No. 804,386. PATENTED NOV. 14, 1905.

J. DAIN.

CART.

APPLICATION FILED APR. 30, 1904.

2 SHEETS—SHEET 1.

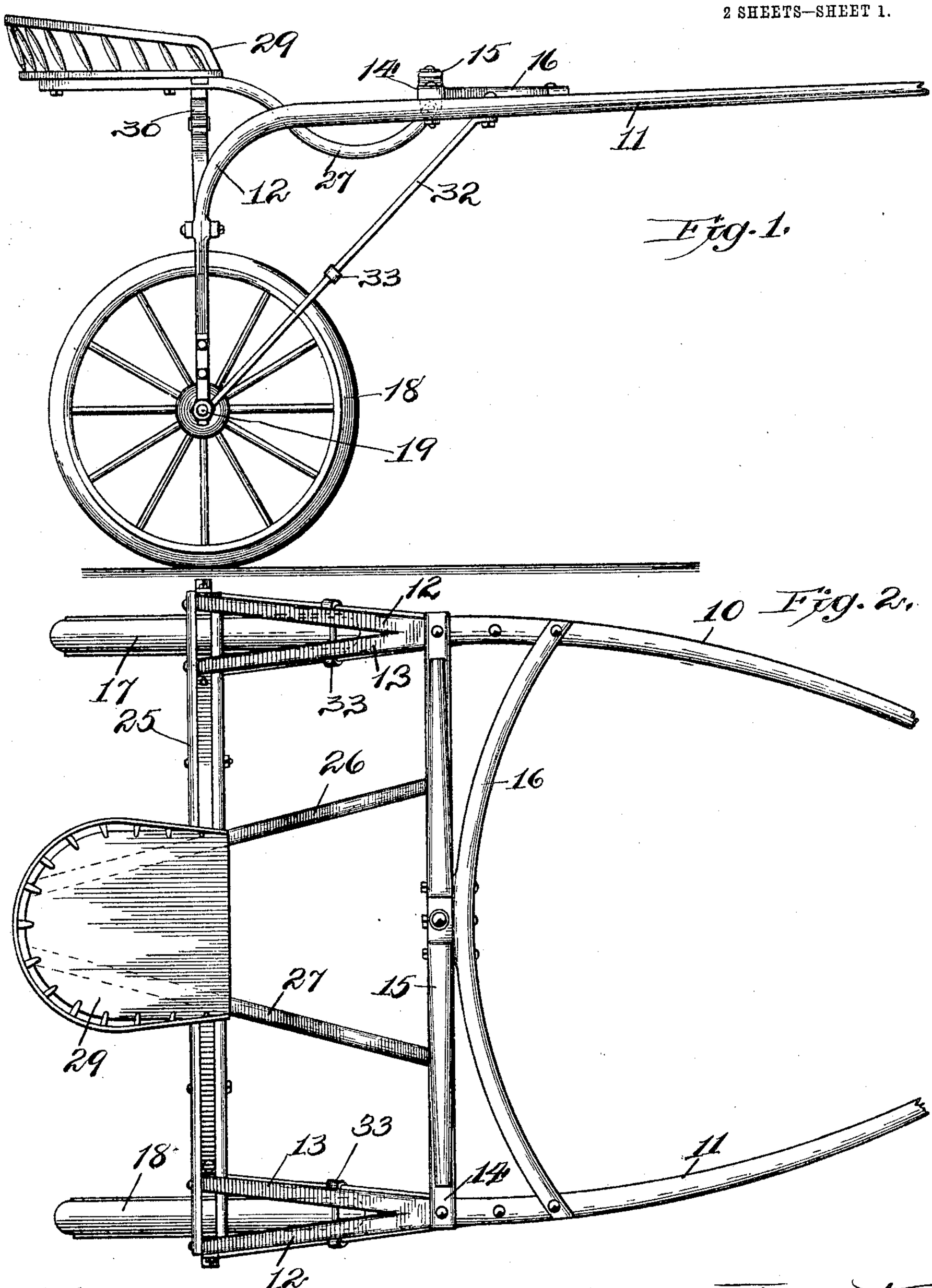

Fig. 1.

Fig. 2.

Witnesses
G. C. Comarus.
J. B. Weir

Inventor:
Joseph Dain,
by Bond Adams Pierce & Jackson.
his Attys.

No. 804,386. PATENTED NOV. 14, 1905.

J. DAIN.

CART.

APPLICATION FILED APR. 30, 1904.

2 SHEETS—SHEET 2.

Fig. 3.

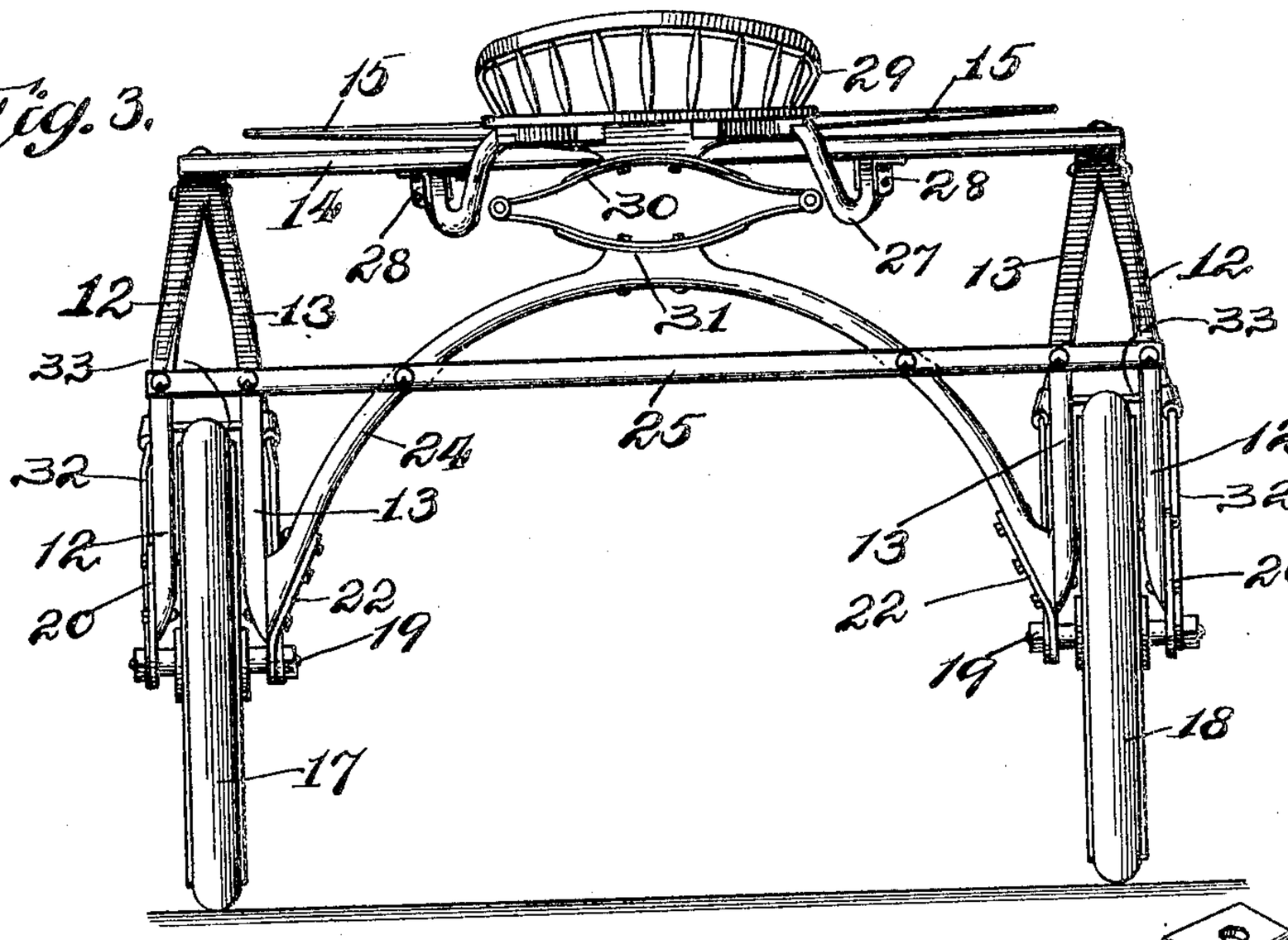

Fig. 4.

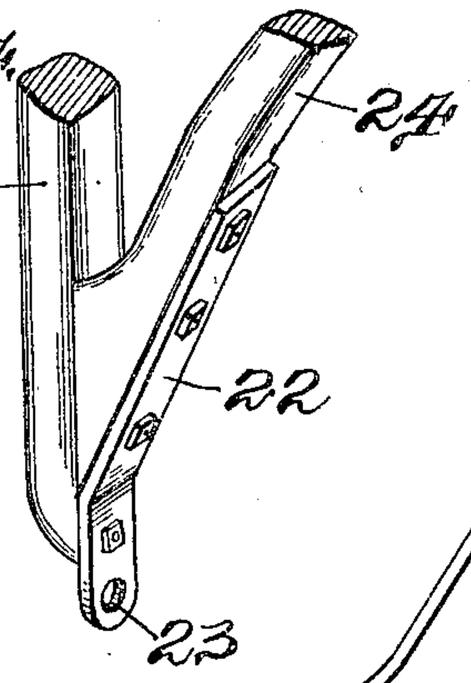

Fig. 5.

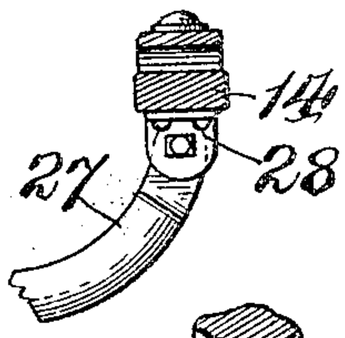

Fig. 6.

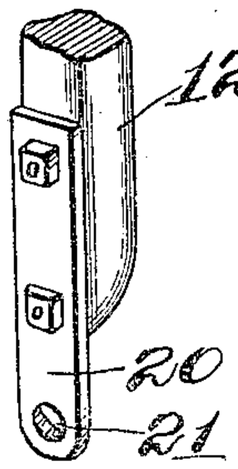

Fig. 7.

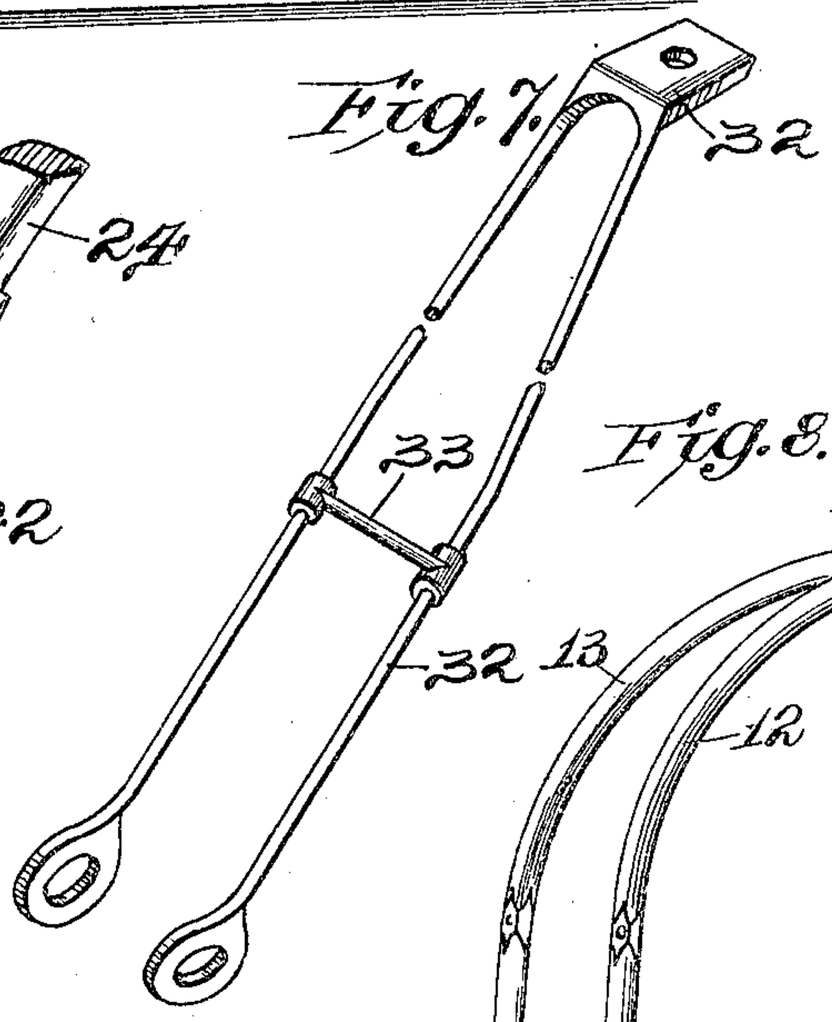

Fig. 8.

Witnesses:
G. L. Donaru
J. B. Weir

Inventor:
Joseph Dain
by Bond Adams Pickard & Jackson
his Attys.

UNITED STATES PATENT OFFICE.

JOSEPH DAIN, OF OTTUMWA, IOWA.

CART.

No. 804,386. Specification of Letters Patent. Patented Nov. 14, 1905.

Application filed April 30, 1904. Serial No. 205,734.

To all whom it may concern:

Be it known that I, JOSEPH DAIN, a citizen of the United States, residing at Ottumwa, in the county of Wapello and State of Iowa, have invented certain new and useful Improvements in Carts, of which the following is a specification.

My invention relates to vehicles, and has particularly to do with carts of the type known to the trade as "jogging-carts." It has for its object to provide certain improvements, which will be hereinafter fully described.

What I regard as new is set forth in the claims.

In the accompanying drawings, Figure 1 is a side elevation of my improved cart. Fig. 2 is a plan view thereof. Fig. 3 is a rear view. Fig. 4 is a detail illustrating certain parts in perspective. Fig. 5 is a partial sectional view illustrating the connection of the seat-bars with the frame. Fig. 6 is also a perspective view showing one of the lower ends of the shaft members. Fig. 7 is a perspective view of one of the braces, and Fig. 8 is a perspective view of the rear portion of one of the shafts.

Referring to the drawings, 10 11 indicate the shafts, each of which at its rear end is bifurcated, having an outer member 12 and an inner member 13, said members being formed by splitting the rear portion of the shaft and spreading the split portions apart to the position shown in Figs. 2 and 8, thereby forming a fork to receive the wheel.

As shown in Fig. 2, the split portion of each shaft begins a short distance back of a cross-bar 14, upon which is mounted the swingletree 15.

16 indicates a curved brace connected at the front to the cross-bar 14 centrally thereof and secured at its ends to the shafts 10 11, as shown in Fig. 2.

17 18 indicate the wheels, which are the usual pneumatic-tired wheels employed in speeding-vehicles.

As best shown in Figs. 3, 4, and 6, the outer member 12 of each shaft extends down to a point near the wheel-spindle 19 and is provided at its lower end with a plate 20, which receives the wheel-spindle, said plate to this end extending a short distance below the lower end of the shaft member 12 and being provided with an opening 21, as shown in Fig. 6. Similarly, each shaft member 13 is provided with a plate 22, which extends beyond the lower end thereof and is provided with an opening 23 similar to the opening 22, with which it registers, the plate 22 serving to support the inner end of the wheel-spindle.

As best shown in Fig. 4, the plate 22 is not secured directly to the shaft member 13, but is secured to a substantially semicircular brace 24, which connects the lower inner portions of the shaft members 13, as shown in Fig. 3. Said brace 24 also serves to support the seat, as will be hereinafter described.

25 indicates a transverse brace, which extends across the cart over the wheels and is connected to both members of each of the shafts and to the brace or arch 24, as shown in Fig. 3, thereby binding all said parts together and making them rigid.

26 27 indicate seat-bars, which at their forward ends are pivotally connected with the cross-bar 14, so that the rear ends thereof are adapted to swing vertically.

As shown in Figs. 3 and 5, the cross-bar 14 is provided with depending lugs 28 at opposite sides of its center, in which the forward ends of the bars 26 27 are pivoted. The rear ends of said bars extend back over the brace or arch 24 and carry the seat 29, the latter resting on an elliptic spring 30, which is secured on a suitable seat 31, provided centrally of the arch 24, as shown in Fig. 3. By this construction the seat-bars 26 27 hold the seat in position without interfering with its vertical movement upon the spring 30, the weight of the seat, however, being supported upon the arch or brace 24.

32 indicates bifurcated braces, one of which is provided at each side of the car, being connected at its forward end to the under side of the shaft and extending back to and being connected with the ends of the wheel-spindle, as shown in Fig. 1. Preferably the members of the braces 32 are connected forward of the wheels by connecting-bars 33, as shown in Fig. 9.

By constructing the cart in the manner described the rear portion thereof is made very firm and rigid without interfering with the freedom of movement of the forward portions of the shafts, which may be moved vertically independently of each other without wrenching or otherwise damaging the cart as a whole. The cart, therefore, readily adapts itself to inequalities in the road without injury as well as without inconvenience to the driver.

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

1. The combination of shafts having their

rear end portions split and the members thereof separated and turned down to form forks to receive the wheels, wheels mounted to rotate between the lower ends of said forks, an arch secured to the inner members of said forks near their lower ends, a brace connecting the upper portions of the arch with the shafts, a cross-bar connecting the shafts, a seat-support connected with said cross-bar and extending rearwardly therefrom, the rear portion of said seat-support being supported by said arch, and a seat carried by said seat-support.

2. The combination of shafts having their rear end portions split and the members thereof separated and turned down to form forks to receive the wheels, wheels mounted to rotate between the separated lower ends of said forks, an arch secured to the inner members of said forks near their lower ends, a brace connecting the upper portion of the arch with the shafts, and a seat supported upon said arch.

3. The combination of shafts having their rear end portions split and the members thereof separated and turned down to form forks to receive the wheels, wheels mounted to rotate between the separated lower ends of said forks, an arch secured to the inner members of said forks near their lower ends, a seat supported upon said arch, and a brace extending transversely of the vehicle and connected to the members of each of said forks and to said arch.

4. The combination of shafts having their rear end portions split and the members thereof separate and turned down to form forks to receive the wheels, wheels mounted to rotate between the lower ends of said forks, an arch secured to the inner members of said forks near their lower ends, a brace connecting the upper portions of the arch with the shafts, a cross-bar connecting the shafts, a seat-support connected with said cross-bar and extending rearwardly therefrom, a spring carried by said arch and supporting the seat-support at the rear, and a seat carried by said seat-support.

5. The combination of shafts having their rear end portions split and the members thereof separated and turned down to form forks to receive the wheels, wheels mounted to rotate between the separated lower ends of said forks, an arch secured to the inner members of said forks, a spring mounted on said arch, a seat supported on said spring, and seat-bars connected at their rear ends with the seat and having their forward end portions pivotally connected with a suitable support, substantially as described.

6. The combination of a pair of shafts having their rear end portions split and the members thereof separated and turned down to form forks to receive the wheels, wheels mounted between the separated members of said shafts, an arch connecting the inner members of said shafts, a seat-spring supported on said arch, a cross-bar connecting said shafts forward of the seat, and seat-bars pivotally connected at the front with said cross-bar and connected at the rear with the seat, substantially as described.

7. The combination of a pair of shafts, a cross-bar connecting said shafts forward of the seat, seat-bars pivotally connected at the front with said cross-bar, a seat connected with the rear portions of said seat-bars, an arch connecting the rear portions of said shafts a spring-seat at the center of said arch, and an elliptic spring mounted upon said spring-seat and supporting the vehicle-seat, substantially as described.

JOSEPH DAIN.

Witnesses:
E. H. EMERY,
G. F. TROTTER.