(No Model.)

2 Sheets—Sheet 1.

S. J. McDONALD.

ROAD CART.

No. 394,711. Patented Dec. 18, 1888.

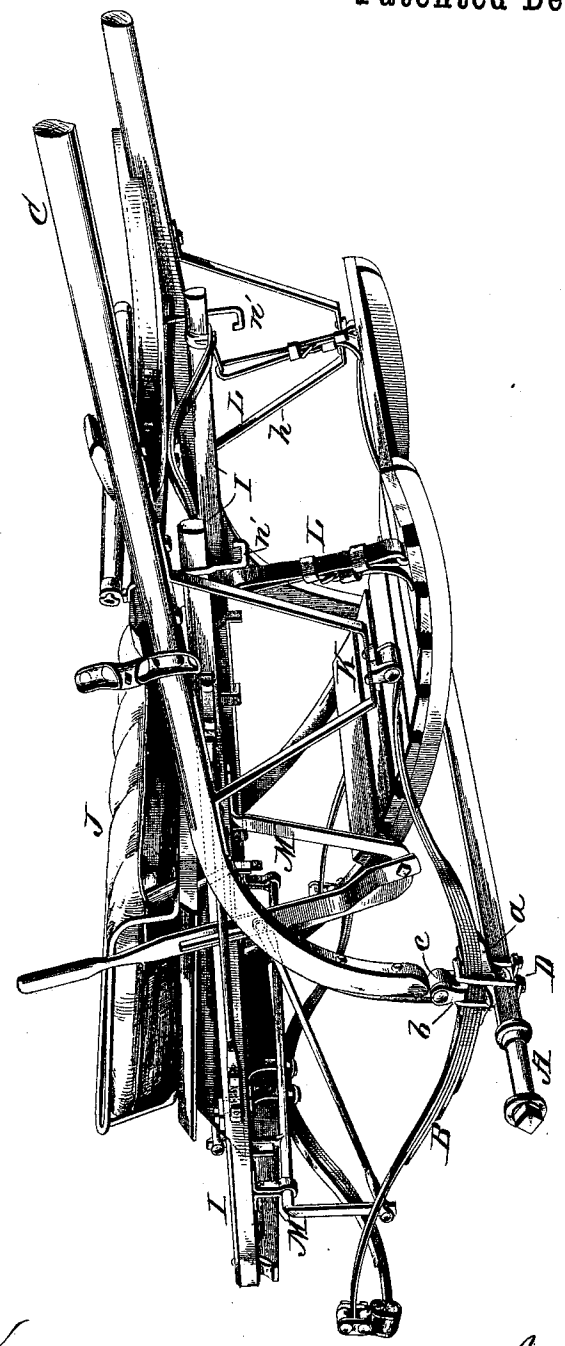

Fig. 1.

Witnesses
Chas. J. Williamson
C. H. Bond.

Inventor.
Samuel J. McDonald.
per Chas. H. Fowler
Attorney.

(No Model.)

2 Sheets—Sheet 2.

S. J. McDONALD.

ROAD CART.

No. 394,711. Patented Dec. 18, 1888.

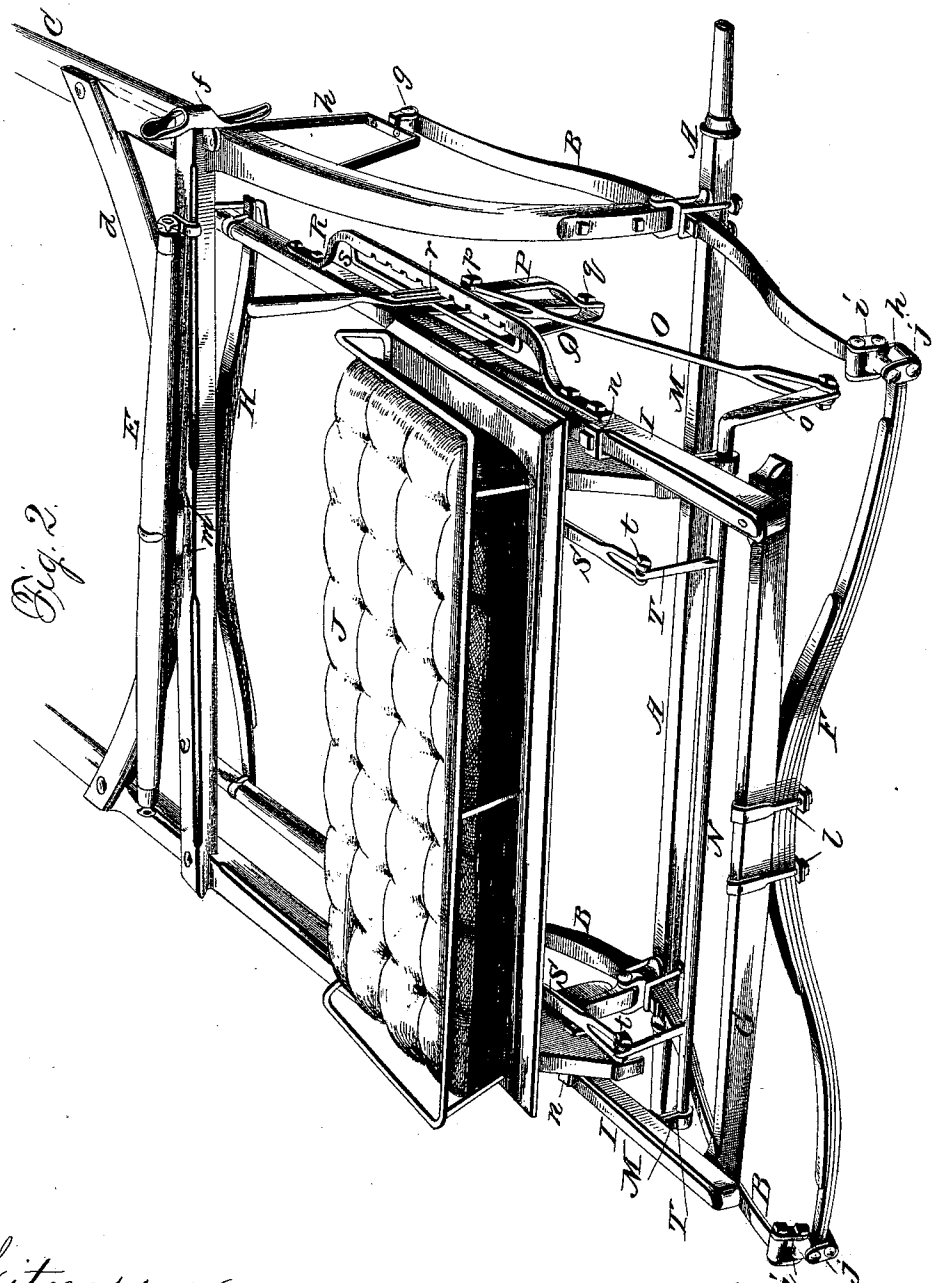

Fig. 2.

Witnesses.
Chas. J. Williamson.
E. H. Bond.

Inventor.
Samuel J. McDonald,
per Chas. H. Fowler.
Attorney.

UNITED STATES PATENT OFFICE.

SAMUEL J. McDONALD, OF GALLATIN, MISSOURI.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 394,711, dated December 18, 1888.

Application filed September 27, 1888. Serial No. 286,499. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL J. McDONALD, a citizen of the United States, residing at Gallatin, in the county of Daviess and State of Missouri, have invented certain new and useful Improvements 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 annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

This invention relates to certain new and useful improvements in road-carts; and it has for its objects to improve upon prior constructions of this character, to dispense with the so-called "horse-motion" and side motion, and to provide for the shifting of the seat and foot-rest at will.

To the above ends and to such others as the invention may pertain the invention consists in the peculiar combinations and the novel construction, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the drawings, and then particularly pointed out in the appended claims.

In the accompanying drawings, which form a part of this specification, Figure 1 is a perspective side view of a road-cart constructed in accordance with my invention. Fig. 2 is a perspective view from the rear.

Referring now to the details of the drawings by letter, A designates the axle, on which I place the spring-blocks *a*, on which rest the semi-elliptic springs B, and on these springs B rest the bearings or brackets *b*, in which the eyes *c* of the shafts C are secured, clips D being used to hold the brackets, springs, and blocks to the axle. It will be seen that by this construction the axle and springs will vibrate on the end of the shafts.

The shafts are provided with the usual cross-bars, *d e*, singletree E, and whip-socket *f*. The forward ends of the springs B are pivotally connected at *g* to the substantially U-shaped hangers or irons *h*, which are attached to the under sides of the shafts. The rear ends of the springs B are pivotally connected by the hangers *i* to the hangers *j*, to which latter are pivoted the eyes *k* of the semi-elliptic spring F. By this construction side motion of the seat is dispensed with, the spring F being free to move laterally and the springs B free to move independently of any motion of said spring F.

G is a cross-bar clipped by the clips *l* to the rear cross-spring, F, the length of said cross-bar being governed by the width of the seat desired.

H is a half-spring secured near its center, as at *m*, to the cross-bar *e* of the shafts, and to the ends of this spring are secured in any suitable manner the forward ends of the side bars, I, the rear ends of which are secured to the ends of the rear cross-bar, G. Hooks *n* are secured to the under sides of the cross-bars, and with their hooks support the seat-risers of the seat J. Similar hooks, *n'*, are secured to the under side of the cross-bar *e*, and serve to guide and limit the downward movement of the side bars, I.

The foot-rest K has the rear ends of its side bars hinged to the under side of the seat, while the front ends thereof are connected to the forward ends of the side bars, I, by means of the adjustable straps and buckles L, by means of which the foot-rest may be raised or lowered to accommodate persons of different height.

M are hangers secured to the under sides of the side bars near the rear ends thereof, and in these hangers is journaled the transverse roller-bar N, one end of which—preferably that upon the right-hand side—is extended downward at right angles to the length of the bar, as shown at *o* in Fig. 2, and to the free end of the part *o* is pivotally attached one end of the rod O, the other end of said rod being pivotally connected, as at *p*, to the lever P, which in turn is pivoted at its lower end, as at *q*, to the hanger Q, attached to the under side of the side bar. This lever P has a lug, *r*, which engages the teeth of the ratchet-bar R, attached to the side of the side bar and provided with the guide-rail *s*.

S are pull-rods rigidly attached at one end to the under side of the seat and the other ends bifurcated, as shown at *t*, and pivotally connected to the arms T on the roller-bar N. By this construction the occupant of the cart can adjust the seat on or off of the center, as occasion may require, by a simple movement of the lever P.

What I claim as new is—

1. The combination, with the shafts and the

side springs and axle vibrating on the ends thereof, of the rear cross-spring pivotally connected to the rear end of the side spring, substantially as described.

2. The combination, with the shafts, the side springs, and the axle attached to the ends of said shafts, of the rear cross-spring pivotally attached to the rear ends of said side springs, the front cross-spring, and the side bars supported on said cross-springs, substantially as described.

3. The combination, with the axle, the side springs, the shafts pivotally connected at their rear ends to said springs directly over the axle, and the rear cross-spring pivotally connected to the ends of said side spring, of the side bars supported at their rear ends on said cross-spring and yieldingly connected at their forward ends with the shafts, and provisions for adjusting the seat forward and back, substantially as described.

4. The combination, with the axle, the side springs, rear cross-spring, side bars, and seat, of the roller-bar N, connections between said bar and the seat, the pivoted lever, and a rod connecting said lever with the roller-bar, substantially as and for the purpose specified.

5. The combination, with the shafts, the side springs and axle vibrating on the end of said shafts, the rear cross-spring connected with the side springs, and the side bars supported at their rear ends on the cross-spring and at their forward ends yieldingly connected with the shafts, of the seat, the rods S, attached to said seat, the roller-bar N, journaled on the side bars and pivotally connected to said rods, the hanger Q on the side bars, the lever pivoted to said hanger, and the rod connecting the lever with the roller-bar, all substantially as shown and described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

SAMUEL J. McDONALD.

Witnesses:
S. D. STEPHENS,
T. B. YATES.