(No Model.)

J. A. CHAPMAN.

ROAD CART.

No. 263,386. Patented Aug. 29, 1882.

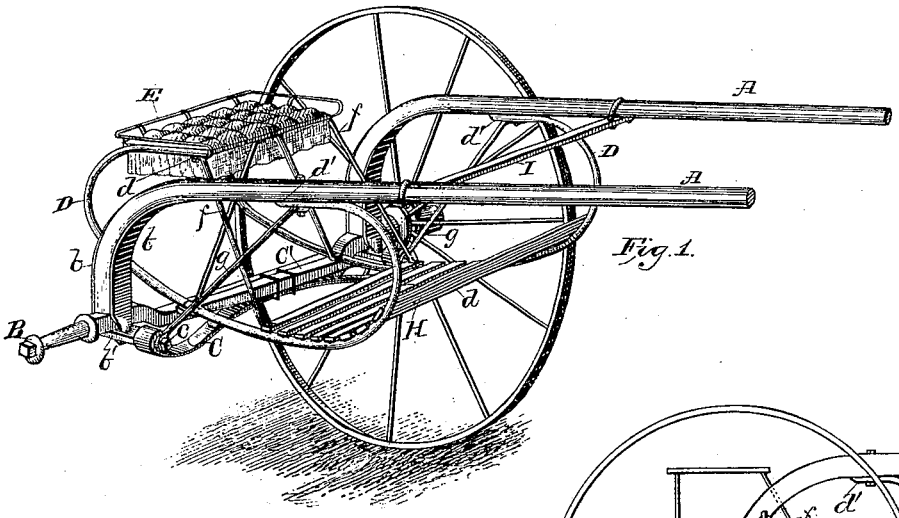

Fig. 1.

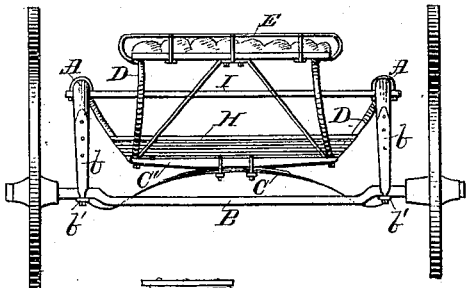

Fig. 2.

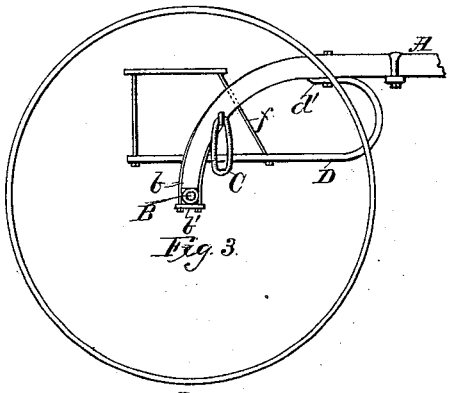

Fig. 3.

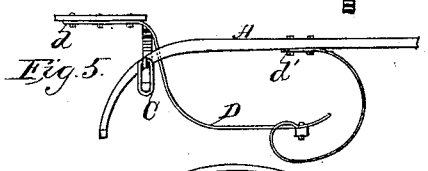

Fig. 5.

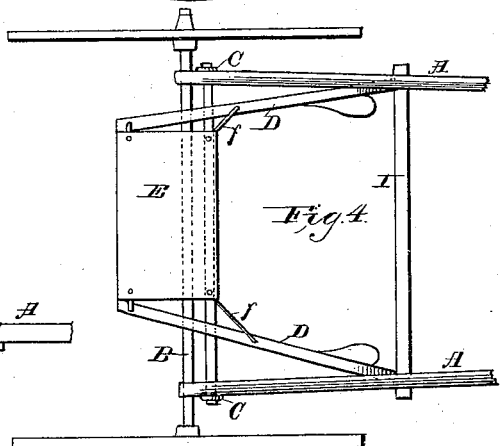

Fig. 4.

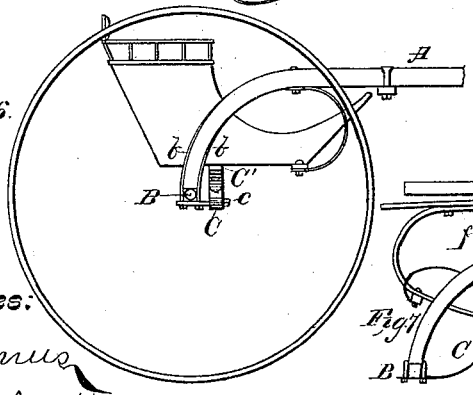

Fig. 6.

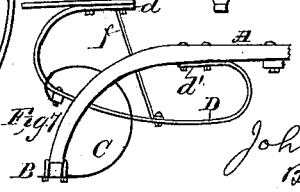

Fig. 7.

Witnesses:
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Inventor:
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UNITED STATES PATENT OFFICE.

JOHN A. CHAPMAN, OF MILWAUKEE, WISCONSIN.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 263,386, dated August 29, 1882.

Application filed April 4, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN ALBERT CHAPMAN, of Milwaukee, in the county of Milwaukee and in the State of Wisconsin, have invented certain new and useful Improvements in Road-Carts; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to road-carts, and will be fully described hereinafter.

In the drawings, Figure 1 is a perspective view of my improved road-cart with one wheel removed. Fig. 2 is rear elevation of the same; and Figs. 3, 4, 5, 6, and 7 are modifications of my road-cart.

A A are the thills of my road-cart, and B is the axle, to which the thills are secured by straps *b b*, one end of the bars *b' b'* of which extends out beyond the axle, and are rounded off to take the eye of spring C, and terminate in threaded ends to receive a nut, *c*, for securing the spring in place.

D D are the raves of my cart, and these I make in the form of a C turned over on its back or of two U's facing each other and joined on one side, so that the unjoined stem *d* of the rear U will point toward the front of the cart, and the end of the other unjoined stem, *d'*, will point toward the rear of the cart. When the two raves that form the support for the seat and foot-board are in place the seat will extend from one stem, *d*, to the other. I design making the seat E shorter than the distance between the thills and bending the raves so that they will, when in place, approach each other as they extend back and leave a space between the wheels and the seat that will admit of easy getting in and out of the seat, as shown in Fig. 2. Just beneath the end of the stem *d*, I attach the under side of the rear U of the rave on each side to the bolster of the spring C, and I extend braces *f f* from the forward ends of the stems *d* down to a point on the rave forward of the spring C, and thus make the rear U of the raves inelastic, besides giving the seat E a secure support, the forward U's remaining elastic. The forward U's serve to support the foot-board H, that I design making of slats, that extend from one rave to the other, and the stems *d' d'* extend up under the thills, to which they are secured. Just forward of the connection of the stems *d' d'*, I extend the usual cross-bar, I, from one thill to the other.

It will be seen now that the rear portion of the raves are rigid and inelastic supports for the seat, and depend for their up-and-down motion upon the spring C, (which I may arrange either forward or back of the axle,) while the forward portion of the raves are elastic and separate and approach as the spring C vibrates.

It will be perceived that the forward U portion of the raves have no other supports than their stems *d'*, and therefore they do not bend from any particular point or center, but yield on a curve, and thus impart elasticity to the foot-board, and at the same time permit a perpendicular movement of the seat, both the seat and foot-board rising and falling in unison. This principle is not departed from in either of the modifications shown in the drawings, though in Figs. 3, 4, and 5 I show the seat suspended to the thills at the rear by loop-springs C, instead of the semi-elliptic springs shown in Figs. 1 and 2, and in Fig. 6 I use a body instead of raves, and in Fig. 7 I show still another form of rear spring; but in all of these I have a rear spring acting vertically, and a pair of front springs hung to the under side of the thills.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination, with the spring C and axle, of raves D, for supporting the seat, said raves terminating in front in U-shaped springs, that are suspended from the under side of the thills, as set forth.

In testimony that I claim the foregoing I have hereunto set my hand on this 22d day of March, 1882, in the presence of two witnesses.

JOHN ALBERT CHAPMAN.

Witnesses:

STANLEY S. STOUT,

HAROLD G. UNDERWOOD.