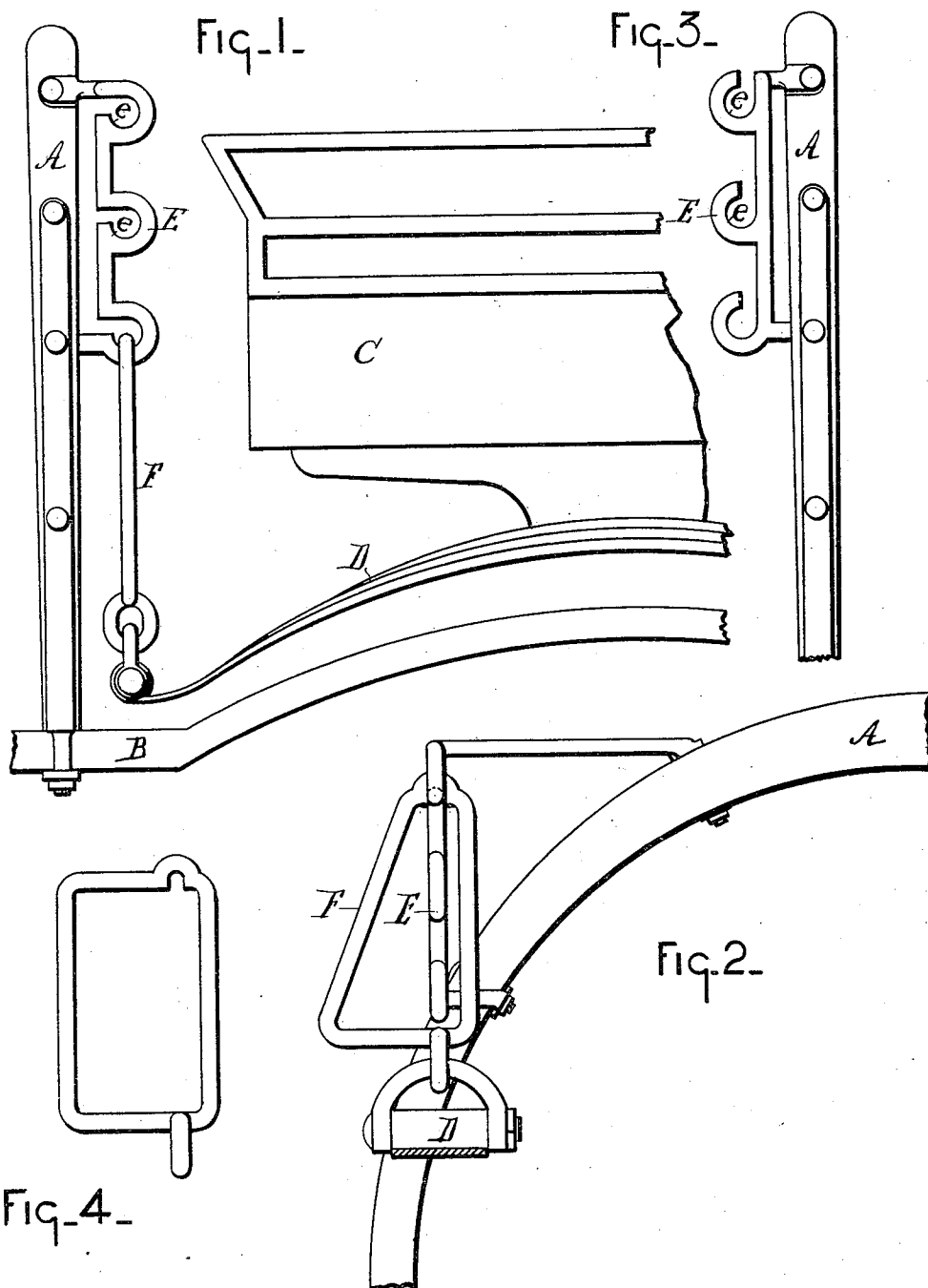


(No Model.)

R. D. SCOTT.
ROAD CART.

No. 461,645.

Patented Oct. 20, 1891.



WITNESSES

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ROBERT D. SCOTT, OF PONTIAC, MICHIGAN.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 461,645, dated October 20, 1891.

Application filed February 21, 1890. Serial No. 341,309. (No model.)

To all whom it may concern:

Be it known that I, ROBERT D. SCOTT, a citizen of the United States, residing at Pontiac, county of Oakland, State of Michigan, have invented a certain new and useful Improvement in Road-Carts; and I 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 pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to new and useful improvements in road-carts; and the invention consists in the peculiar construction of the means for supporting the body and adjusting it vertically and in the peculiar construction, arrangement, and combination of the various parts, all as more fully hereinafter described.

In the drawings, Figure 1 is a rear elevation of a portion of a road-cart with the wheels removed, illustrating the construction. Fig. 2 is a detail portion of the shaft, showing the hanger and supporting-link. Fig. 3 is a detail view of a variation. Fig. 4 is a variation in the shape of the supporting-link.

Heretofore carts have been built embodying a notched plate or bracket secured to the frame of the cart and a spring suspended therefrom by a link, the notches forming the means of adjusting the spring and body vertically. Heretofore, however, the links used have been inclined links extending inwardly from the shafts. With such a link the lateral swinging motion of the spring moves one link upward in an arc, part of which is nearly vertical, and the other link downward. In returning to normal position such construction will give sharp short shocks to the spring and body, which is especially unpleasant to the occupant of the cart. The use of the inclined links also requires the use of short springs, which are correspondingly stiff and unpleasant.

The object of my construction is to so construct the bracket and link as to allow of suspending the link vertically from the bracket, obtaining a long pliant spring, and so constructing the link that it can swing freely from front to rear or laterally without striking the bracket.

A are the shafts, B the axle, C the body, and D a spring (preferably a semi-elliptic) supporting the body.

E are brackets secured to the body of the cart, preferably the shafts, and provided with a vertical bar *e*, offset at right angles from the securing portions of the bracket and provided with a vertical series of hooks.

F are links having eyes *f* at the lower end, in which the clevis of the spring engages, and at the upper end adapted to engage with one of the hooks *c*. These links are suspended vertically from the hooks and are preferably triangular in shape, as shown in Fig. 2; but it may be as shown in Fig. 4. The construction of the link I desire to use is such that it will embrace the bracket while hung perpendicularly therefrom and have sufficient room between the vertical portions thereof to allow it to swing the maximum distance without striking the bracket, the upper end turning on one of the hooks as its pivotal point. It shall be of such length that when hung from the top hook it will clear the lower end of the bracket. The bracket also should overhang its point of support, so that the link will be free to move laterally, as the spring expands and contracts, as plainly shown in Fig. 1.

What I claim as my invention is—

In a road-cart, the combination, with the frame, body, and spring, of a support for the ends of the spring, comprising an overhanging bracket having a series of hooks in a vertical plane, and a link having a bearing engaging a hook of the bracket, and an eye engaging the spring and being longer than the distance from the top of the upper hook to the bottom of the lower hook and wider below this point of suspension than the fore and aft width of the series of hooks, whereby the link is vertical when supported on any hook and can oscillate lengthwise and sidewise, as set forth.

In testimony whereof I sign this specification in the presence of two witnesses.

ROBERT D. SCOTT.

Witnesses:

W. H. CHAMBERLIN,
M. A. REEVE.