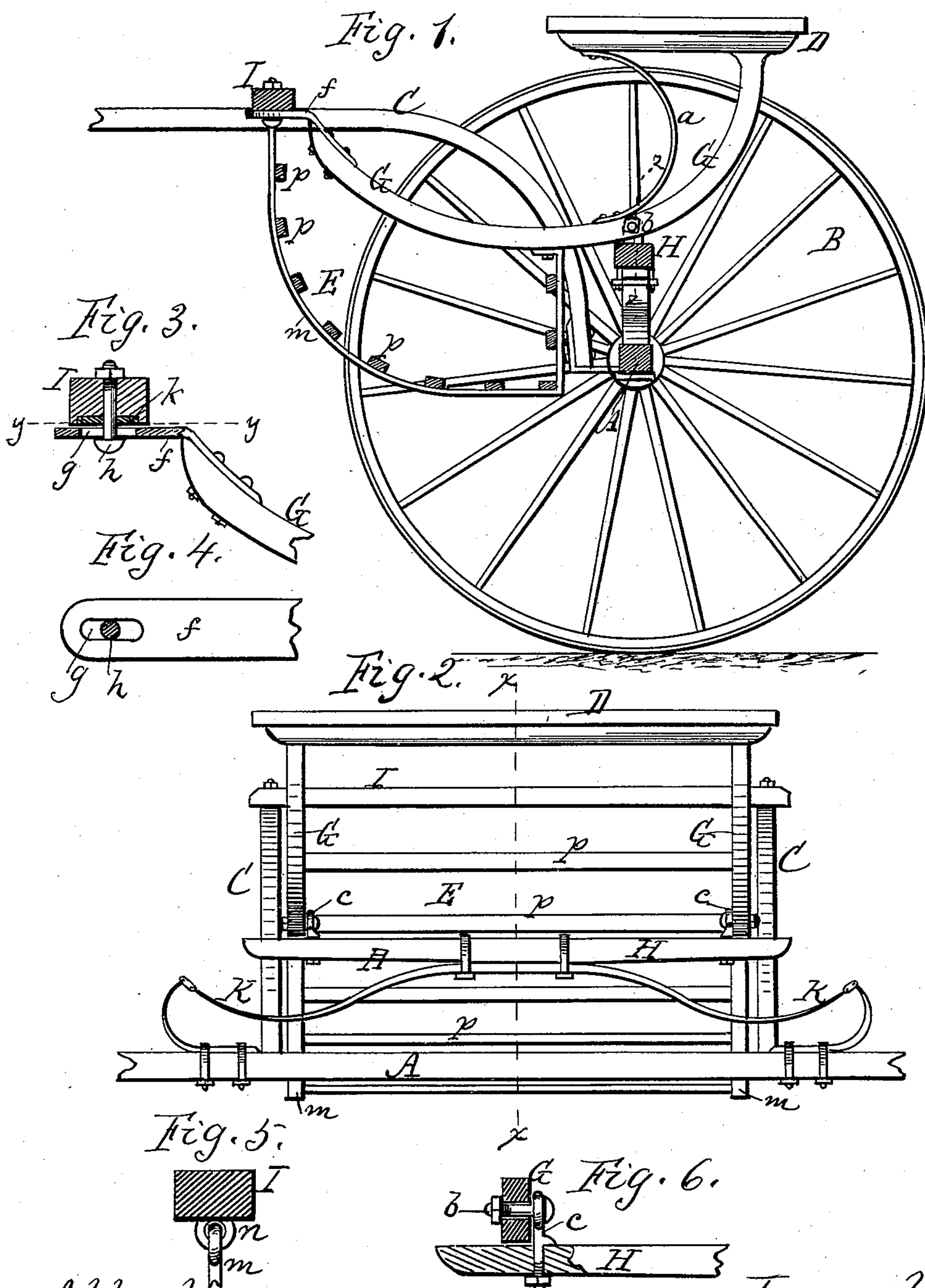


(No Model.)

J. A. DIBLEY.
ROAD CART.

No. 407,725.

Patented July 23, 1889.



Attest.
Charles Sidener.
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UNITED STATES PATENT OFFICE.

JOSEPH A. DIBLEY, OF EAST KENDALL, NEW YORK.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 407,725, dated July 23, 1889.

Application filed April 26, 1889. Serial No. 308,750. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH A. DIBLEY, of East Kendall, in the county of Orleans and State of New York, have invented a certain new and useful Improvement in Road-Carts; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the drawings accompanying this specification.

My improvement relates to two-wheeled road-carts; and the object is to obviate the rocking or dead motion produced by the motion of the horse.

To this end the invention consists in the construction and arrangement of parts, hereinafter described and definitely claimed.

In the drawings, Figure 1 is a longitudinal vertical section of the road-cart in line *xx* of Fig. 2. Fig. 2 is a rear elevation of the body of the cart, the wheels being removed. Fig. 3 is an enlarged vertical section through the front end of one of the rockers and the cross-bar of the thills. Fig. 4 is a horizontal section in line *yy* of Fig. 3. Fig. 5 is a cross-section of the cross-bar of the thills, showing the front end of one of the basket-hangers connected therewith. Fig. 6 is an enlarged cross-section of the rocker and a longitudinal section of part of the rear spring-bar, showing the means of attaching the rocker to the spring-bar.

A indicates the axle, B B the wheels, and C the thills, which are of ordinary construction.

D is the seat, and E the basket or foot-receptacle, which are also of usual form.

My improvement is as follows: G G are two rockers, which constitute the body of the vehicle. These are simply bars of curved form, as shown—one on each side—attached at the rear to the spring-bar H, and at the front to the cross-bar I of the thills. The seat D is attached to the upper rear ends of the rockers and serves to stiffen the same. A brace *a* connects the front edge of the seat with the rocker below, one stiffener being used on each side. The rockers are each hinged to the spring-bar H by means of a pivot-bolt *b*, Fig. 6, which passes through an eyebolt *c*, said pivot-bolt passing horizontally through the rocker, and said eyebolt passing vertically

through the spring-bar and being held by nuts. The rockers are held elevated above the spring-bar, so as to have freedom of rocking motion, and they turn on the pivot with every vibration of the vehicle-body. The spring-bar is attached to a half-elliptic spring K, which in turn rests on the axle A.

The front ends of each of the rockers G G is provided with a horizontal strap *f*, Figs. 3 and 4, which is provided with a slot *g*, and through this slot passes a headed bolt *h* from the under side, said bolt passing up through the thill-bar I and being secured at the top by a nut. The parts are loosely connected, so that the strap *f* has free sliding motion forward and back between the head of the bolt and the bottom of the cross-bar, a wear-plate *k* being attached to the bottom of the cross-bar to take the wear.

E is the basket or foot-receptacle, consisting of two side straps *m m*, bolted to the bottom of the rockers at the rear, and connected with the cross-bar of the thills in front by means of eye-joints *n n*, as shown in Fig. 5. The side straps are connected by cross-slats *p p*, as usual.

By the construction above described the body of the vehicle is not affected by the irregular motions of the horse, but plays freely and easily, while the "horse motion" is all expended on the thills, axle, and wheels. The joints *b c* at the rear allow free rocking of the vehicle-body vertically, while the slotted plates *ff* have free movement forward and back longitudinally on the bolts *h h*. These combined motions equalize all irregular motions produced by the gait of the horse. Similar effects are produced by other constructions; but the above is simple and cheap in construction, and is effective in operation.

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

1. In a road-cart, the combination, with the spring-bar H and cross-bar I, of the hangers G G, pivoted to the spring-bar so as to rock vertically, and provided with slotted plates *ff*, that slide forward and back on bolts *h h*, attached to the cross-bar, as shown and described, and for the purpose specified.

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

spring-bar H, the rockers G G, the eyebolts *b*
c, connecting said parts, the thill-bar I, the
slotted straps *f f*, attached to the rockers, and
bolts *h h*, attached to the thill-bar, said parts
5 being connected as shown and described, and
operating in the manner and for the purpose
specified.

In witness whereof I have hereunto signed
my name in the presence of two subscribing
witnesses.

J. A. DIBLEY.

Witnesses:

R. F. OSGOOD,
T. S. DEAN.