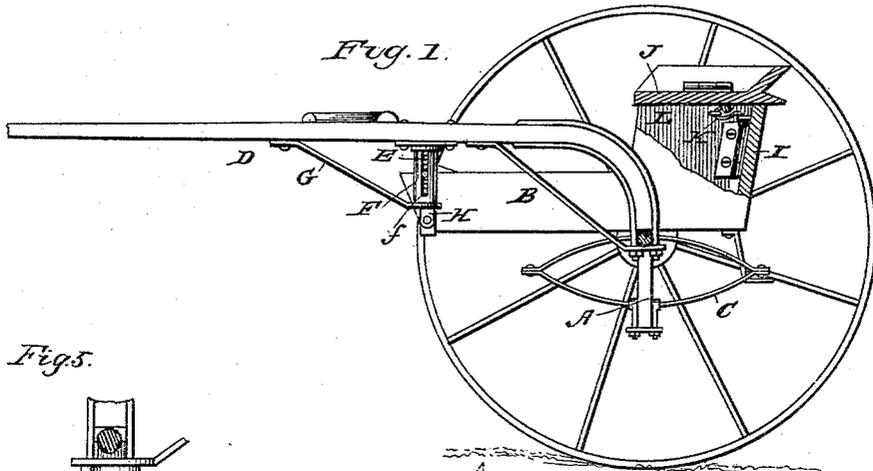


(No Model.)

W. M. McCROSSEN.
ROAD CART.

No. 384,375.

Patented June 12, 1888.



Figs.

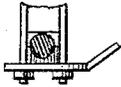


Fig. 2.

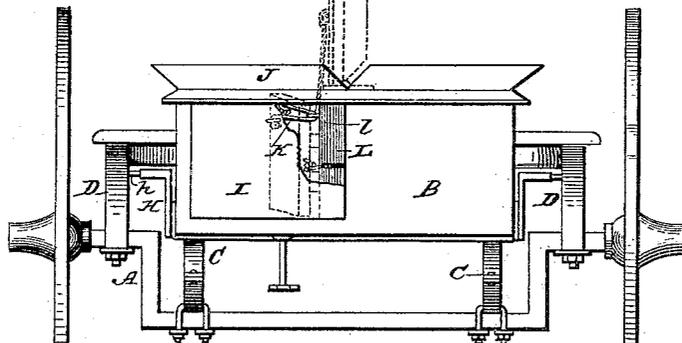


Fig. 3.

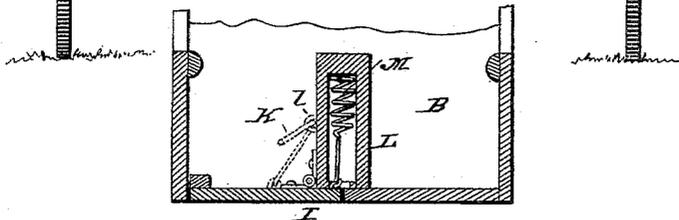
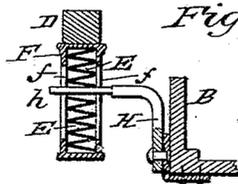


Fig. 4.



WITNESSES:
Fred G. Dieterich,
P. B. Turpin,

INVENTOR:
W. M. McCrossen.
BY *Munn & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

WILBER M. McCROSSEN, OF WEST BRANCH, MICHIGAN.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 384,375, dated June 12, 1888.

Application filed January 23, 1888. Serial No. 261,667. (No model.)

To all whom it may concern:

Be it known that I, WILBER M. McCROSSEN, of West Branch, in the county of Ogemaw and State of Michigan, have invented a new and useful Improvement in Road-Carts, of which the following is a specification.

My invention is an improvement in road-carts; and it consists in certain improvements in construction and combinations of parts, whereby the cart is rendered easier to get into and out of, and by which the cart will be easy riding and free of horse motion.

In the drawings, Figures 1 and 2 are respectively side and rear elevations, parts being broken away, of a cart constructed according to my invention. Fig. 3 is a detached horizontal section of the rear part of the body. Fig. 4 is a detail sectional view showing the front springs and the connection between same and the body, and Fig. 5 is a detail view of the axle-bearing in the shaft.

The axle A is dropped centrally, and the body B is supported on the said dropped portion through the aid of springs C, the body being thus practically suspended, and consequently riding easier, as will be readily understood. The thills D are fitted at their rear ends loosely on the axle. To these thills, adjacent the front end of the body, I secure the front springs, E, which, preferably, are incased in barrels F, depending from the thills. Such barrels are slotted longitudinally at *f*, and are braced by diagonal rods G. The connecting-brackets H are pivotally secured at their lower ends to the body at or near the forward end of such body, and have arms *h*, which project laterally into the slots of the barrels and bear between the springs secured in said barrels, the arm being thus held with a capacity to yield vertically up and down, thus supporting the front end of the body so it will not be affected by the horse motion given to the shafts. The barrels, it will be seen, form holders for the front springs, and also guides for the arms of the connecting-brackets, as will be understood from the drawings and the foregoing description.

The body has a hinged box-section, I, and a hinged seat-section, J, connected by a cord, K, passed through a guide, *l*, on the seat-brace L. In the construction shown the seat-section is

hinged at its inner edge at the center of the seat and opens upward, and the box-section is hinged near its inner edge to the brace L and opens inward from its outer edge, it being provided with an extension, *i*, beyond its inner edge, which extension is connected with the spring M, which is shown incased in the brace L, so the spring will operate to hold the box-section normally closed. The step is arranged immediately below the hinged box-section for convenience in entering and leaving the cart. By raising the hinged seat-section the box-section is opened inward, leaving a passage-way through which one may leave or enter the cart, when, on releasing the seat, the spring will return the seat-section and box-section to their normal closed position.

Having thus described my invention, what I claim as new is—

1. The improved cart herein described, comprising the dropped axle, the rear springs secured to the dropped portion of the axle, the thills fitted loosely to the spindle-carrying arms of the axle, the barrels secured on the thills and containing springs, and the body secured at its rear end on the rear springs and having connections at their forward end provided with arms entering the spring-carrying barrels, substantially as set forth.

2. A vehicle-body having a hinged box-section, and a spring for closing and holding such section normally closed, substantially as set forth.

3. A vehicle-body having a hinged box-section provided with an extension in rear of such hinge, and a spring connected with such rear extension, substantially as set forth.

4. The vehicle-body herein described, having a hinged box-section, a hinged seat-section, a spring for closing such sections, and a connection therebetween, substantially as and for the purpose specified.

5. The combination of the seat having a hinged section, the seat-brace having a guide for the connecting-cord, the hinged box-section, the spring for operating the same, arranged within the brace, and the connecting-cord passed through the eye on the brace and secured at its opposite ends to the hinged seat and box sections, all substantially as and for the purposes specified.

6. The combination of the body, the thills, the spring-carrying barrels secured to and depending from the thills, and braces G, extending between the thills and the lower ends of the barrels, substantially as set forth.

7. The combination of the body, the thills, the spring-barrels slotted longitudinally, the springs in said barrels, and the connections pivotally secured to the body and having arms which enter the slots of the barrels and operate between the springs thereof, substantially as set forth.

8. The improved cart herein described, con-

sisting of the dropped axle, the rear springs and body, the thills fitted loosely at their rear ends on the axle, the barrels secured on the thills and slotted longitudinally, the front springs in said barrels, and the connecting-brackets pivotally secured at one end to the body and having arms which enter the slots of and bear between the springs in the barrels, substantially as set forth.

WILBER M. McCROSSEN.

Witnesses:

EDWARD A. HILDRETH,
NELSON SHARPE.