

(No Model.)

B. S. PORTER.

ROAD CART.

No. 362,460.

Patented May 3, 1887.

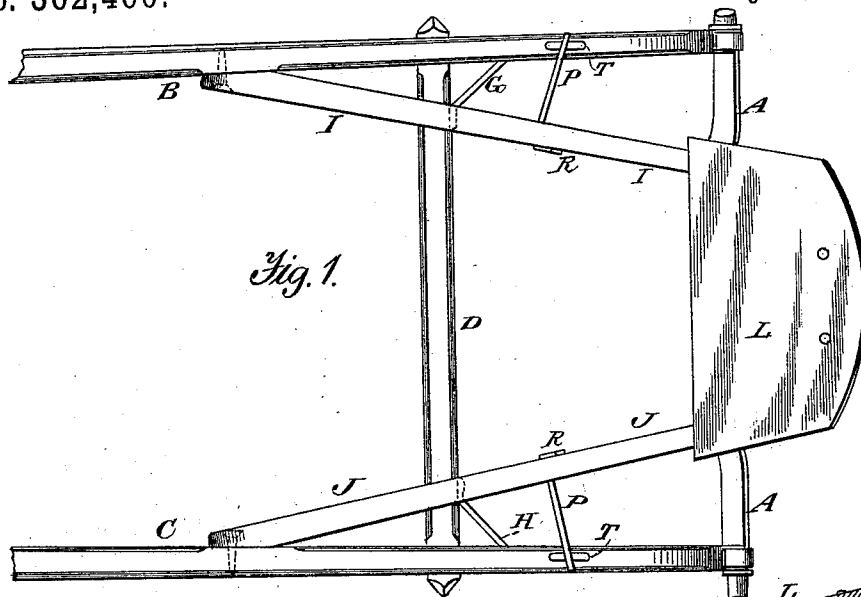


Fig. 1.

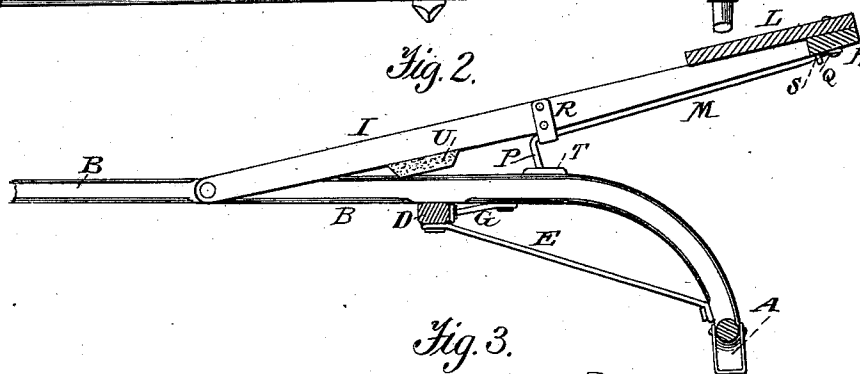


Fig. 2.

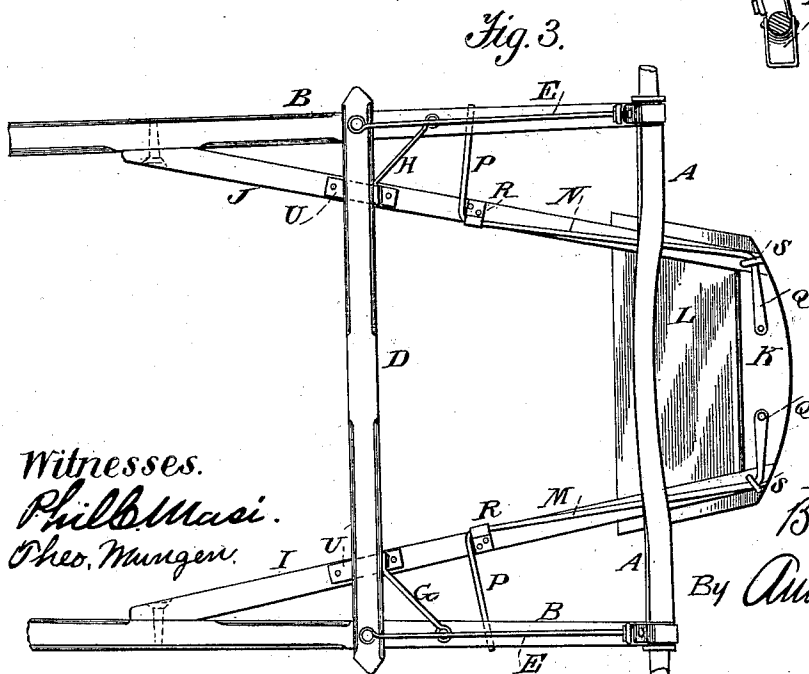


Fig. 3.

Witnesses.

Phil B. Masi.

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Inventor.

B. S. Porter.

By *Audman & Smith*

Attys.

UNITED STATES PATENT OFFICE.

BENJAMIN S. PORTER, OF RED OAK, IOWA, ASSIGNOR OF ONE-HALF TO
NATHAN A. KEYS AND FRANK H. KEYS, BOTH OF SAME PLACE.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No: 362,460, dated May 3, 1887.

Application filed February 26, 1887. Serial No. 229,015. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN S. PORTER, a citizen of the United States, and a resident of Red Oak, in the county of Montgomery and State of Iowa, have invented certain new and useful Improvements in Carts; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a top view. Fig. 2 is a vertical longitudinal section. Fig. 3 is a bottom view.

My invention relates to road-carts; and it consists in the construction and novel combination of parts, as hereinafter described and claimed.

Referring by letter to the accompanying drawings, A designates the axle of the road-cart, B C the thills, and D the cross-bar of the thills.

E E are long brace-rods, which are secured to the lower face of the cross-bar D near its ends, and extend back and are secured to the thills just above the axle. Short diagonal brace-rods G H also extend from the rear edge of the cross-bar to the thills. The brace-rods, however, are not essential features of the invention, and may be varied to suit the builder of the road-cart.

The seat-bars I J are pivoted at their front ends to the inner faces of the thills at suitable distances in front of the cross-bar D and extend back over and beyond the axle A. The

seat-bars I J converge from their pivoted points toward their rear ends by a transverse bar, K, and also by the seat L, which is secured upon the upper faces of the said bars I J K.

Torsion-springs composed of two angle-rods, M N, have their front arms, P, extended outwardly over the thills, and their rear arms, Q, extended inwardly beneath the transverse bar K of the seat-frame. The front arms, P, are seated in bearings R, secured to the seat-bars I J near the front angles of the torsion-springs. The torsion-springs are seated in bearings S at the rear angles of said springs, the rear ends of the springs being secured to the lower face of the transverse bar K by bolts or rivets.

The front arms, P, of the torsion-springs rest on wear-plates T on the upper faces of the thills. On their lower faces the seat-bars I J are provided with rubber blocks or cushions U, which are so located as to strike the cross-bar D should the weight upon the seat overcome the resistance of the torsion-springs.

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

The combination, with the thills, pivoted seat-bars, and seat of a two-wheeled vehicle, of the torsion-springs seated in bearings secured to the lower face of the seat-bars and engaging the thills by arms at the front ends of said springs, substantially as specified.

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

BENJAMIN S. PORTER.

Witnesses:

C. D. GRAY,
E. S. ROGERS.