(No Model.)

W. PUMMILL.
ROAD CART.

No. 417,792. Patented Dec. 24, 1889.

Fig. 1.

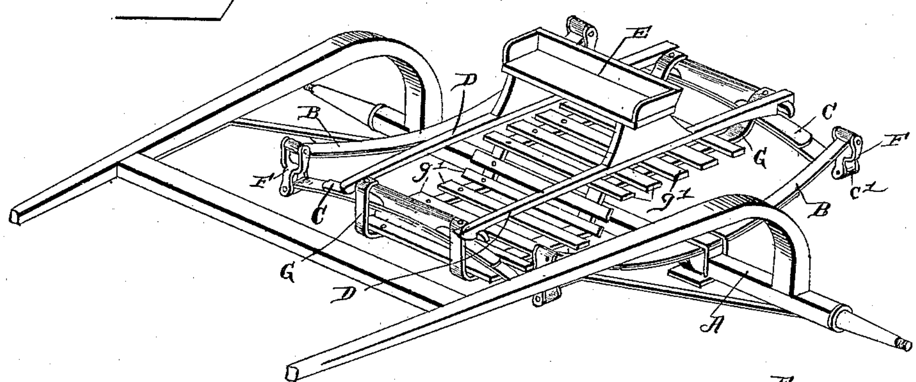


Fig. 2.

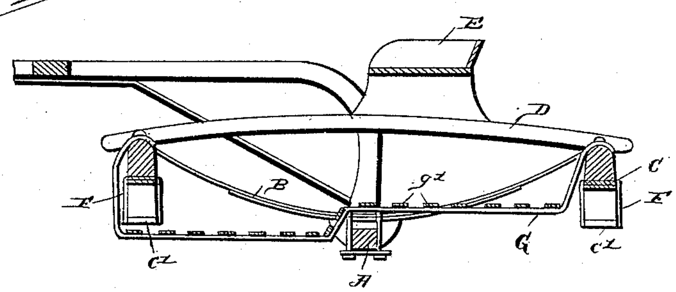
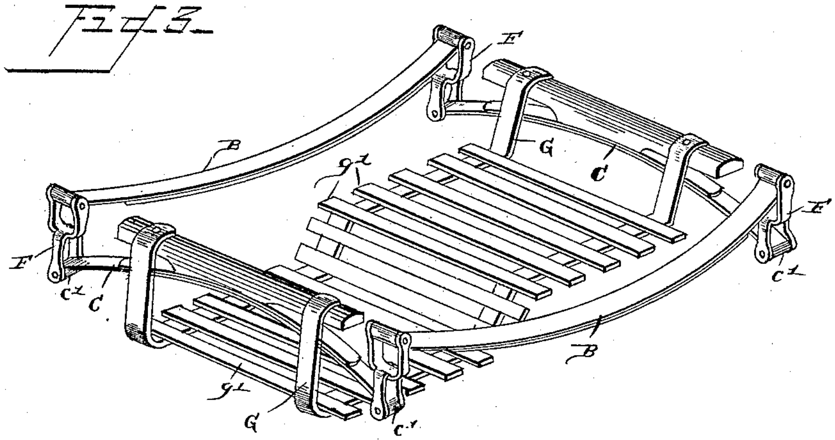


Fig. 3.



Witnesses
Geo. E. Frech
S. F. Riley

Inventor
William Pummill

By his Attorneys
C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

WILLIAM PUMMILL, OF MANCHESTER, INDIANA.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 417,792, dated December 24, 1889.

Application filed October 30, 1889. Serial No. 328,700. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM PUMMILL, a citizen of the United States, residing at Manchester, in the county of Dearborn and State of Indiana, have invented a new and useful Road-Cart, of which the following is a specification.

The invention relates to improvements in two-wheel vehicles.

The object of the present invention is to improve and simplify the construction of two-wheel vehicles and enable the motion of the body to be wholly independent of the motion of the shafts.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view of a two-wheel vehicle constructed in accordance with the invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a detail perspective view of the slatted bottom.

Referring to the accompanying drawings by letter, A designates the axle of a two-wheel vehicle, to which the leaf-springs B, which are arranged on each side of the vehicle, are centrally secured at the proper points by means of clip-plates and bolts, in the manner well understood. The cross-springs C are bolted to spring-bars D, to which the seat-frame E is attached, and they have their ends c' connected by shackles F to the ends of the leaf-springs B, from which the said cross-springs are suspended. The shafts are attached to the axle, and it will thus be seen that the motion of the body will be entirely independent of the motion of the shafts. A slatted bottom is provided, which consists of the metal strips G, which are arranged parallel with each other and have their rear ends bolted or otherwise secured to the rear spring-bar, and their front ends curved around the front portion of the forward spring-bar and secured to the top thereof, and slats g' arranged at intervals along the strips and extending transversely across the same and secured in place by bolts. The slatted bottom extends forward under the seat and is curved downward around the axle, and then extends horizontally to the front of the seat-frame, forming a very light, simple, and elastic bottom.

From the foregoing description and the accompanying drawings the construction, operation, and advantages of the invention will readily be understood.

Having thus described my invention, what I claim is—

The combination of the leaf-springs arranged at the side of the vehicle and secured centrally to the axle, the cross-springs suspended from the ends of the side springs, the spring-bar secured to the cross-springs and carrying the seat-frame, and the slatted bottom consisting of the metal strips having their rear ends secured to the rear spring-bar and their front ends curved round the front cross-spring and secured to the spring-bar, and the transverse slats arranged at intervals along the metal strips, said slatted bottom being curved around the axle, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

WILLIAM PUMMILL.

Witnesses:

JASPER ROSS,

FRANK REHBERGER.