

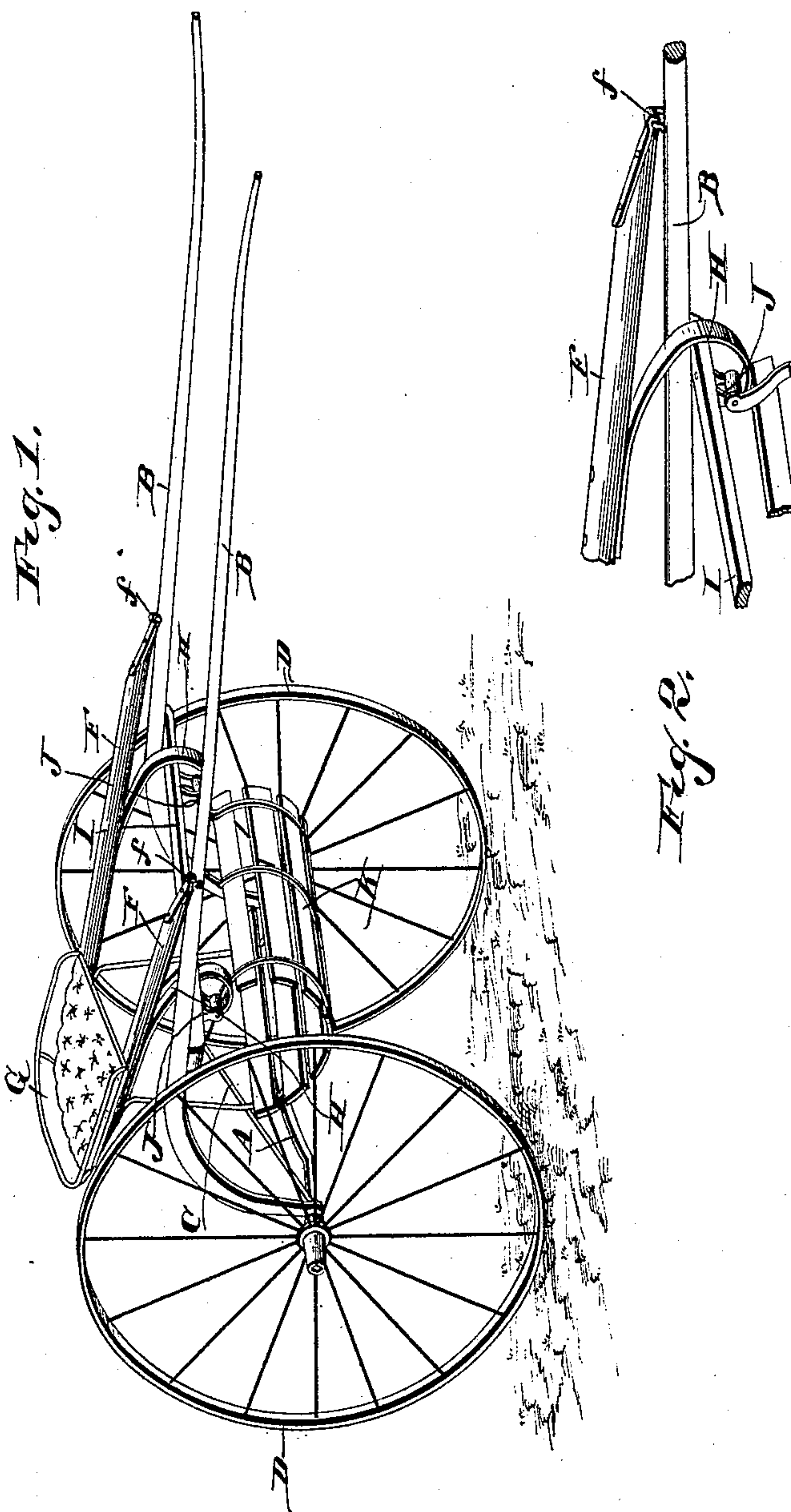
(No Model.)

W. H. SCHMEDLEN & R. E. BYRNE.

ROAD CART.

No. 396,052

Patented Jan. 8, 1889.



WITNESSES.

W. H. Humphrey
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INVENTOR,

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UNITED STATES PATENT OFFICE.

WILLIAM H. SCHMEDLEN AND ROBERT E. BYRNE, OF COLDWATER, MICHIGAN;
SAID BYRNE ASSIGNOR TO SAID SCHMEDLEN.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 396,052, dated January 8, 1889.

Application filed November 14, 1888. Serial No. 290,803. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM H. SCHMEDLEN and ROBERT E. BYRNE, citizens of the United States, residing at Coldwater, in the
5 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
10 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.

15 This invention relates to sulkies or road-carts, and has for its object to provide a vehicle of this nature that will be comfortable, and in which the person will experience very little or none of the inconveniences usually
20 felt by persons riding in this class of vehicles.

The improvement consists in the novel means for connecting the seat-bars with the thills and the devices for supporting the foot-rest, which hereinafter will be more fully described and claimed, and shown in the annexed drawings, in which—

Figure 1 is a perspective view of a road-cart embodying our invention, and Fig. 2 a perspective detail view showing the manner of connecting the parts.

30 The axle A, having the wheels D D at its ends, and the thills B, strengthened by the braces C, are of ordinary construction. The seat-bars F are pivotally connected at their
35 lower ends with the thills B by the nose-irons f and gradually approach each other or converge from their lower to their upper ends, on which ends the seat G is supported. The in-

verted-C springs H are connected at their upper ends with the seat-bars and have their lower ends flexibly connected with the cross-bars I by the swinging yoke-coupling J. The foot-rest K is connected at its lower ends with the yoke-coupling J and at its upper ends with the seat-bars, singletree on top of cross-bar, 45 and between cross-bar and springs.

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

1. In a road-cart, the combination, with the 50 thills and the seat-bars pivoted to the thills, of the inverted-C springs interposed between the seat-bars and the cross-bars of the thills by a swinging yoke-coupling, and the foot-rest secured at its lower end to the said coupling 55 and at its upper end to the seat-bars, substantially as set forth.

2. The herein-described sulky or road-cart, composed of the axle having wheels, the thills suitably braced and provided with a cross- 60 bar, the seat-bars pivoted at their lower ends to the thills and supporting the seat at their upper ends, the inverted-C springs secured to the seat-bars and having their lower ends fastened to the said cross-bar by a swinging yoke- 65 coupling, and the foot-rest having its lower end connected with the said yoke-couplings and having its upper end secured to the said seat-bars, substantially as set forth.

In testimony whereof we affix our signatures 70 in presence of two witnesses.

WILLIAM H. SCHMEDLEN.
ROBERT E. BYRNE.

Witnesses:

GEORGE H. TURNER,
AGNES GIBSON.