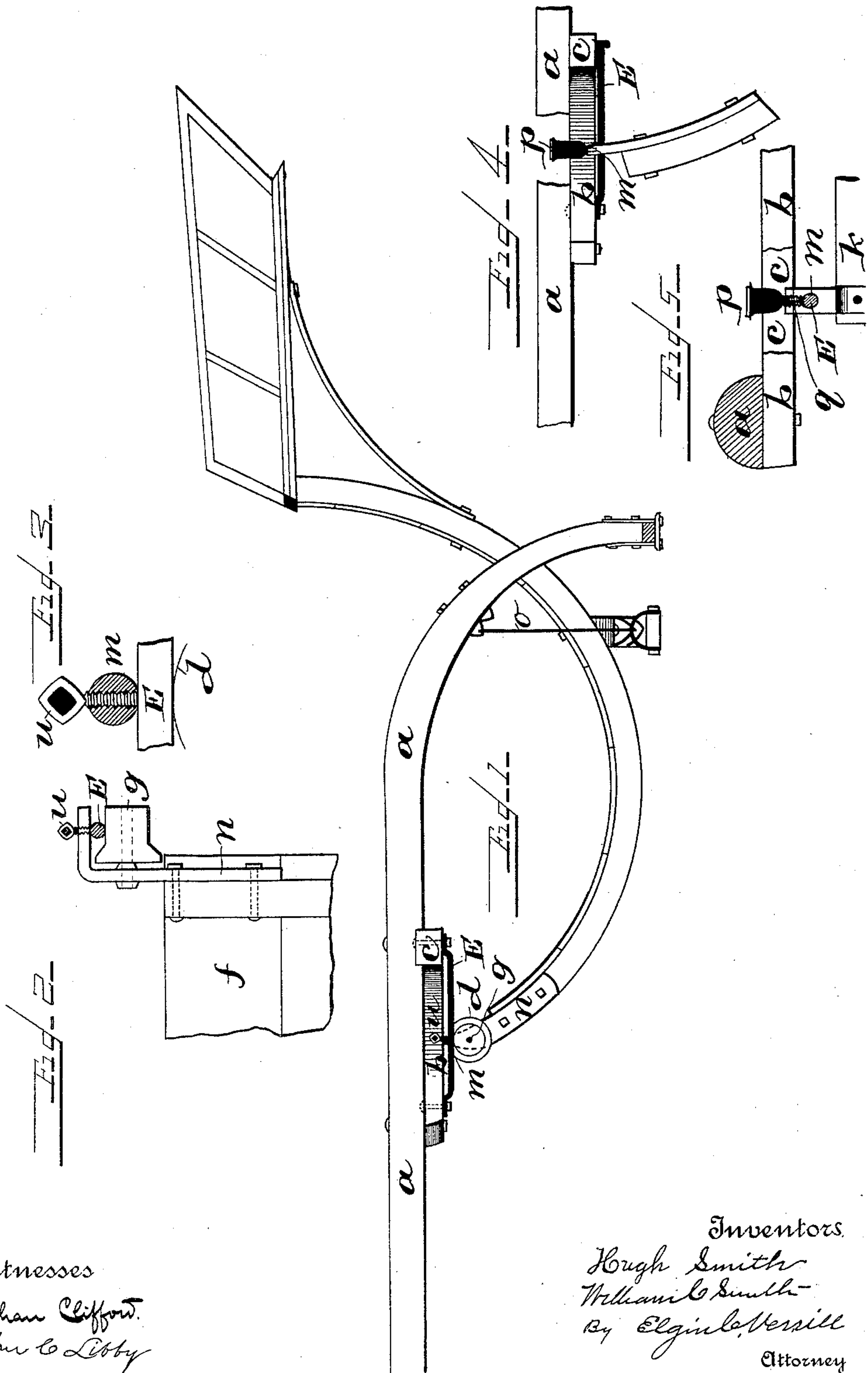


(No Model.)

H. & W. C. SMITH.  
ROAD CART.

No. 462,644.

Patented Nov. 3, 1891.



Witnesses  
Nathan Clifford.  
Arthur C. Libby

Inventors  
Hugh Smith  
William C. Smith  
By Elgin C. Versill  
Attorney

# UNITED STATES PATENT OFFICE.

HUGH SMITH AND WILLIAM C. SMITH, OF GRAY, MAINE, ASSIGNORS OF  
ONE-HALF TO JAMES T. HANCOCK, OF SAME PLACE.

## ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 462,644, dated November 3, 1891.

Application filed June 8, 1891. Serial No. 395,605. (No model.)

*To all whom it may concern:*

Be it known that we, HUGH SMITH and WILLIAM C. SMITH, of Gray, in the county of Cumberland and State of Maine, have invented certain new and useful Improvements in Road-Carts; and we do hereby declare that the following is a full, clear, and exact description of the invention, which 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 of reference marked thereon, which form a part of this specification, in which—

Figure 1 is a side view of my improved road-cart. Fig. 2 is an end view of one side of the same. Fig. 3 is an enlarged side view showing truck, track, spur, and set-screw. Fig. 4 is a side view showing oil-cup and forward end of carriage-bar adapted to slide on said track. Fig. 5 is an end view of same; and same letters refer to like parts.

The object of my invention is to make a road-cart which will be cheap, durable, and easy to ride in.

It consists of a body supported at the center by pivoted hangers and having its forward ends loosely attached to the thills or cross-bars in such manner that the body may move freely back and forth and sidewise, and in combining therewith a self-lubricating cup to reduce the friction where there is any sliding motion, and in other details of construction, which will be hereinafter fully set forth.

In said drawings, *a* represents the shaft; *b*, the front cross-bar, and *c* the back cross-bar. Attached to the thills, at a suitable distance from the axle, are tracks *e*, and between tracks *e* and said axle are pivoted hangers *o*, on which the body is supported at the center. To the forward ends of the body, at either side, are strapped bars *n*. Bars *n* may have a set-off *m*, adapted to slide on one side of said track, and journaled in said bar *n* is a pulley or truck *d*, adapted to travel on the other side of said track, as seen in Fig. 2. Passing through the set-off *m* is a set-screw *u*, which may, if desired, be adjusted to rest on the track, so that thereby the truck may always be held against the track, so that all

rattle will be prevented. Instead of the set-screw shown in Fig. 3, a combined oil-cup and set-screw may be used, as seen in Fig. 5. The oil-cup *p* has a small exit-opening *q*, through which the oil slowly runs down upon the track. Figs. 4 and 5 show the track as passing through the strap *n*, said strap sliding on said track, the friction being largely overcome by keeping the track and contact portions of the strap well lubricated. The oil-cup may be attached in any other convenient manner, and may or may not be used with devices shown in Fig. 2.

In Fig. 2 the weight of the body in the cart is behind the fulcrum for almost all positions, and the roll always presses against the bottom of the track, except when the weight is forward of the fulcrum, as in getting into the carriage, in which case the set-off bears on the top of the track.

In order that the truck may not interfere with the free sidewise movement of the body, I may make it in the form shown in Fig. 2, having a flange only on one side.

Having thus described our invention and its use, what I claim, and desire to secure by Letters Patent of the United States, is—

1. In a road-cart, the combination, with thills having a track attached thereto, of a body supported at or near its center by long hangers pivotally attached at one end to the thills and at the other to the body and at its forward end by bars rigidly attached to the body, and having trucks journaled therein adapted to travel on one side of the tracks, and a clamping projection rigidly attached thereto, adapted to hold said trucks upon the tracks and to slide on said tracks, substantially as set forth.

2. In a road-cart, the combination, with thills having tracks attached thereto, of a body supported at or near its center by hangers pivotally attached at one end to the thills and at the other to the body and at its forward end by bars rigidly attached to the body, said bars carrying trucks with flanges on one side only, adapted to travel on one side of said tracks, and a clamping projection adapted to slide on the other side of said tracks and



to hold the trucks upon the tracks, substantially as set forth.

3. In a road-cart, the combination, with  
thills having tracks attached thereto and a  
5 body supported by hangers pivotally attached  
to the thills and to the body at or near its  
center and at its forward end by bars having  
clamping projections adapted to slide on said  
tracks, of an oil-reservoir attached to said  
10 projections and adapted to keep the tracks

constantly lubricated, substantially as set forth.

In testimony that we claim the foregoing as our own we affix our signatures in presence of two witnesses.

HUGH SMITH.  
WM. C. SMITH.

Witnesses.

L. M. NEAL,  
CHARLES E. SMALL.