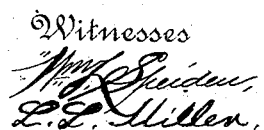


W. E. TELLER.

No. 344,017.

Patented June 22, 1886.



Inventor

William E. Teller

By his Attorney *Chas. H. Fowler*

# UNITED STATES PATENT OFFICE.

WILLIAM E. TELLER, OF MOLINE, ASSIGNOR OF ONE-HALF TO FREDERICK APPELQUIST, OF ROCK ISLAND, ILLINOIS.

## ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 344,017, dated June 22, 1886.

Application filed March 30, 1886. Serial No. 197,147. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM E. TELLER, a citizen of the United States, residing at Moline, in the county of Rock Island and State of Illinois, 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.

Figure 1 of the drawings is a side elevation of my invention, partly in section; Fig. 2, a detail view thereof in perspective; and Fig. 3 a modification of the manner of connecting the forward ends of the side bows to the shafts.

The present invention has relation to that class of two-wheeled vehicles commonly termed "road-carts;" and the object thereof is to provide a simple, effective, and practical means of preventing what is known as "horse motion," which object I attain by the construction substantially as shown in the drawings, and hereinafter described and claimed.

In the accompanying drawings, A represents the axle, to the ends of which are connected in the usual manner the wheels B, and C the shafts attached to the axle by clips or other preferred means. The seat D is connected in any suitable manner to the rear end of side bars, *a*, the forward ends joining with bows E, of wood or metal, as preferred. The rear ends of the bows E are suitably connected to the bars *a* at a point under the seat D, or in any manner connected with the seat, so as to form a support thereto. The forward ends of the bows E are suitably connected to the under side of the shafts C, either by means of a hinge-joint, *b*, or by a spring-joint, as shown at *c*, Fig. 3, or in any other desirable manner that will admit of the required motion of the bows independent of the shafts. The bows E extend rearwardly on a curve and over a cross-

bar, F, and under the axle A to the point of attachment to the seat D. A spiral, rubber, or any other well-known form of spring, as shown at G, is connected to the ends of the cross-bar F and to the under side of the shafts C.

As previously stated, I do not desire to be understood as confining myself to any special form of spring, so long as it will expand and contract in a vertical direction or longitudinally. I prefer, however, to employ a spiral spring, as shown, and, to protect its coils, the same is inclosed in a casing, H, having interior screw-threads at its ends to receive plugs *d e*. The lower plug is formed with suitable means for attaching it to the end of the cross-bar E, and the plug *d* has a hole through which passes a rod, *f*, and extends through the axial center of the spring, with a head, *g*, on its lower end, the upper end of the rod having means for attaching it to the shaft.

If preferred, the casing and its adjuncts may be dispensed with, and the ends of the spiral spring connected directly to the cross-bar and shafts.

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

In a sulky or road cart, the side bars and bows connected, as shown, to the seat, and connected together forward of the axle, the bows also being jointed to the shafts, in combination with springs inclosed in a casing and connected to the shafts and to a cross-bar, as shown, and for the purpose set forth.

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

WILLIAM E. TELLER.

Witnesses:

OLIVER OLSEN,  
A. HALLQUIST.