

(No Model.)

C. W. & G. H. JEWETT.

ROAD CART.

No. 382,984.

Patented May 15, 1888.

Fig. 1

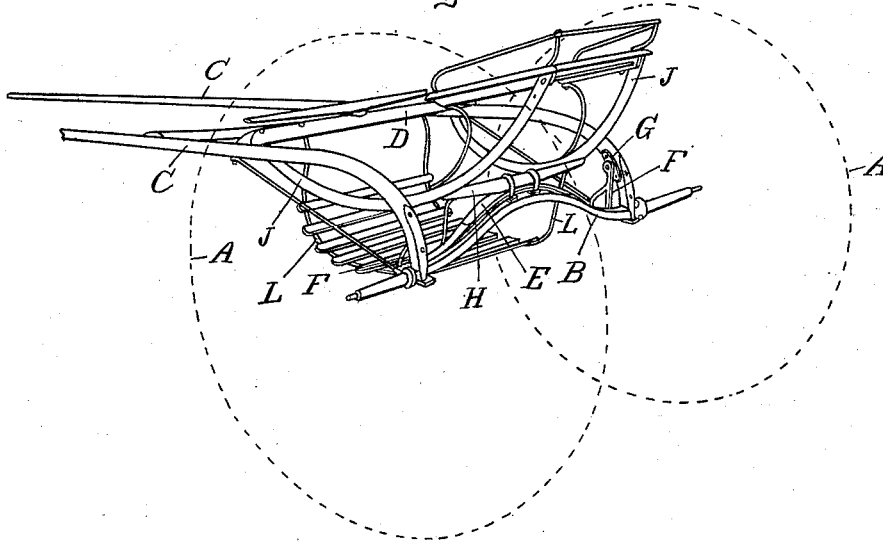


Fig. 2

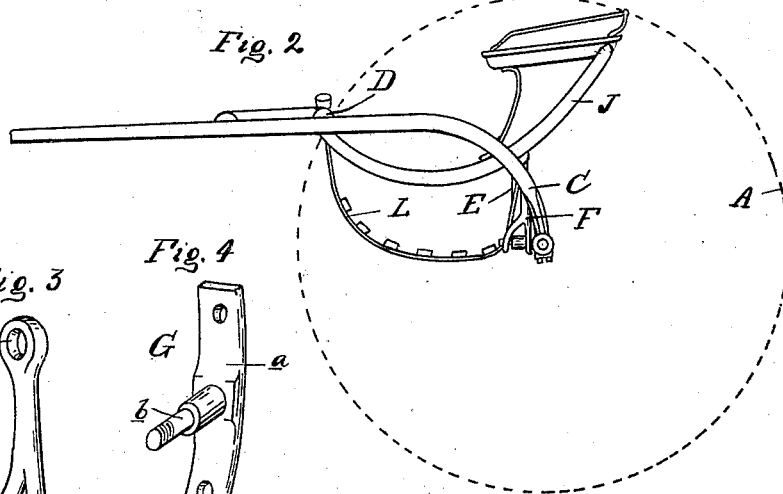


Fig. 3

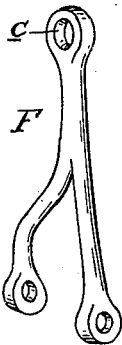


Fig. 4

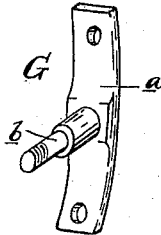
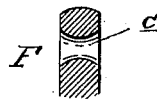


Fig. 5



Witnesses:

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George H. Jewett.

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Attys.

# UNITED STATES PATENT OFFICE.

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## ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 382,984, dated May 15, 1888.

Application filed October 18, 1887. Serial No. 252,651. (No model.)

*To all whom it may concern:*

Be it known that we, CHARLES W. JEWETT and GEORGE H. JEWETT, citizens of the United States, residing at Jackson, in the county of Jackson and State of Michigan, have invented certain new and useful Improvements in Road-Carts, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in road-carts; and the invention consists in the peculiar construction and arrangement of the parts constituting the seat-support, and in the general combination of parts, all as more fully hereinafter set forth.

In the drawings, which accompany this specification, Figure 1 is a perspective view of a road-cart embodying our improved construction. Fig. 2 is a side elevation thereof. Fig. 3 is a perspective view of the hanger by which the spring is supported. Fig. 4 is a perspective view of the hanger-iron support. Fig. 5 is a cross-section through the upper eye of the hanger.

A are the wheels; B, the axle. C are the thills, and D is the cross-bar, all of well-known construction in such vehicles.

E is a semi-elliptical spring, which is supported immediately in front of the axle by means of the hangers F, which are bifurcated at their lower ends, and pivotally suspended from their upper ends to the thills by means of the hanger irons G. These hanger-irons are formed of the plate *a*, provided with suitable means for attaching it securely to the thill, and of the pivot-pin *b*, projecting from about its middle, and screw-threaded at its outer end for receiving a suitable nut. The spring is formed with the usual eyes upon its ends, and is supported by means of a bolt between the lower bifurcations of each hanger F. The upper eye, *c*, of the hanger engages upon the pivot-pin, and is held thereon by means of a nut. The hole in the eye of the hanger is made flaring outwardly from the center, as shown in Fig. 5, and sufficient play is provided for it on the pivot-pin to admit of a free pendulous action of the hanger in the longitudinal direction, and also, to a limited degree, in a

lateral direction in the normal condition of the parts.

We preferably make the axle to conform in shape with the spring, such construction being more pleasing in appearance; but the axle may be straight without losing the advantages of our construction.

H is a spring-bar, preferably of wood and secured in the center to the spring by clips or otherwise.

J J are bow-shaped seat-bars pivotally secured at their forward ends to the cross-bar, and supporting with their rear ends the rear end of the seat, to which they are suitably secured. The seat-bars are bolted or otherwise firmly secured to the ends of the spring-bar, and curved braces K, secured at their lower ends to the seat-bars, support the forward end of the seat.

L L are curved supporting-bars of the foot-rest. They are rigidly attached to the cross-bar at their forward ends and to the spring-bar at their rear ends, and have the cross-slats secured to them to form the so-called "crate."

The advantages of our construction are that it combines the advantage derived from supporting the seat directly from underneath with the advantage of a hanging support for the seat or seat-supports. In this connection we wish to call attention, first, to the peculiar construction of the hangers, one of the bifurcations of which is straight and extends down vertically from the pivot, while the other curves forwardly, thus enabling us to bring the spring close to the axle without changing the ordinary form of the same. The second point in the construction of the hanger is the simple means employed in suspending it so as to act to a certain extent as a swivel, which makes the cart ride very easy, allowing the spring to expand, and also to compensate for the radial motion of the seat-bars.

The spring can be hung as low as desired, although we preferably keep it on a level, or nearly so, with the axle.

The construction of the foot-rest in connection with the seat-bars and spring-bar materially shortens the length of the supporting-bars of the foot-rest, and thereby makes a more

firm and rigid construction, besides permitting of making the curb more roomy at the rear end, to allow the driver to place his legs more comfortably under the seat.

5 What we claim as our invention is—

1. In a cart, the combination, with the axle, shafts, and spring, of the hanger-iron G, secured to the shafts and carrying a pin, *b*, and the hanger F, suspended from said pin and  
10 having two legs, one extended vertically and the other curved, substantially as and for the purposes specified.

2. In a road-cart, the combination, with the

semi-elliptical seat-spring E, of the pivot-pin *b*, secured to the rear end of the shaft, and the 15 hanger F, having the flaring eye *c* at its upper end and the straight and curved bifurcations at its lower end, substantially as described.

In testimony whereof we affix our signatures, in presence of two witnesses, this 10th day of 20 October, 1887.

CHARLES W. JEWETT.

GEORGE H. JEWETT.

Witnesses:

RALPH E. SNOW,

JAS. C. WOOD.