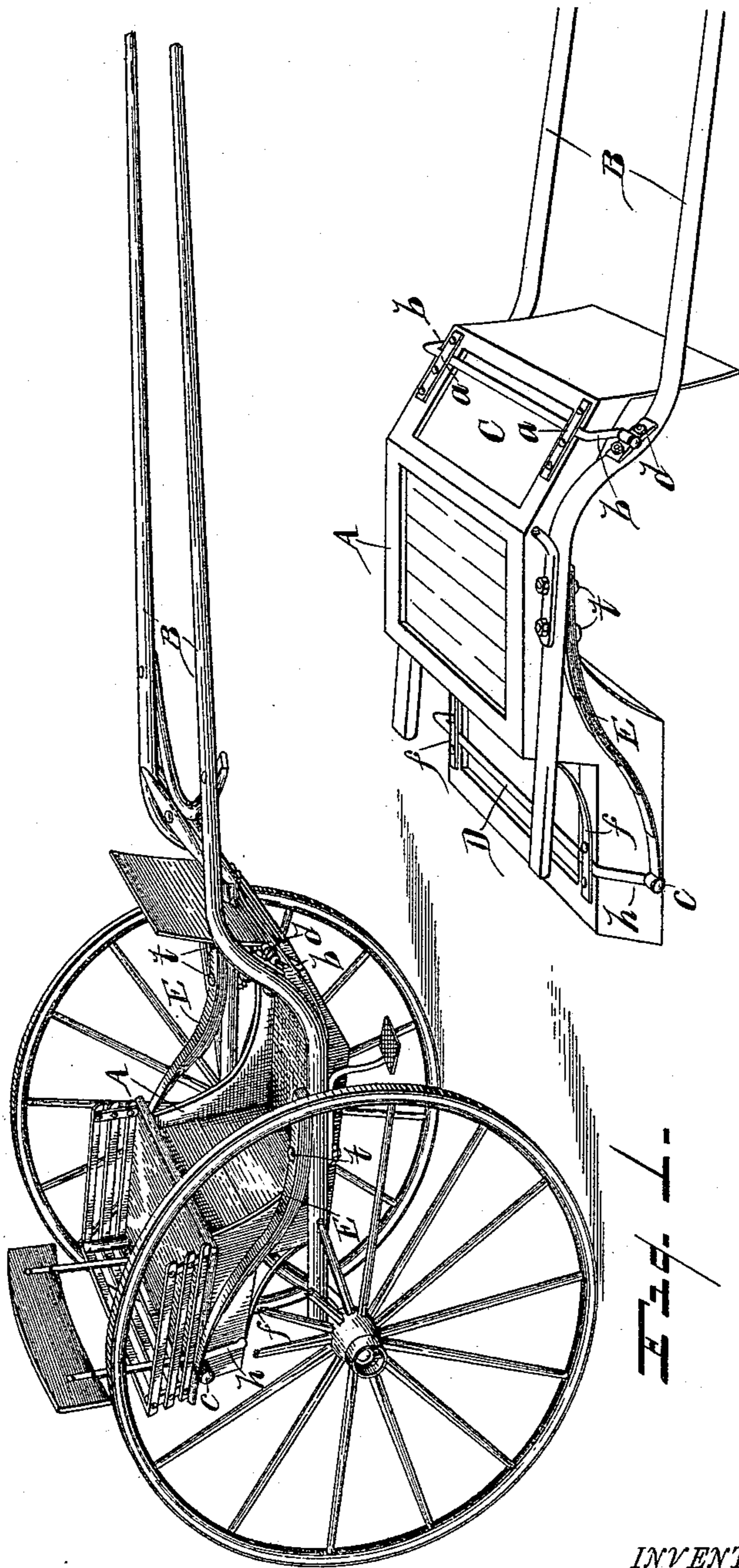


(No Model.)

J. D. DORT.  
ROAD CART.

No. 448,855.

Patented Mar. 24, 1891.



WITNESSES  
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# UNITED STATES PATENT OFFICE.

JOSIAH DALLAS DORT, OF FLINT, MICHIGAN.

## ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 448,855, dated March 24, 1891.

Application filed December 6, 1890. Serial No. 373,762. (No model.)

*To all whom it may concern:*

Be it known that I, JOSIAH DALLAS DORT, a citizen of the United States, residing at Flint, in the county of Genesee and State of Michigan, 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 of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in road-carts; and it consists in a certain construction and arrangement of parts, as hereinafter fully set forth, the essential features of which will be pointed out particularly in the claims.

The object of the invention is to produce a road-cart of good appearance that is simple and cheap in construction, and in which the arrangement of parts is such that the objectionable "horse motion" given to the thills is not imparted to the body of the vehicle. This object is attained by the means shown in the accompanying drawings, in which—

Figure 1 is a perspective view of my improved cart, the spokes of one wheel being broken away to better show the arrangement of parts. Fig. 2 is a view of the body and thills inverted.

Referring to the letters of reference, A indicates the body of the vehicle, and B the thills, the rear ends of which are secured to the axle. Said thills extend horizontally along the body to a point near the front end thereof, where they are curved upward, from which point they again extend forward on a horizontal line.

The forward end of the body is supported by a crank-rod C, that crosses the body transversely and is let into the under face thereof, said rod being secured to the body by straps *a*, (shown in Fig. 2,) which permit said rod to rock in its bearings. The crank ends *b* of said rod C extend upwardly, and are secured to the under face of the thills by means of the clips or bearing-plates *d*.

The rear end of the body is in like manner

supported on the crank-rod D, that crosses the body transversely and is let into its under face, said rod being secured in its bearings by the metal straps *f*, crossing its under face, and that also form a brace for the rear end of the body, to which they are secured. The crank ends *h* of the rod D extend upward, and are journaled in an eye in the rear upwardly-curved ends of the springs E, as shown at *c*, the forward ends of said springs being bolted at *t* to the upper face of the thills.

It will now be apparent that by the employment of the crank-rods in the manner described for supporting the body of the vehicle said body is swingingly suspended, enabling it to adjust itself and maintain its horizontal plane irrespective of the motion imparted to the thills by the action of the horse, producing an easy-riding vehicle in which the body is completely isolated from the horse motion.

Having thus fully set forth my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a road-cart, the following conjoined elements: the axle, the thills mounted thereon, the springs mounted on said thills, their free ends extending over the axle, the crank-rod journaled in the ends of said springs, the crank-rod journaled in supports mounted on the thills, and the body mounted pivotally on said crank-rods, substantially as set forth.

2. In a vehicle, the combination of the axle and thills, the latter having straight rear end portions and central upwardly-curved parts, the springs mounted on the rear end portions of the thills and extending rearwardly over the axle, the crank-rod journaled in the free ends of said springs, the rear end of the body being journaled on said crank-rods, the plates mounted on the upwardly-curved portions of the thills, and the crank-rod journaled therein, the forward portion of the body being journaled on said crank-rod, as and for the purposes specified.

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

JOSIAH DALLAS DORT

Witnesses:

CHARLES H. WISNER,  
D. D. AITKEN.