

(No Model.)

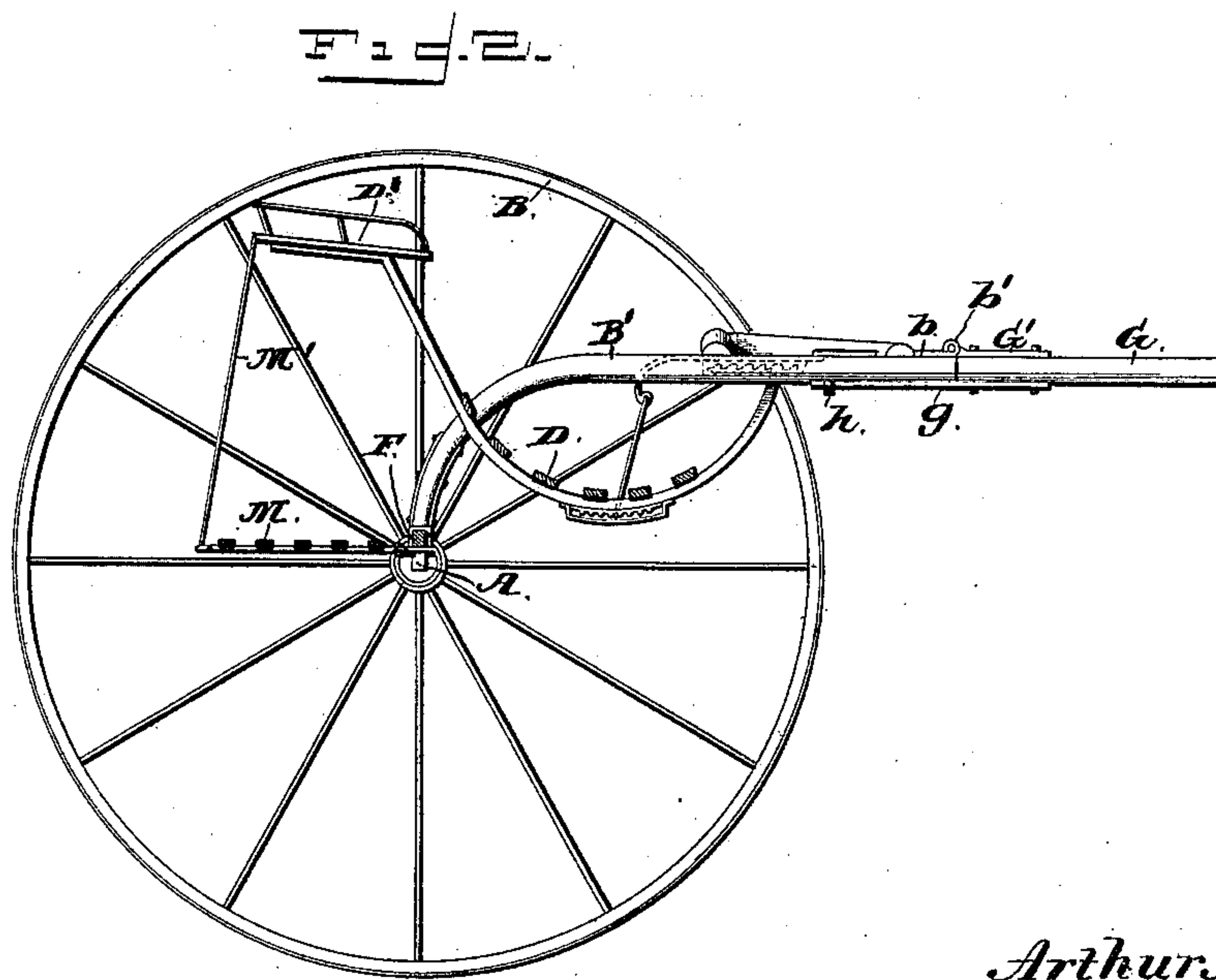
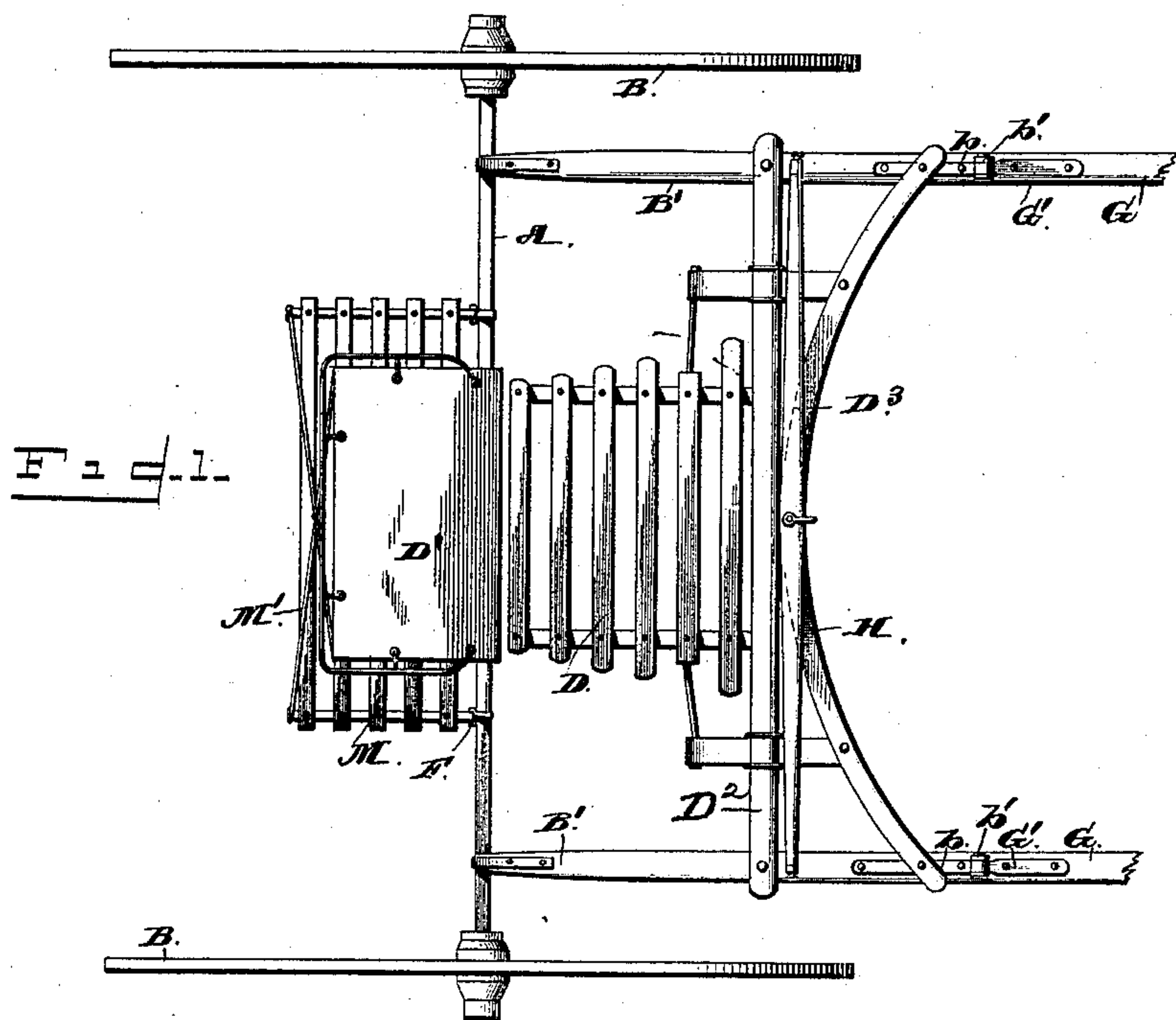
2 Sheets—Sheet 1.

A. M. WILSON.

ROAD CART.

No. 384,489.

Patented June 12, 1888.



Arthur M. Wilson.

WITNESSES.

L. S. Elliott.
W. Johnson.

INVENTOR.

Attorney.

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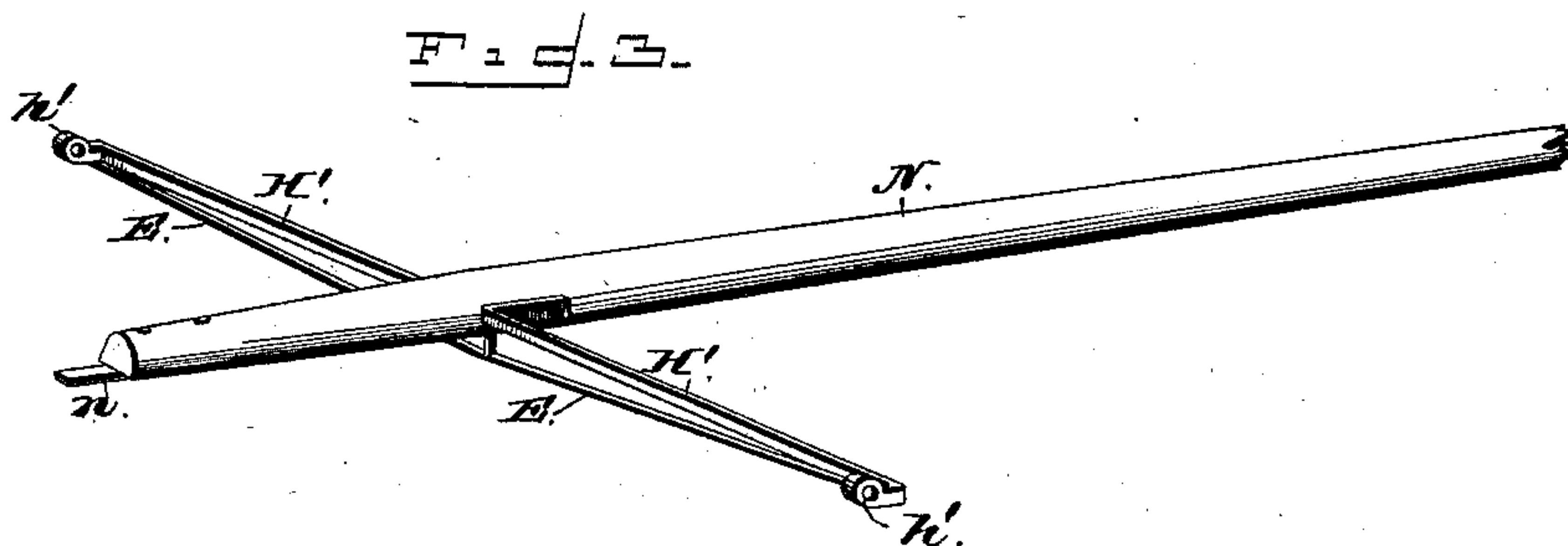
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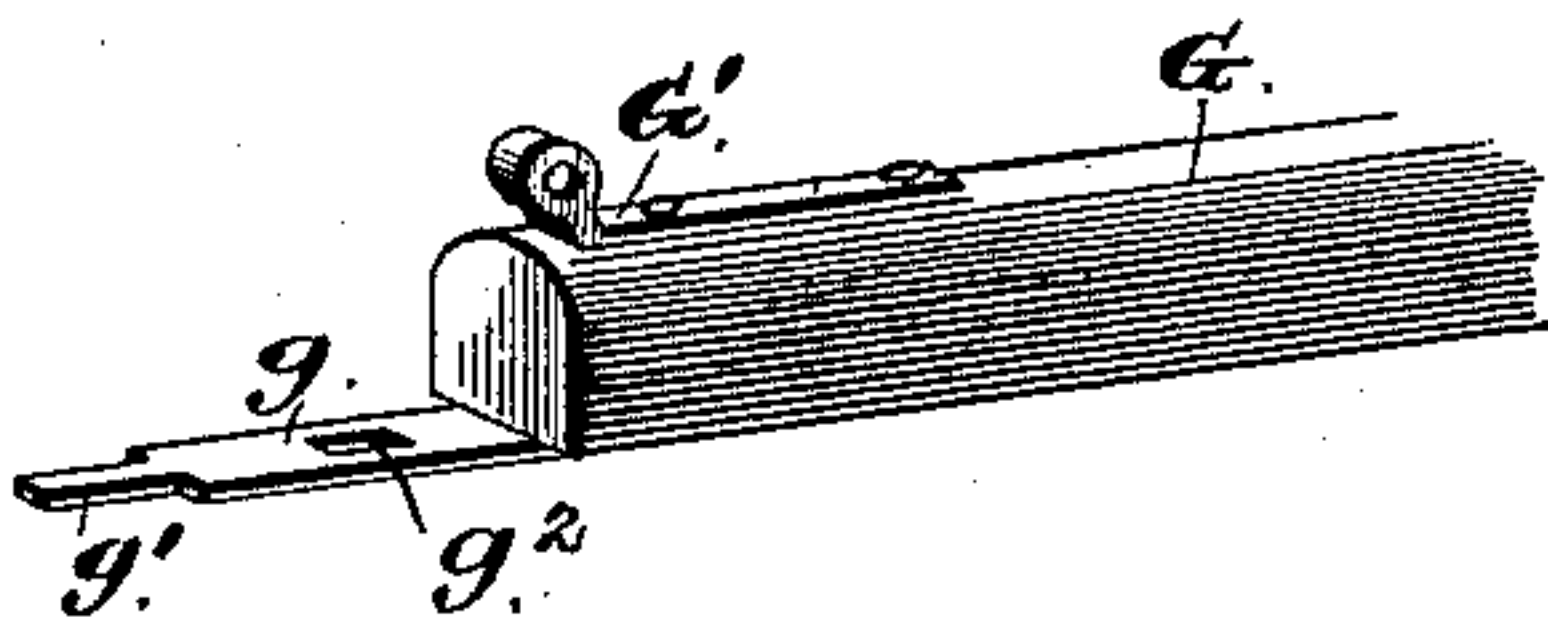
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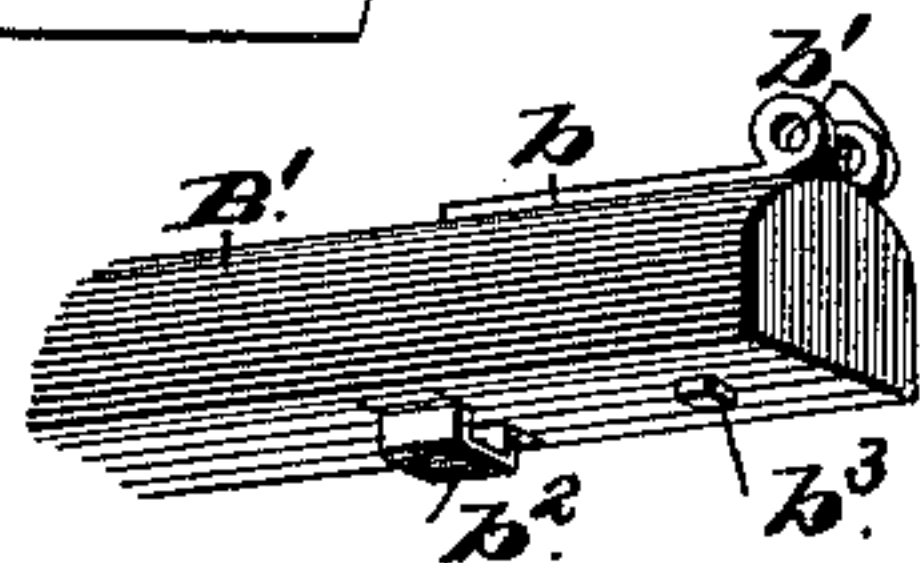
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Figs. 4-5



Figs. 6-7



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UNITED STATES PATENT OFFICE.

ARTHUR M. WILSON, OF WHITE PIGEON, MICHIGAN.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 384,489, dated June 12, 1888.

Application filed October 15, 1887. Serial No. 252,467. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR M. WILSON, a citizen of the United States of America, residing at White Pigeon, in the county of St. Joseph and State of Michigan, 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to an improvement in sulkies; and it consists in the construction and arrangement of the parts thereof, which will be more fully hereinafter described, and pointed out in the claims.

The object of my invention is to provide a sulky or road-cart which is adapted to receive interchangeable single and double gear, the construction being simple and effective. I attain this object by the construction illustrated in the accompanying drawings, wherein like letters of reference indicate similar parts in the several views, and in which—

Figure 1 is a top plan view of a road-cart or sulky embodying my improvement. Fig. 2 is a sectional side elevation thereof. Fig. 3 is a detail perspective view of the pole as constructed in accordance with my improvement. Fig. 4 is a detail perspective view of a portion of one of the thills. Fig. 5 is a detail perspective view of a portion of one of the draft-bars.

A indicates the axle; B, the wheels; B', the draft-bars, which are connected to the axle by suitable clips.

D indicates the foot-rack; D', the driver's seat; D², the cross-bar uniting the draft-bars B'; and D³, the singletree, to which whiffletrees may be attached.

The outer ends of the draft-bars B' have plates *b* secured to the upper surfaces thereof, which are formed with ears *b'*. The under sides of the said bars have loops *b²* secured thereto, and also lugs *b³* ahead of the said loops. The under side of the inner ends of the thills G have plates *g* secured thereto, which are formed with reduced ends *g'* adapted to fit in

the loops on the under sides of the draft-bars B', and also with square slots *g²*, which engage with the lugs *b³* and prevent lateral movement of the said thills. The top surface of the said thill ends are provided with knuckle-plates G', the knuckles whereof are adapted to enter between the ears *b'* of the plates *b* on the upper surfaces of the opposing ends of the draft-bars B', a suitable pin being passed through the apertures in said ears and knuckles. The thills are thus removably attached to the draft-bars.

Secured to the forward top portions of the draft-bars B' and uniting the same is a circle-bar, H, which has a central aperture for the passage of the king-bolt therethrough, and a loop, *h*, centrally secured to the under side thereof. The pole N has a steel plate, *n*, secured to the under side of the inner end thereof, which engages with the loop *h* on the under side of the circle-bar H, and is further provided with arms H' H' secured to each side thereof and projecting outward at right angles thereto, having knuckles *h'* formed with the outer ends thereof, which are adapted to engage with the ears *b'* of the plates *b* on the draft-bars B', in a manner similar to the thills, as hereinbefore described. Suitable truss-rods or pole-braces, E E, are secured to the under side of the pole N, and at their outer ends to the knuckles *h'*, and by this means the arms H' are re-enforced against strain.

The rear portion of the axle A has a rack, M, secured thereto by clips F, said rack being mounted immediately under the seat. To the rear side of the rack M two straps, M', are secured, which centrally cross each other and are secured to the rear corners of the seat. By this means the rack is braced and supported and a spring-action given thereto through the side bars of the seat D'.

My improved construction, as above described, provides a road-cart or sulky which is strong and durable and convenient, in view of the interchangeability of the thills and pole.

The novelty and utility of my improvement being obviously apparent, it is unnecessary to further enlarge upon the same herein.

Having thus described my invention, what I claim as new is—

1. The combination, with the draft-bars

having the plates *b* formed with ears and the circle-bar secured to and uniting the draft-bars and having an under central loop, of the pole having the angular arms secured thereto, 5 with knuckles formed with the outer ends thereof to engage with the ear-plates on the draft-bars, the truss-braces mounted in connection with said angular arms, and the steel plate secured to the under side of the inner 10 end of the pole, which is adapted to engage with the central loop on the under side of the circle-bar, substantially as described.

2. The combination, with the draft-bars having the ear-plates and under lugs and loops 15 and the circle-bar having the central under loop, of the thills and pole having knuckle and under plates to be interchangeably

mounted in connection with the draft-bars and circle-plate, substantially as described.

3. The combination, with the axle *A*, of the 20 rack *M*, secured in rear thereof, the seat *D'*, and the straps *M'*, which connect the seat with the rack *M* and cross and are secured to each other immediately under the seat, whereby the motion of the seat will be equally imparted to 25 both ends of the rack, substantially as described.

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

ARTHUR M. WILSON.

Witnesses:

FRANCIS E. TOWSLEY,
C. CULVER.