

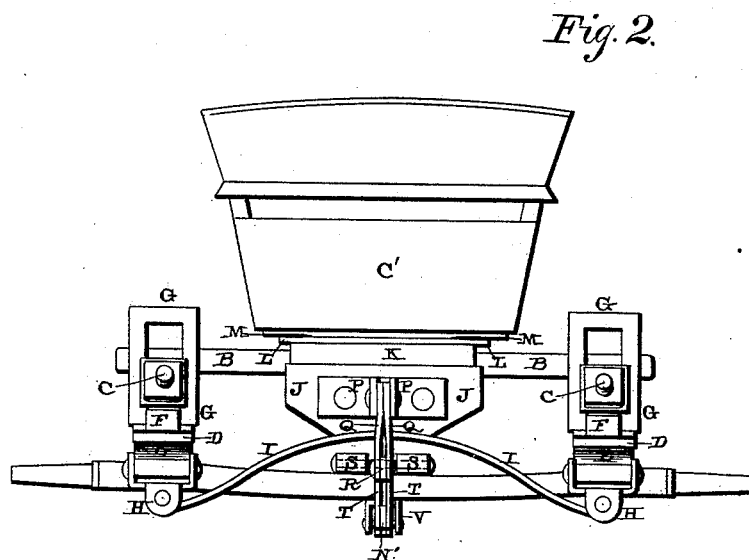
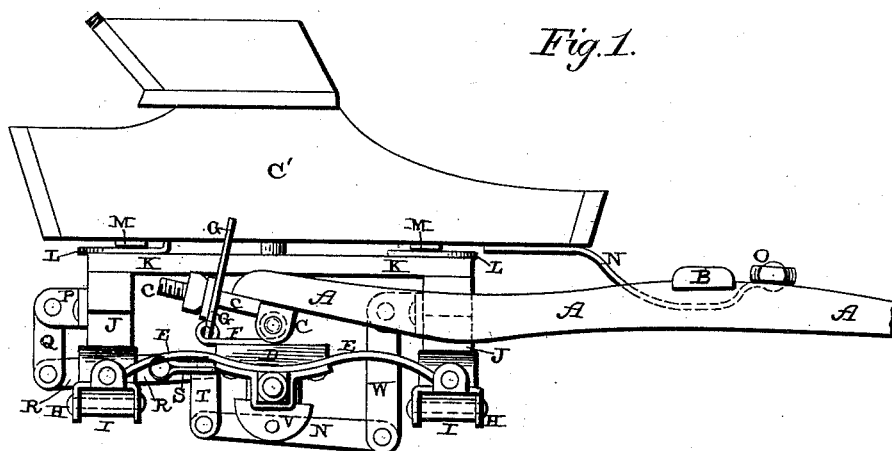
(No Model.)

2 Sheets—Sheet 1.

G. BRYANTON.
ROAD CART.

No. 423,307.

Patented Mar. 11, 1890.



Witnesses:

E. P. Ellis,
B. Brooks,

Inventor:

Geo. Bryantón,
per
F. A. Lehmann,
Att'y

(No Model.)

2 Sheets—Sheet 2.

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Fig. 3.

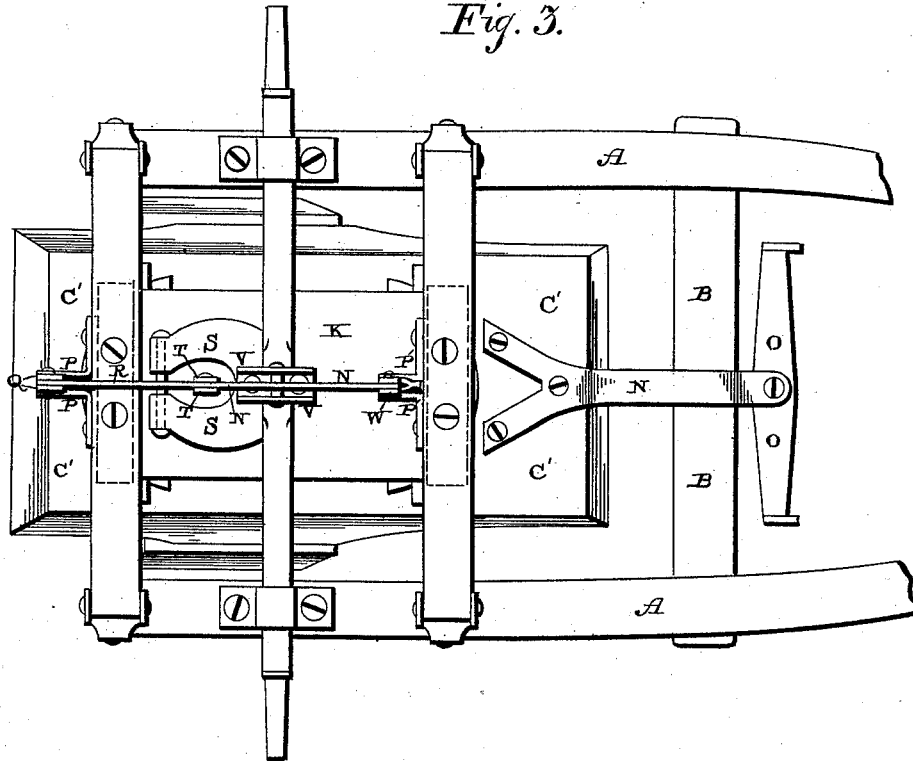
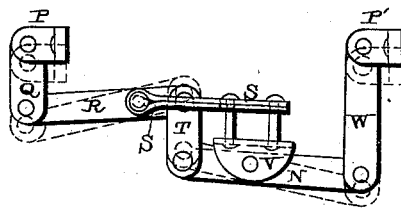


Fig. 4.



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UNITED STATES PATENT OFFICE.

GEORGE BRYANTON, OF GHENT, KENTUCKY.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 423,307, dated March 11, 1890.

Application filed December 30, 1889. Serial No. 335,308. (No model.)

To all whom it may concern:

Be it known that I, GEORGE BRYANTON, of Ghent, in the county of Carroll and State of Kentucky, have invented certain new and useful Improvements in Road-Carts; and I do hereby 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 it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in road-carts; and it consists in the combination of the shafts, suitable springs, a platform mounted upon the two end springs, a body pivoted upon the platform, and an equalizing mechanism, as will be more fully described hereinafter.

The object of my invention is to produce a road-cart in which the parts are so constructed and arranged that all horse motion is done away with, and in which all of the weight of the vehicle is divided equally between the springs.

Figure 1 is a side elevation of a cart which embodies my invention, the wheels being removed. Fig. 2 is a rear end view. Fig. 3 is an inverted view. Fig. 4 is a detached view of the equalizing mechanism.

A represents the shafts, which are connected together by the cross-piece B in advance of the front end of the body. The rear ends of the shaft are pivoted by suitable castings C, secured to their under sides upon the tops of the blocks D, which are secured upon the tops of the end springs E. Secured upon the top of each block D is a plate or casting F, which has an eye or bend upon its front end, and the rear end of each plate is turned over, so as to form a portion of the joint, by means of which the slotted plates G are loosely connected to the plates F. The rear ends of the castings C are made screw-threaded and passed through the slotted plates G, as shown, and secured in any desired position in relation to the plates G by means of suitable clamping-nuts. By means of the blocks D, plates F G, and castings C the shafts A can be adjusted so as to adapt them either for high or low horses, and thus not change the horizontal position of the body.

The end springs E are clamped upon the

axle, and connected to each end of these springs by suitable shackles H are the springs I, which have the blocks J secured to them at their centers. These blocks J, placed upon the upper sides of the springs I, form solid supports or bearings for the platform K, which is rigidly secured upon them. The body C' is pivoted by means of a suitable bolt upon the platform, so as to have a slight turning movement thereon, and secured upon the top of the platform are suitable plates L, and secured to the under side of the body C' are plates M, which rest upon the plates L. These plates L and M prevent the turning movement of the body from wearing or injuring the top of the platform K, and at the same time limit, by the turned-up ends of the plates L, the distance the body shall turn upon its pivot. To the front end of the body C', by means of the bent rod or bar N, which extends under the cross-bar B, is attached the singletree O, so that the horse holds the body straight upon the platform, and the shafts can play back and forth with the motion of the horse without affecting the body in any way. The platform acts as a fifth-wheel, upon which the body turns, and thus the horse's motion is not communicated to it. The body turns just far enough upon the platform to take the side motion or jar when the wheels strike an obstruction.

Secured to each of the blocks J, on the under side of the platform K, are suitable ears P, and pivoted between the ears on the rear block are the short hangers or plates Q, to which the rear end of the lever R, pivoted upon the plate S, secured by suitable rods upon the top of the axle, is pivoted. To the front end of this lever R is pivoted the hangers T, and to the lower end of these hangers is pivoted the lever N', which is pivoted in a suitable support V, secured to the under side of the axle. To the front end of the lever N' is pivoted the hanger W, which is pivoted at its upper end to the ears P' upon the rear side of the front block J. The four springs E I being connected together at their ends, all weight in the body C is distributed through the platform K by the equalizing mechanism just described to all four of the springs, so that no one spring has a greater weight or strain placed upon it than another.

Having thus described my invention, I claim—

1. The combination of the shafts, the end springs, blocks secured upon the tops of the springs, the plates F, secured to the blocks, the castings C, secured to the shafts, and the slotted plates G, whereby the angle of the shafts can be changed, substantially as shown.
2. The combination of the shafts rigidly connected together, the castings C, secured to their rear ends and provided with screw-threads, the supporting blocks D, the plates F, and the slotted plates G, loosely connected to the ends of the plates F, and the clamping-nuts applied to the screw-threaded portions of the castings C, substantially as described.
3. In a road-cart, the combination of the platform, the body vertically pivoted thereon so as to have a rotary movement, the rod secured to the front end of the body, and the singletree secured to the rod, whereby the draft is applied to the body and lateral movement thereof with the shafts prevented, substantially as specified.

4. The combination of the platform and the plates L, secured thereto and provided with stops, with the body C, pivoted upon the platform, the plates L, secured to the underside of the body and resting on the plates M, the rod N, secured to the front end of the body, and the singletree, substantially as described.

5. The combination of the two sets of springs, one set of which is secured to the axle and the other to the platform, and an equalizing mechanism to connect the springs together, so that the weight in the body will be distributed upon the two sets of springs alike, substantially as set forth.

6. The combination of the platform, the springs H, secured thereto, the springs E, and the axle with the hangers Q T W and the levers R U, substantially as specified.

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

GEORGE BRYANTON.

Witnesses:

R. O. WILLIAMS,
D. L. RICE.