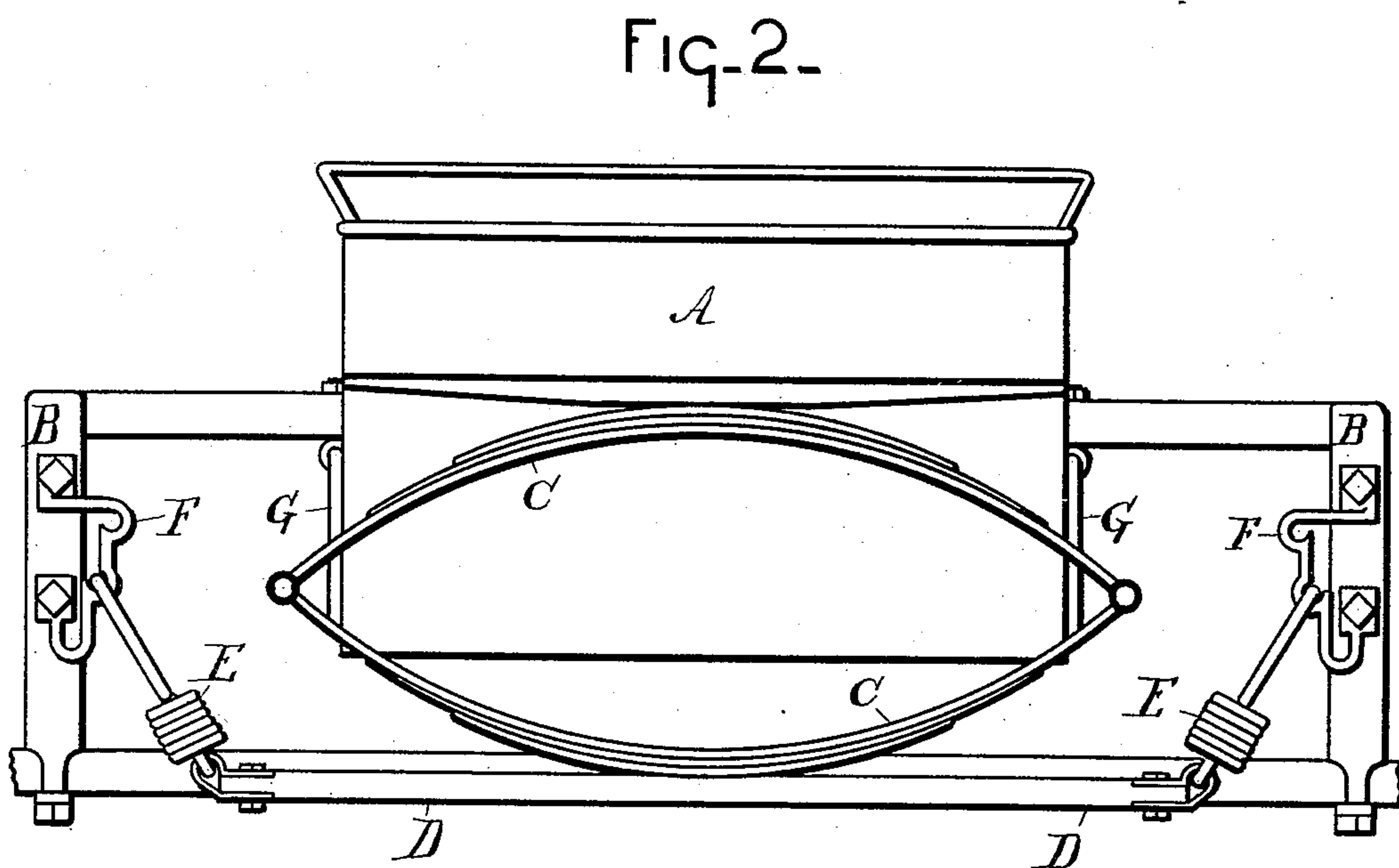
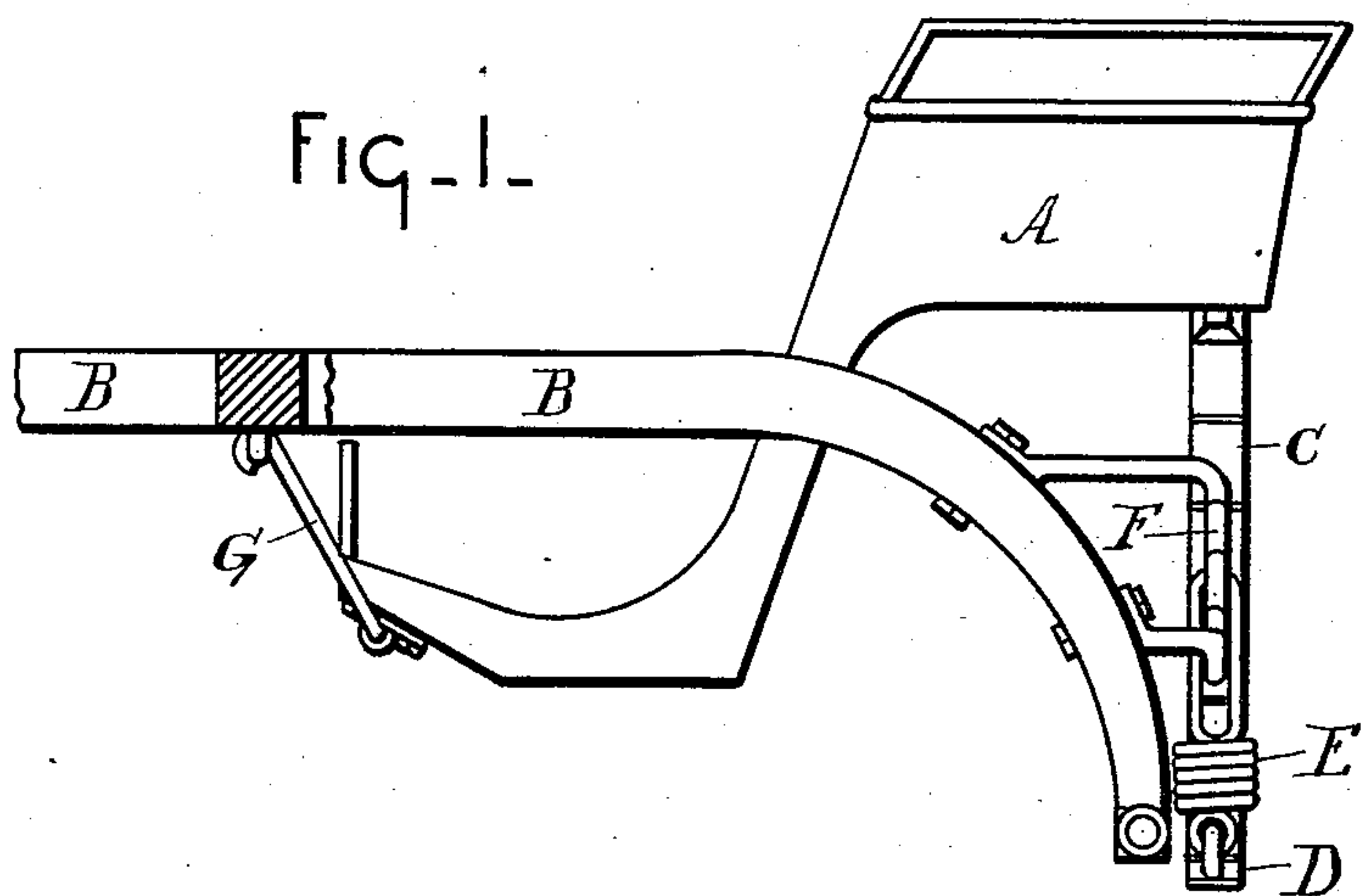


(No Model.)

R. D. SCOTT.
ROAD CART.

No. 453,214.

Patented June 2, 1891



WITNESSES

F. Clough.
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UNITED STATES PATENT OFFICE.

ROBERT D. SCOTT, OF PONTIAC, MICHIGAN.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 453,214, dated June 2, 1891.

Application filed January 3, 1891. Serial No. 376,592. (No model.)

To all whom it may concern:

Be it known that I, ROBERT D. SCOTT, a citizen of the United States, residing at Pontiac, county of Oakland, State of Michigan, have
5 invented a certain new and useful Improvement in Construction of Road-Carts; and I declare the following to be a full, clear, and exact description of the invention, such as
10 it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

In the drawings, Figure 1 is a side elevation, and Fig. 2 is a rear elevation, of a road-
15 cart embodying my invention.

It is the purpose of my invention to produce a road-cart in which the body is combined with the shafts, as follows: The rear end of the body having a full elliptic trans-
20 verse spring beneath it, with a cross-bar below the spring and the ends of the cross-bar united to the shafts by intermediate spring-links, preferably spiral-spring links, and
25 regardless of how the forward end is suspended, but the same being preferably suspended by pivoted links.

In carrying out my invention, A represents the body, and B the shafts, of a road-cart.
30 C is a full elliptic spring beneath the rear of the body, crossing transversely.

D is a cross-bar attached beneath and in the plane of the said spring.

E represents spiral-spring links connecting
35 the ends of the cross-bar with the adjustable hangers F on the shafts.

G represents a suspending link or links at the forward end of the body.

I would have it understood that I do not limit myself in the use of the full elliptic
40 spring, cross-bar, and spiral springs E to a construction in which the forward end of the body may be suspended in any particular manner, nor do I limit myself in their use to
45 any means for raising or lowering the rear of the body, for they may be connected directly to the shafts and cross-bar with no means of
adjusting up and down, although I prefer some form of adjustment; but

What I broadly claim is—

In a road-cart, the combination, with the
50 shafts, of rigid brackets attached thereto and projecting to the rear of the axle, a body suspended at its forward end from the shafts by pivotal links, a full elliptic spring attached
55 to the under side of the rear end of the body with a rigid cross-bar beneath the spring, and spiral-spring links adjustably engaging the
60 ends of said bar with said brackets, the construction being such that the cross-bar is located just back of the axle and admitting of
vertical adjustment without contact with the axle, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

ROBERT D. SCOTT.

Witnesses:

WELLS W. LEGGETT,
MARION A. REEVE.