

(No Model.)

T. O'BRIEN & W. H. SCHMEDLEN.

ROAD CART.

No. 341,498.

Patented May 11, 1886.

Fig. 1.

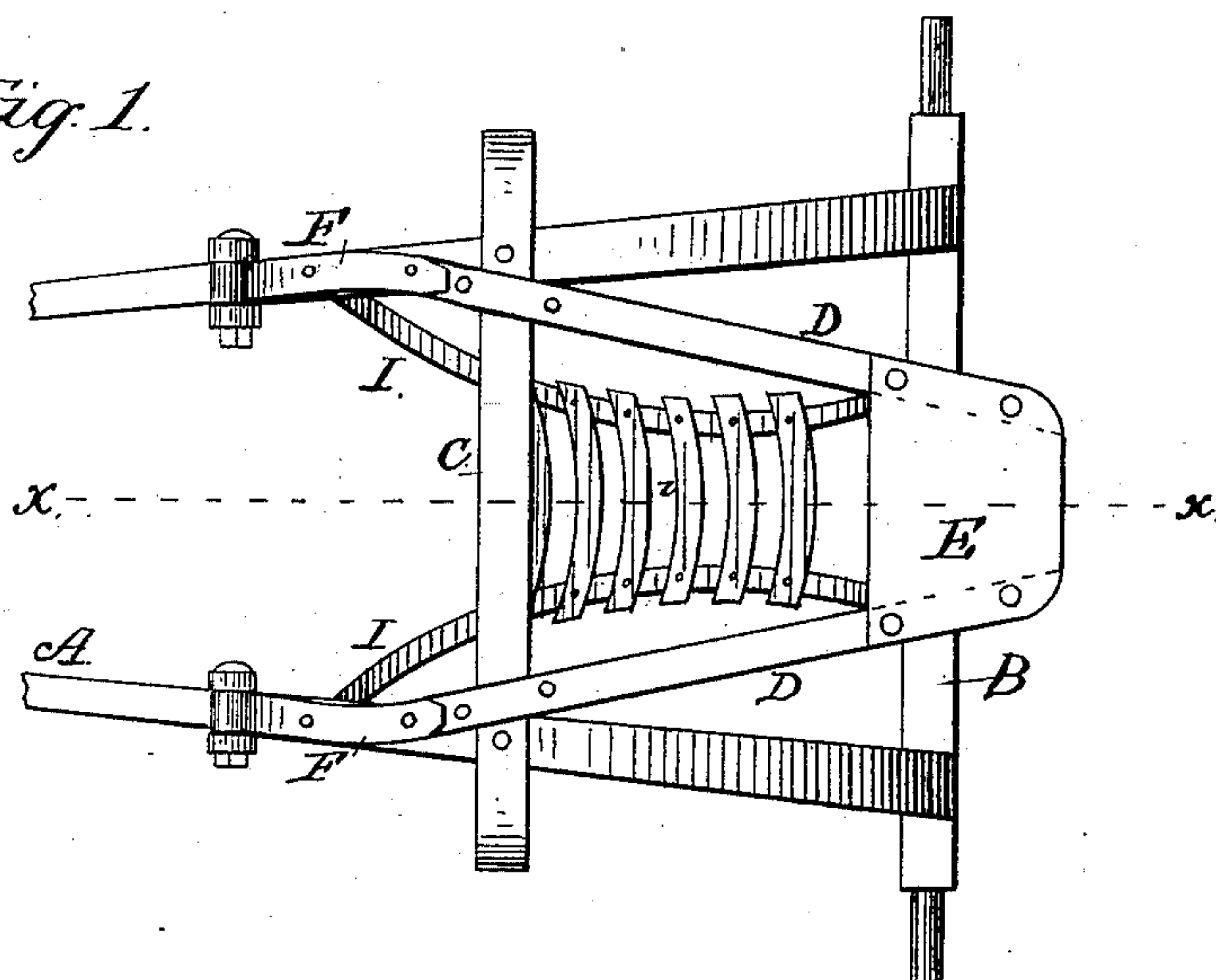


Fig. 2.

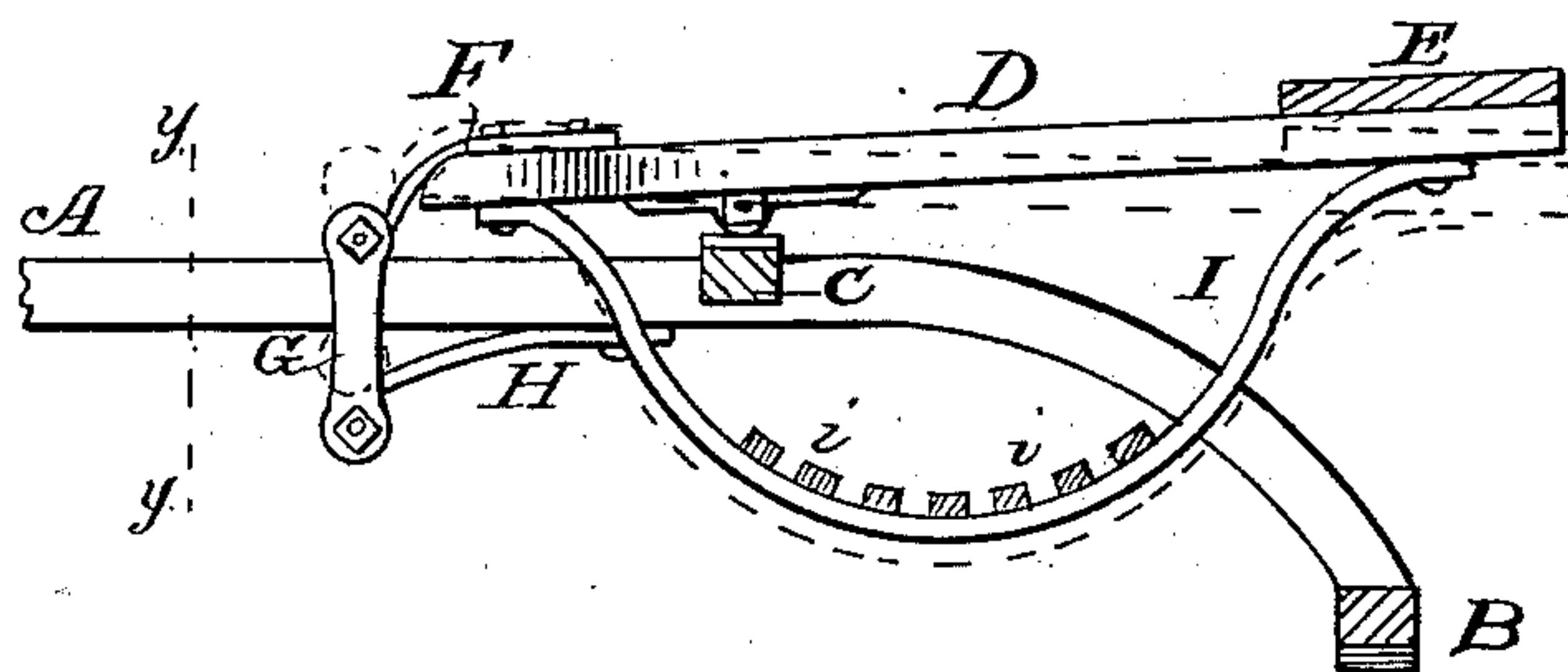
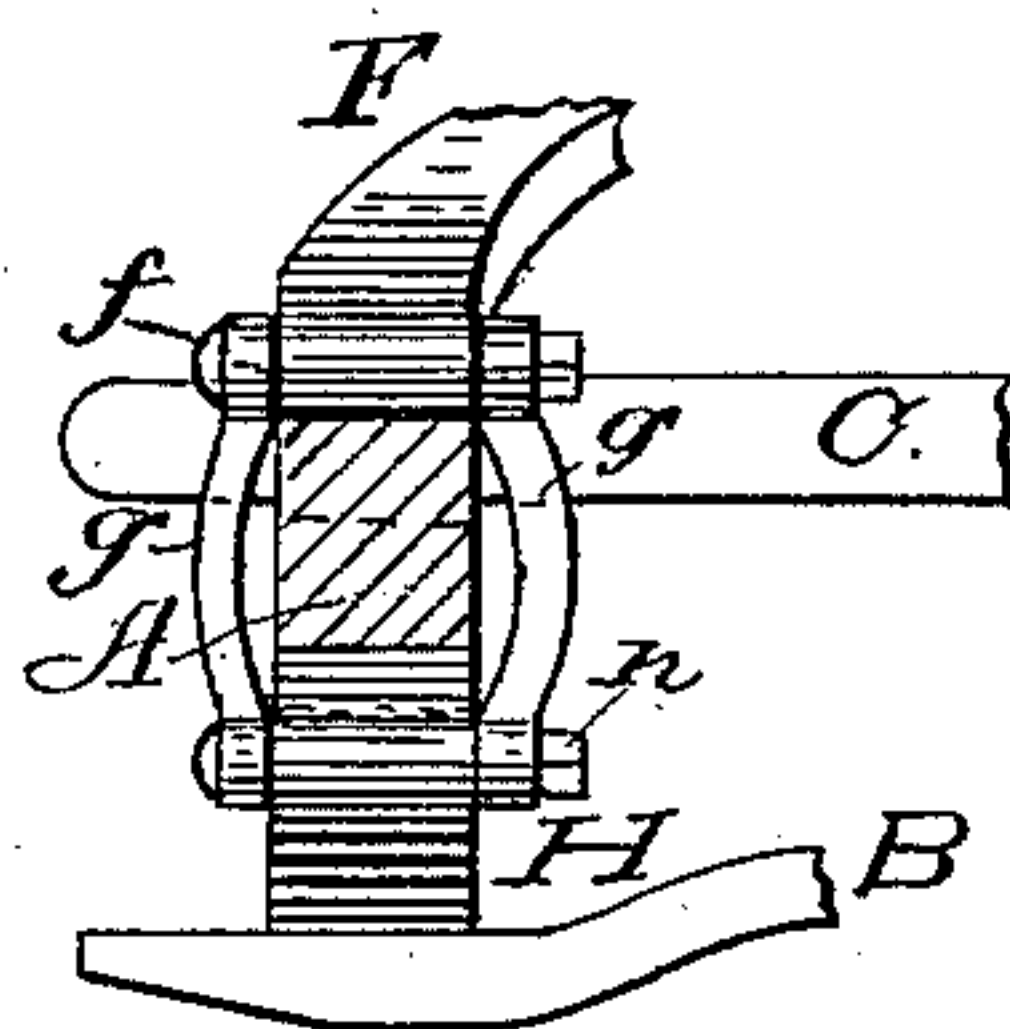


Fig. 3.



Witnesses

Susie B. Seiler.
R. W. Bishop.

Inventors

Thomas O'Brien
Wm H. Schmedlen

By their Attorneys,

Robt. A. Lacey

UNITED STATES PATENT OFFICE.

THOMAS O'BRIEN AND WILLIAM H. SCHMEDLEN, OF COLDWATER, MICH.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 341,498, dated May 11, 1886.

Application filed February 17, 1886. Serial No. 192,262. (No model.)

To all whom it may concern:

Be it known that we, THOMAS O'BRIEN and WILLIAM H. SCHMEDLEN, citizens of the United States, residing at Coldwater, in the county of Branch and State of Michigan, have invented certain new and useful Improvements in Road-Carts; and we do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

Our invention relates to sulkies or road-carts; and it has for its object to produce a simple means for attaching the seat and foot-rest to the shafts, whereby the jolting of the horse common to such vehicles is in a measure prevented from being transmitted to the rider.

With such ends in view it consists in the novel features hereinafter specifically recited, claimed, and illustrated in the accompanying drawings, in which—

Figure 1 is a plan view of a sulky of my construction adapted to carry out my invention, the wheels being removed and the forward portion of the shafts being broken away. Fig. 2 is a side view. Fig. 3 is a detail section on the line *x x*, Fig. 2, of one pole of the shafts.

The shafts *A* are of ordinary construction, and are attached at their rear ends to the axle *B* in the usual manner, and are braced by the cross-bar *C* in a way well understood.

Seat-bars *D* are pivotally supported between their ends on the cross-bar near each end thereof. The front ends of the seat-bars terminate directly above the poles of the shafts, and are connected therewith by plates *F*, shackles *G*, and springs *H*. The shackles are each composed of two plates, *g*, one on each side of a pole of the shafts, and having their ends connected above and below said pole by bolts *f* and *h*, respectively, which bolts also serve to connect said ends of the plates to the plates *F* and spring *H*, as shown. The plates are of a sufficient length to permit the shafts to have a slight vertical play be-

tween the bolts *f* and *h* without imparting any unpleasant motion to the driver.

In order that no sudden thrust may be communicated to the seat-bars in a lateral direction by the shafts striking the plates of the shackles, and also to permit said shafts to have a slight lateral play, the plates near their middle are outwardly flared, thus leaving a space on each side of the shafts between them and the plates *g*, as most clearly shown in Fig. 3. A foot-rest is suspended from opposite ends of the seat-bars, and is composed of bars or straps *I*, curved, as shown, and secured at each end to opposite ends of the seat-bars, said straps being united by cross-slots. The seat *E* is attached to the rear ends of the seat-bars, and serves as a tie to hold said ends at a relative distance apart.

In practice the seat-bars have a gentle see-saw or rocking motion, which is pleasant and soothing comparably with the violent motion so often experienced when riding on such vehicles.

Heretofore the seat-bars of sulkies have been pivoted between their ends, and the front ends of such seat-bars have each been connected by a link with the end of a spring fastened to the under side of the shafts. Such construction being old is not claimed as a part of our invention, which differs essentially therefrom, as specifically claimed.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. The combination of the shafts having seat-bars pivotally supported thereon at a point between their ends and having the forward ends of such bars terminating directly above the shafts, springs secured to the under side of the shafts, and shackles each composed of two outwardly and oppositely flared plates extending one on each side of and embracing the poles of the shafts, and connecting the front ends of the seat-bars with the springs, whereby the shafts are free to have a lateral play independently of the seat-bars, as described.

2. The combination of the shafts, seat-bars having their front ends directly above the poles of the shafts and pivoted thereto be-

tween the front and rear ends, springs secured
to the under side of the shafts, shackles com-
prising two plates each oppositely flared
near their middles and embracing the poles of
5 the shafts, and connecting the front ends of
the bars with the springs, and a foot-rest
consisting of curved bars secured at each end
to and suspended directly from opposite ends
of the seat-bars, substantially as shown and
10 described.

In testimony whereof we affix our signatures
in presence of two witnesses.

THOMAS O'BRIEN.
WILLIAM H. SCHMEDLEN.

Witnesses:

JAMES R. DICKEY,
AGNES GIBSON.