

(No Model.)

E. HUTSON & E. SQUIRES.

DRIVING CART.

No. 271,710.

Patented Feb. 6, 1883.

Fig. 1.

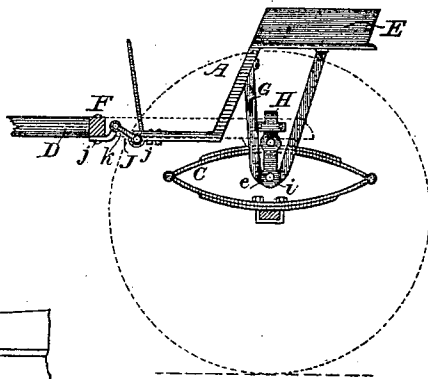


Fig. 3,

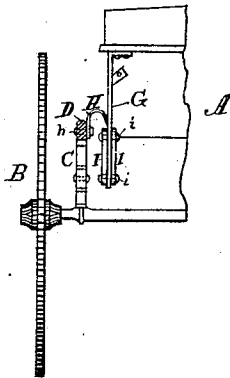


Fig. 2.

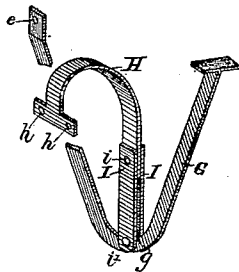
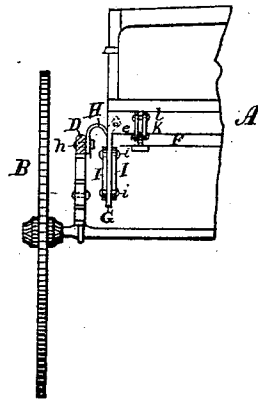


Fig. 4,



WITNESSES

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DRIVING-CART.

SPECIFICATION forming part of Letters Patent No. 271,710, dated February 6, 1883.

Application filed August 10, 1882. (No model.)

To all whom it may concern:

Be it known that we, EZRA HUTSON and EDWARD SQUIRES, residents of the city of Portland, in the county of Multnomah and State of Oregon, have jointly invented certain new and useful Improvements in Driving-Carts, of which the following is a specification.

Our invention relates to a cart or vehicle in which the seat and body are attached upon the running-gears by means which secure the body from shaking or jolting resulting from the condition of the road or the movements of the horse.

The object of our invention is to construct a cart or vehicle whose body or seat will have an independent movement or action of its own sufficient to counteract any sudden jar or jolt occasioned by the cart-wheels going into a rut or over a bad road generally, and also obviate the same unpleasant motion resulting from the movement of the shafts, the tendency in all carts or vehicles of this description; and our invention consists in attaching the seat and body upon an arrangement of jointed braces located underneath the seat and body and in front between the dash and cross-bar of shafts.

In the accompanying drawings, forming part of this specification, Figure 1 is a side elevation of our invention, showing the arrangement of body, shafts, springs, and running-gears. Fig. 2 is a view in perspective of the straps and braces by which the body of the cart is suspended. Fig. 3 is a view in end elevation of our invention, looking at the back of the cart; and Fig. 4 is a similar view of our invention, looking at the front of the cart, and shows the jointed braces in detail.

A in Figs. 1, 3, and 4 represents the vehicle proper. B represents the wheels; C, the springs; D, the shafts attached on top of springs C. E is the seat and body. F is the cross-bar of shafts C. G is a bow-shaped brace attached to the seat and body E by bolts and nuts *e e*. At the lower end it is provided with a suitable aperture, *g*. H is a hanger, which is attached to shafts C on their inside by bolts and nuts *h h*, being in T shape where it bolts onto the shafts. It is bent over, as shown in Figs. 2, 3, and 4 of drawings, and hangs vertically in a line with brace G. I I are two straps of equal size, and are provided with

suitable apertures, one in each end. These straps I I are bolted or riveted together with hanger H at top by bolt and nut or rivet *i*, and at bottom with bow-shaped brace G by bolt and nut or rivet *i'*, as shown in Figs. 2, 3, and 4 of drawings, sufficient play being allowed so that these straps I I, in connection with hanger H and brace G, will virtually form a double joint.

J J in Figs. 1 and 3 represent the front joints, one end of each being attached to the cross-bar F of the shafts C and the other end underneath the front of body E of cart A. These joints are constructed as shown in Fig. 4. The pieces or shanks *j j*, attached to body E and cross-bar F, have each an eye, and the straps *k k* are bolted or riveted together with the pieces or shanks *j j* by bolts and nuts or rivets *l l*, thus forming a double joint, and adapted to operate in conjunction with the jointed braces underneath seat and body of vehicle.

The operation of our invention is as follows: When the cart or vehicle goes into a rut, instead of a sudden jolt upon the occupant, the body and seat, by means of the jointed braces, will move forward, and when the wheels rise out of the rut the body and seat will then move back, thereby producing an agreeable, easy movement and obviating all tendency to move up and down and jog or shake the occupant. The seat and body remain, as it were, in a state of equilibrium.

Having described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In combination with a vehicle-body, a bow-shaped brace, G, attached thereto, a bent hanger, H, attached to shafts C of the vehicle, and straps I I, pivoted at one end to the bow-shaped brace and at the other end to the bent hanger by rivets *i*, whereby a double joint is formed and the vehicle-body permitted to move backward and forward outside of its vertical plane, for the purpose set forth.

2. In combination, straps *k k*, pivoted at one end to shank *j*, rigidly attached to body A of vehicle, and at the other end to a similar shank, *j*, rigidly attached to cross-bar F of shafts, whereby a double joint is formed and the vehicle-body permitted to move outside of its vertical plane, for the purpose set forth.

3. In combination with vehicle-body A, bow-shaped brace G, attached to body A, bent hanger H, located upon shafts C, straps I I, pivoted at one end to the bow-shaped brace and at the other end to the bent hanger by 5 rivets *i*, forming a double joint, thereby permitting the vehicle-body to move outside of its vertical plane, in connection with straps *k k*, pivoted at one end to shank *j*, rigidly attached to body A of vehicle, and at the other end to 10 a similar shank, *j*, rigidly attached to cross-bar F of shafts, substantially as herein shown and described.

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Witnesses:

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