spring-bar. Fig. 5 is a bottom plan view of the forward end of the spring,  
35 showing it continuous. Fig. 6 is a front view thereof, showing how it is secured to bottom of the body.

A is the body, of ordinary construction, and 1 1 are the shafts connected to the axle 2 in

the usual manner. The spring-bar 3 is connected to the body either by bolts or by hinges or knuckle-joints 4. The body is rearwardly supported by a half-elliptic spring 5, connected by shackles to the axle or to the clips, which  
45 secures the shafts to the axle, and by a full elliptic spring 6 mounted upon the half-elliptic.

Springs 7, secured at their rear ends to and beneath the shafts adjacent to the axle, extend forward, curving inwardly and upwardly, so that their front ends are connected to the  
50 body adjacent to the front thereof.

It will be seen that the springs 7 carry the front of the body, which is not connected to the shafts, and that the flexibility of these springs thereunder will effectually take up  
55 the horse motion, and especially when I use the hinges or knuckle-joints between the spring-bar and body. It will also be observed that I can construct the springs 7 continuous, if desired, as shown in Fig. 5.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a road-cart, an axle, shafts secured thereto, half-elliptic spring connected to the axle, a full elliptic spring mounted thereon, a  
65 spring-bar upon the latter, and a body mounted upon said bar, in combination with springs secured to the under side of the shafts, thence extending forward parallel with the body, and then bent inward to bring their front ends  
70 beneath the front of the body.

In witness whereof I have hereunto set my hand on this 4th day of September, 1890.

WILLIAM L. PIKE.

In presence of—

E. A. MARSH,

T. F. FITZ PATRICK.