

No. 881,178.

PATENTED MAR. 10, 1908.

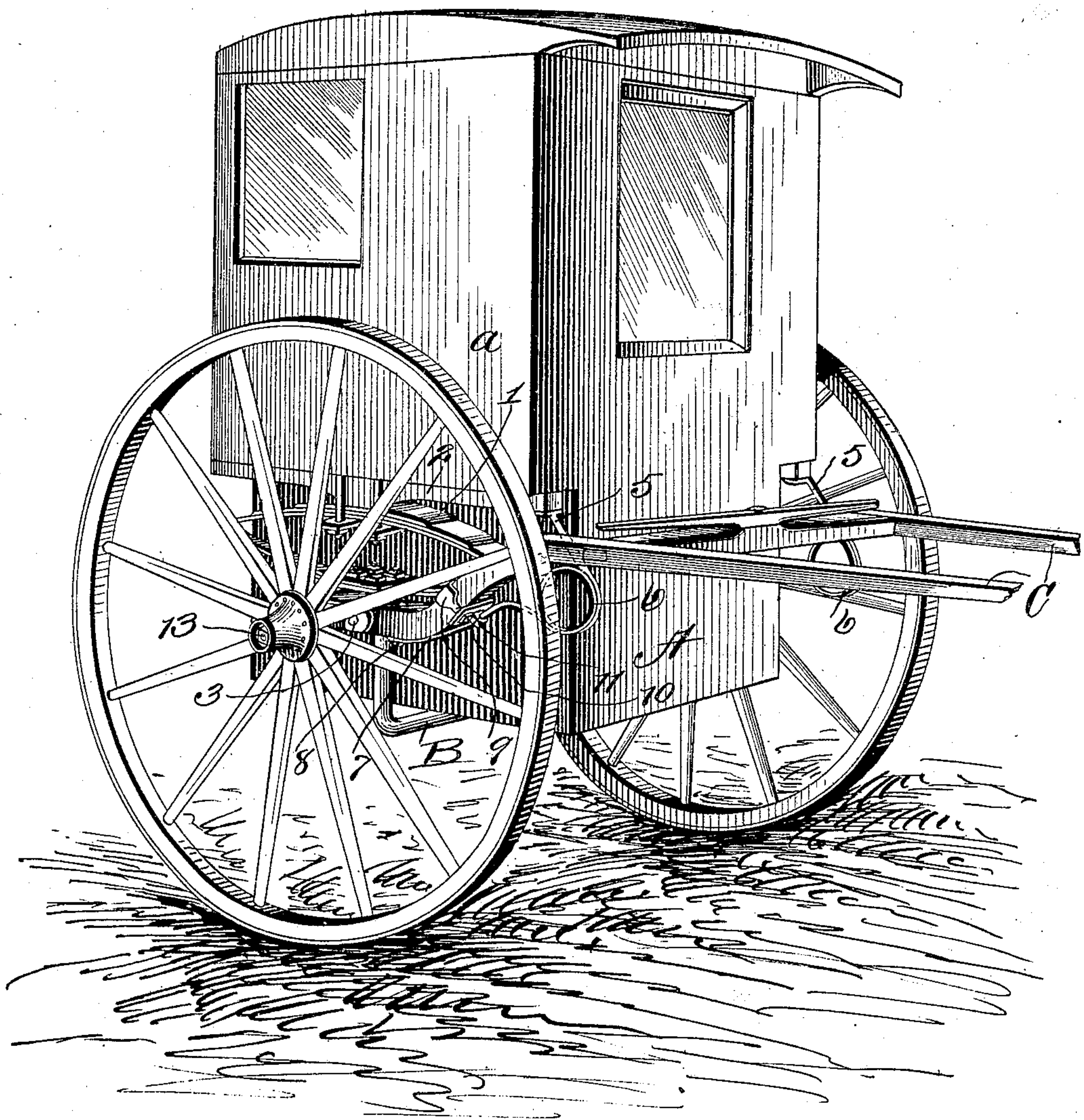
F. H. CUNNINGHAM.

MAIL CART.

APPLICATION FILED FEB. 21, 1907.

2 SHEETS—SHEET 1.

Fig. 1.



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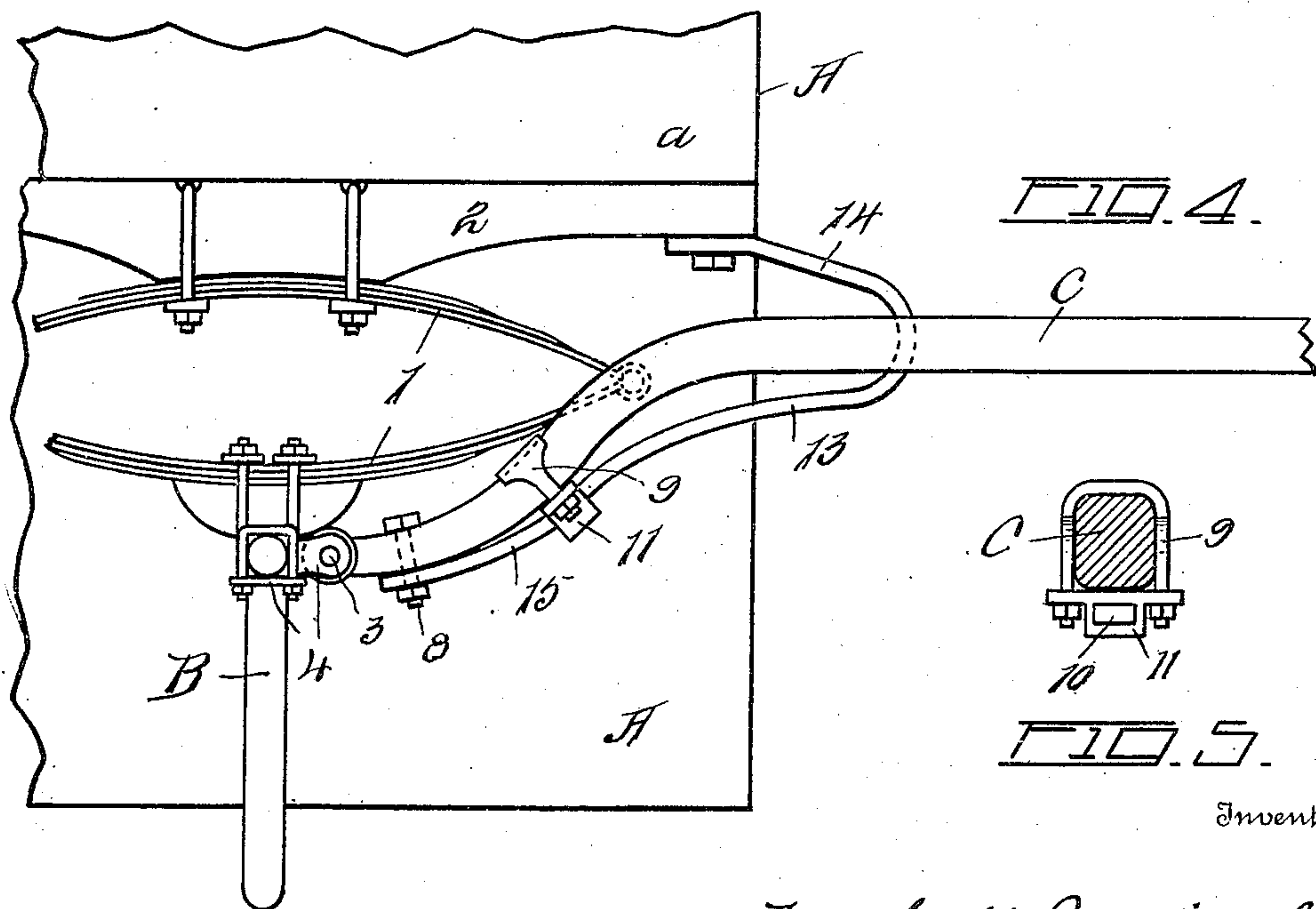
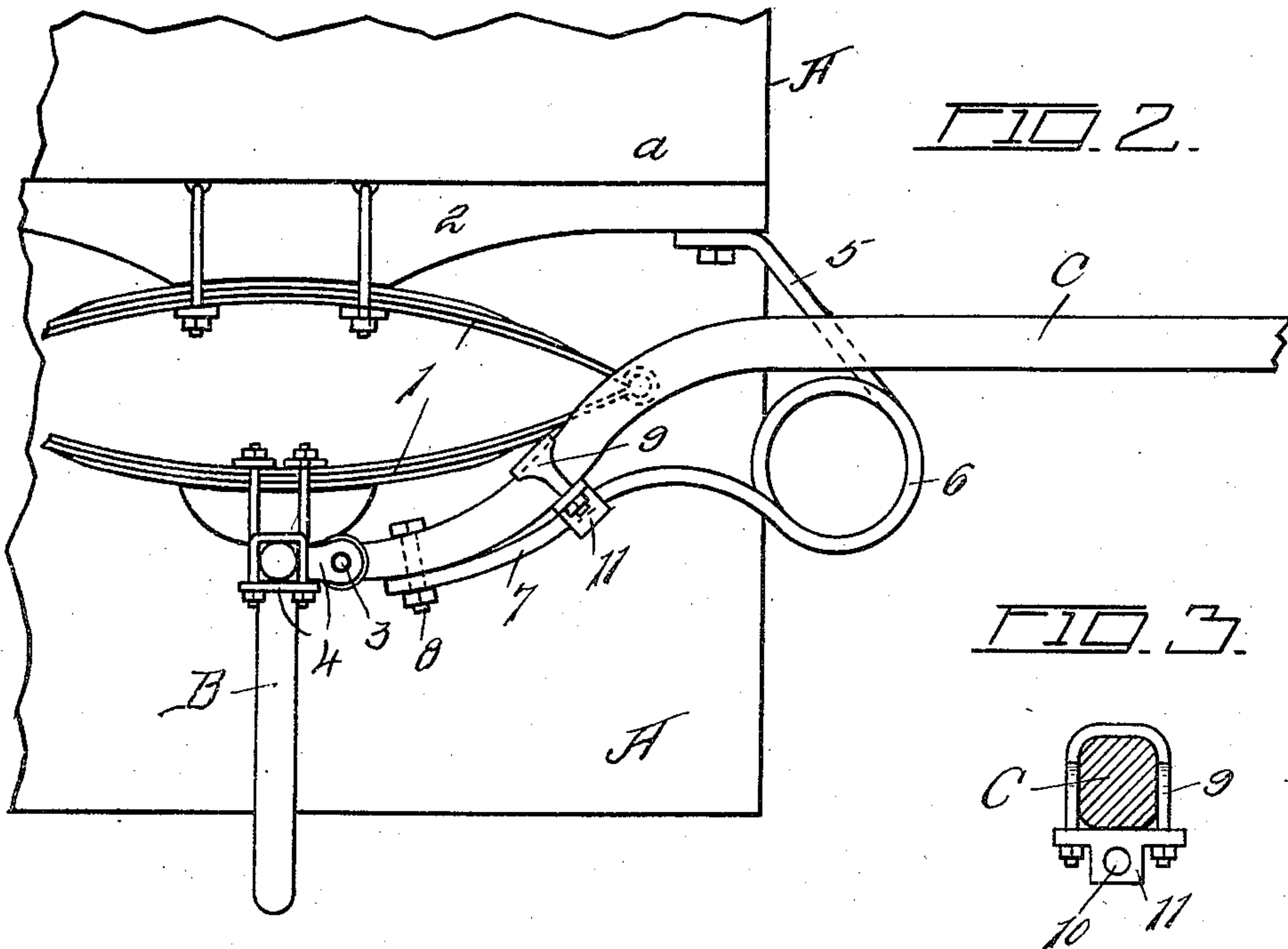
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

FRANK H. CUNNINGHAM, OF SOUTH OMAHA, NEBRASKA.

MAIL-CART.

No. 881,178.

Specification of Letters Patent.

Patented March 10, 1908.

Application filed February 21, 1907. Serial No. 359,038.

To all whom it may concern:

Be it known that I, FRANK H. CUNNINGHAM, a citizen of the United States, residing at South Omaha, in the county of Douglas and State of Nebraska, have invented certain new and useful Improvements in Mail-Carts, of which the following is a specification.

This invention relates to certain new and useful improvements in vehicles for delivering mail and particularly to the mode of mounting or hanging the body and thills of the vehicle by means of springs hereinafter described, thereby providing a simple and inexpensive means to overcome the disagreeable rocking motion or vibration of the vehicle body caused by the movement of the horse and the conditions of the road.

With these and other objects in view, the invention consists in the peculiar construction and arrangement and combination of parts, all as hereinafter fully described, reference being had to the accompanying drawings, which form a part of this specification, and in which:—

Figure 1, is a view in perspective of a vehicle constructed in accordance with my invention. Fig. 2, is a side elevation of the connection between the body and one of the thills constructed in accordance with my invention. Fig. 3, is a detail showing one of the means for clamping and holding the thill-springs to the under side of the thills. Fig. 4, is a view similar to Fig. 2, showing a modification of the connection between the body and thills. Fig. 5, is a view similar to Fig. 3, designed to carry the modified or flat thill-spring instead of the round as disclosed in Figs. 2 and 3.

Referring to the drawings A, designates the vehicle body having the outwardly extending sides *a, a*.

B, designates the axle upon which are mounted and secured the elliptic carriage springs 1, which springs are further secured to the underside of the spring-bars 2, which are in turn secured to the underside of the outwardly extending or projecting sides *a*, of the body A.

C, designates the thills which are pivotally connected by means of the pins 3, to the shaft couplings 4, which are in turn rigidly secured to the axle B.

Secured to the forward end of the spring-bars 2, are the springs 5, which are provided with the loop 6, the opposite end 7, being secured to the underside of the thills C, near

the axle B, by means of a bolt or the like 8. It will be observed that the ends 7, of the springs 5, are supported by means of the saddle-clips 9, which engage the thills C, the springs 5 passing through the open 10, of the members 11, as clearly shown in Figs. 2 and 3, thereby supporting the springs. The springs being attached to the thills not far from the axle and having the looped portion 6, and the thills being pivotally connected to the shaft-couplings 4, obviates the horse motion; thus, when the horse is trotting, the motion is entirely obliterated by the combination of springs 5, and 1, and leaves the body comparatively free from the up and down motion of the horse, and causing the cart to ride as easy and comfortable to the occupant as though he were in a buggy. The fact that the vehicle body A, is hung or mounted upon the spring-bars 2, from near the center of the body also assists in reducing to a minimum the horse-motion. The vehicle being hung in this manner and as clearly shown in the drawings, makes it difficult to upset, which is one of the obstacles to be overcome in either the wagon or cart that is hung high or upon springs attached underneath the body and above the center of the wheels.

Referring to the modification as shown in Fig. 4, it will be observed that I employ a flat spring 13, having no loop but simply having the curved end 14, which is secured to the forward end of the spring-bars 2, the opposite end 15, being supported and secured to the thills in the same manner as above described. The opening 10 of the members 11, in this case are designed to carry the springs instead of being round as is manifest. It will be readily seen that vehicles having the body and thills thus mounted or hung, will permit the thills to rock without communicating any of the motion to the axle and body.

Having thus fully described my invention, I claim:—

1. In a two-wheeled vehicle for delivering mail, consisting of a covered body, elliptic springs secured to the axle upon each side of the body and under the outwardly extending sides thereof for supporting said body, clips secured to said axle adjacent the lower side of said springs, thills having pivotal connection with said clips, looped springs secured to each of the thills at a point near the axle and at their opposite

ends to the forward ends of the spring-bars which are secured to the underside of the outwardly extending sides of the covered-body and means secured to the thills for
5 supporting the aforesaid looped springs.

2. In a two-wheeled vehicle, the combination of the body having the outwardly extending sides and spring-bars secured to the underside thereof, the elliptic springs upon
16 which said body is mounted, the lower sides of which are secured to the axle, the looped springs having rigid connection at their long

ends to the thills and at their opposite ends to the forward ends of the spring-bars, the pivotal connection between the thills and axle, and the means for supporting the long
15 ends of the aforesaid looped springs.

In testimony whereof, I, affix my signature in the presence of two witnesses.

FRANK H. CUNNINGHAM.

Witnesses:

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EDNA B. WRIGHT.