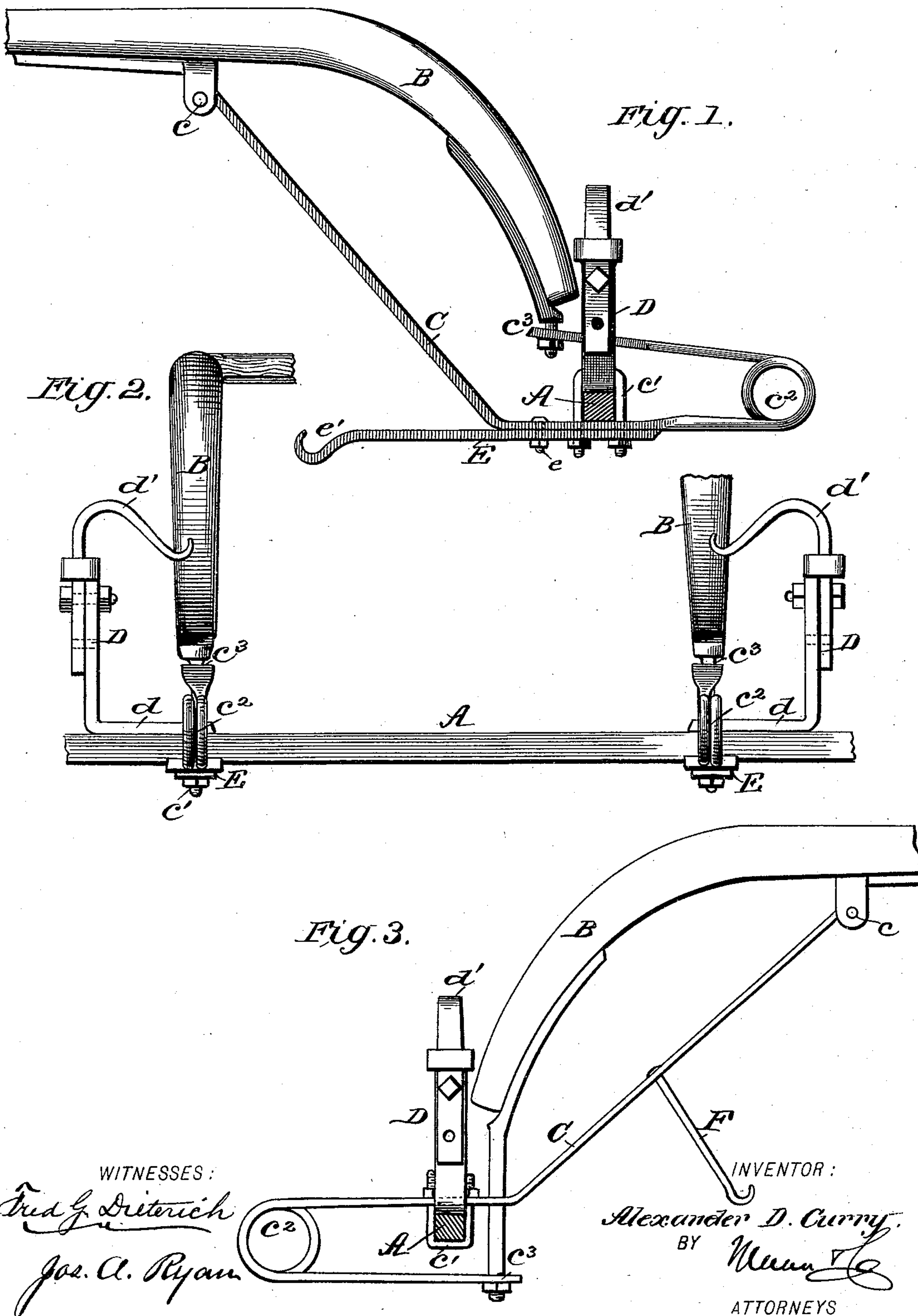


(No Model.)

A. D. CURRY.
ROAD CART.

No. 487,998.

Patented Dec. 13, 1892.



WITNESSES:

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UNITED STATES PATENT OFFICE.

ALEXANDER D. CURRY, OF ISTACHATTA, FLORIDA.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 487,998, dated December 13, 1892.

Application filed May 16, 1892. Serial No. 433,225. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER D. CURRY, of Istachatta, in the county of Hernando and State of Florida, have invented a new and useful Improvement in Road-Carts, of which the following is a specification.

This invention relates generally to road-carts, and particularly to certain improved connections between the axles and thills of the same, the object of my invention being to provide a cheap and simple easy-running cart that entirely avoids the disagreeable rocking of the body or seat occasioned by the movement of the horse.

A further object of my invention is to provide certain novel means for supporting the vehicle-body and in the peculiar construction and novel combinations of the several parts whereby these objects are accomplished, as will be more fully described hereinafter, and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a side view of the connection between the thill and axle constructed in accordance with my invention. Fig. 2 is a front view showing the means for supporting the body, and Fig. 3 is a side view in which the parts are arranged somewhat differently.

In the practical embodiment of my invention I employ the axle A and thills B, connected with the axle by means of a combined brace and spring connection, consisting of the spring brace-rod C, essentially bow-shaped, hinged at their forward ends to the bottom of thills adjacent to the whiffletree, as shown at c, and secured to the axle by a clip c' at a point forward of the bend or coil c², the lower or rear ends of the spring-rods being connected with the rear ends of thills forward of the axle, as at c³. Although the members of the brace-rods have been shown arranged upon opposite sides of the axle, they may both be arranged upon the same side, if so desired. By means of the spring brace-rods C, constructed and arranged as described, a connection is established between the thills and axles which permits the thills to rock upon the brace-rods without affecting the axle or vehicle-body. The thills being hinged to the forward or rigid portion of the brace-rods are permitted to rock thereon, and the rear or

flexible portions being connected with the rear ends of thills serve to maintain the same on their normal positions upon the rigid portions, and also permits a limited rocking movement without disturbing the axle.

In order to support the body above the axle, I provide the uprights D D, constructed with feet d, which are secured to the ends of axle by the same clips c' that secure the spring brace-rods. The uprights are composed of two adjustable sections having inwardly-curved arms d' at their upper ends, upon which are supported the spring carrying the vehicle-body.

Horizontal forwardly-projecting arms E are secured beneath the axle by means of clip c' and bolt e, the forward end of cart being hung upon the hooks e', produced upon the outer ends of the arms.

In Fig. 3 I have shown a somewhat-modified form in which a depending rod F is secured to the brace-rod and hooked at its lower end to support the forward end of body.

From the above it will be seen that I provide a connection between the axle and thills which permits the thills to rock without communicating any of the motion to the axle or the rigid portion of the connection, and it will also be seen that I provide a novel form of supports which can be quickly and easily adjusted.

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

1. The combination, with the axle and thill, of the essentially-bow-shaped spring brace-rod secured centrally to the axle, hinged at its forward end to the under side of the thill and at its rear end to the rear end of thill, and the forwardly-projecting supports connected with the spring brace-rods, substantially as shown and described.

2. The combination, with the axle A and thill B, of the spring brace-rod C, hinged at c and secured to the rear end of brace at c³, said brace-rod comprising the straight rigid inclined portion, the approximately-parallel horizontal portions, and the coiled-spring portion c² between the said horizontal portions, substantially as and for the purpose described.

3. The combination, with the thill and axle,

of the adjustable vertical supports and the forwardly-projecting supports, all arranged substantially as shown and described.

4. The combination, with the thill and axle,
5 of the vertically-adjustable supports having inwardly-projecting arms and the forwardly-projecting supporting-arms arranged substantially as shown and described.

5. The combination, with the axle and thill,

of the spring brace-rod, the vertical and the horizontal supports, and the clip for connecting said axle, brace, and supports, substantially as shown and described.

ALEXANDER D. CURRY.

Witnesses:

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