

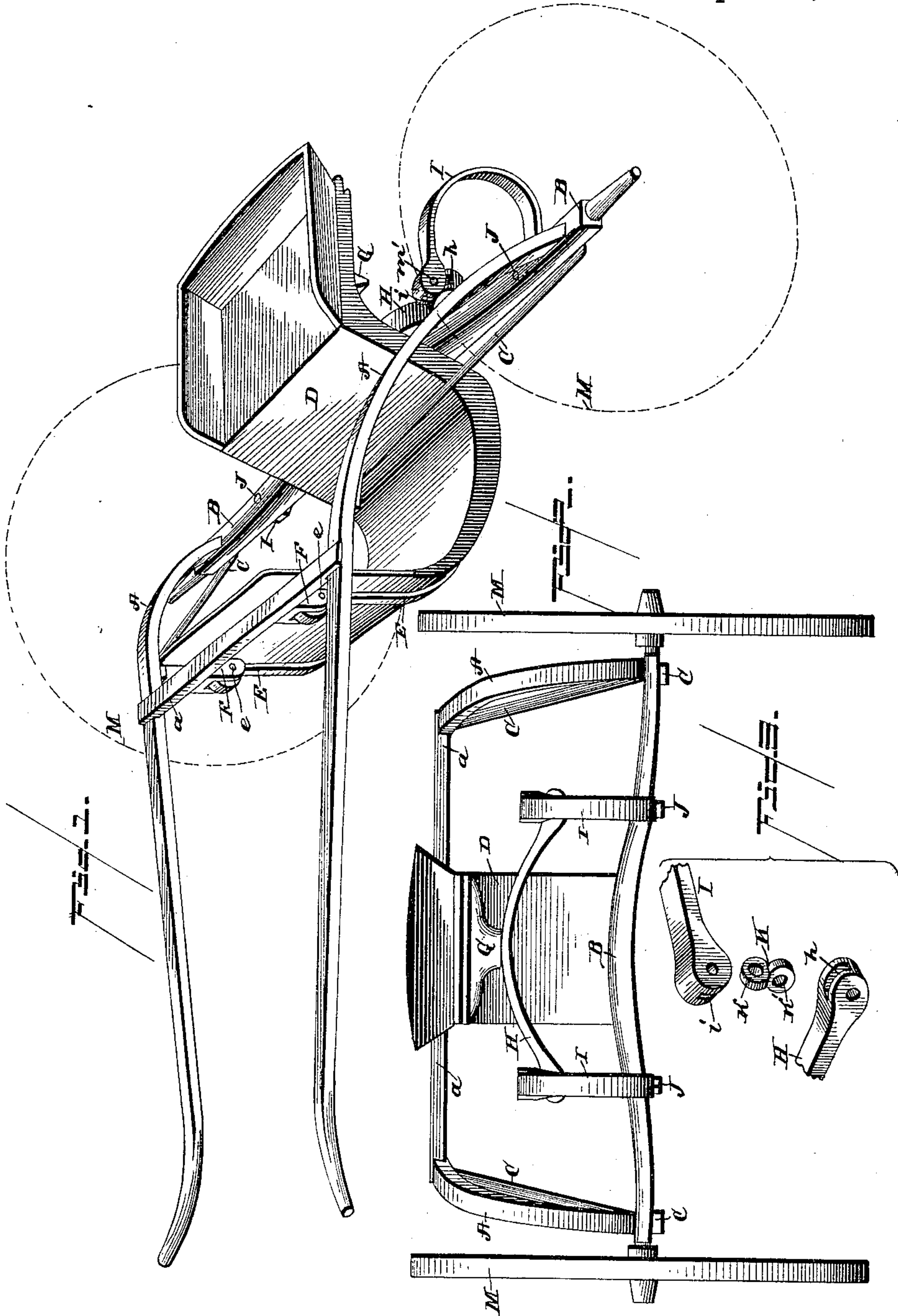
(No Model.)

S. CRAIG.

ROAD CART.

No. 389,444.

Patented Sept. 11, 1888.



WITNESSES

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UNITED STATES PATENT OFFICE.

SAMUEL CRAIG, OF HOLMESBURG, PENNSYLVANIA.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 389,444, dated September 11, 1888.

Application filed June 2, 1888 Serial No. 275,834. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL CRAIG, a citizen of the United States, residing at Holmesburg, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Road-Carts; and I 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.

This invention relates to sulkies, and has for its object the provision of a road-cart or two-wheeled vehicle that will be simple and compact in construction, and which will be comfortable and overcome in a measure the jolting occasioned by the motion of the horse, which is the chief objection against this class of vehicles.

The improvement consists of the novel devices for connecting the body with the thills, which hereinafter will be more particularly described and claimed, and shown in the annexed drawings, in which—

Figure 1 is a perspective view of a sulky embodying my invention; Fig. 2, a rear end view of the sulky; and Fig. 3, a detail perspective view of the ends of the C and the cross springs detached, showing their relative position and the means for connecting the springs together.

The thills A are attached to the axle B, and are strengthened by the braces C, which are interposed between the axle and the thills. The vehicle-body D is connected at its front end with the cross-bar *a* of the thills by the hangers E, which are fastened at their lower ends to the said body, and have their upper ends pivotally connected to the brackets F, depending from the cross-bar *a*, by the bolts *e*. The rear end of the body is provided with the bolster G, that rests on the cross-spring H, which is supported directly over the axle by the C-springs I, which project in the rear of the axle at right angles. The lower ends of the C-

springs are secured to the under side of the axle by the clips J. The upper ends of the C-springs have curved recesses *i*, and the ends of the cross-spring have corresponding curved recesses, *h*. The coupling K, for connecting the ends of the C and cross springs, has its head *k* at one end at right angles to its head *k'* at the other end, the two heads having longitudinal openings. The head fits in the recess *h* and is held to the spring H by the bolt *m*, and the head *k'* fits in the recess *i* and is held to the spring I by the bolt *m'*. The axle is provided at its ends with the wheels M.

It will be observed that the C-springs I are parallel with the line of draft of the sulky and act in opposition to the hangers E and the motion of the thills to prevent any oscillating motion of the body D, and are parallel with one another to act in conjunction to effect the desired result.

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

The herein-described road-cart, composed of the axle having wheels at its ends, the thills secured to the axle and strengthened by suitable braces which are interposed between the axle and the thills, the body, the hangers secured to the front end of the body and having a pivotal connection with the cross-bar of the thills, the bolster secured to the rear end of the body, the cross-spring having recesses in its ends, the C-springs fastened to the axle and extending parallel with one another in the rear of and at right angles to the said axle and having recesses in their upper ends, and the couplings having transverse openings at each end and having said ends fitted in the recesses in the springs and pivotally connected with the springs by bolts, substantially as and for the purpose described.

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

SAMUEL CRAIG.

Witnesses:

DAVID J. SCHULL,
WM. M. FROST.