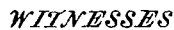


F. J. SALMON.  
ROAD CART.

Patented June 23, 1891.



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# UNITED STATES PATENT OFFICE.

FRANKLIN J. SALMON, OF BARTON, NEW YORK.

## ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 454,687, dated June 23, 1891.

Application filed January 2, 1891. Serial No. 376,525. (No model.)

*To all whom it may concern:*

Be it known that I, FRANKLIN J. SALMON, a citizen of the United States, residing at Barton, in the county of Tioga and State of New York, have invented certain new and useful Improvements in Road-Carts; and I do hereby 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.

This invention relates to sulkies, and aims to obviate the jerky horse-motion peculiar to this class of vehicles, and convert the same into an agreeable rocking or swaying motion.

Another feature of the invention is to facilitate the getting in and out of the vehicle without the necessity of climbing over the thills and coming in contact with the mud or dust on the wheels.

The improvement consists of the novel features and the peculiar construction and combination of the parts, which will be hereinafter more fully described and claimed, and which are shown in the annexed drawings, in which—

Figure 1 is a perspective view of the running-gear (the wheels being removed and the front end of the thills being broken away, the sides and the bottom of the box being removed) of a road-cart embodying my invention, showing the parts of the seat opened by full lines and closed by dotted lines. Fig. 2 is a rear view of the vehicle. Fig. 3 is a detail view of the ends of the side and the front connecting-spring, showing the slots in each and the connecting-bolt. Fig. 4 is an inverted perspective view of one half of the seat.

The axle A is of usual construction and the thills C are secured thereto. The vehicle-body D is suspended from the thills at its rear end by the link E and is supported at its front end on the side springs F, which are projected forward from the axle, and which are rigidly secured at their rear ends thereto. The cross-spring G, which is fastened to the front end of the body D, has slots *g* in its ends, and the front ends of the side springs F have corresponding slots *f*, and through the slots *f* and *g* pass the bolts H, which secure the ends of the springs F and G together, the bolts being sufficiently loose to permit lateral and longitudinal play of the

cross-spring G on the side springs F, thereby obtaining a loose joint between the springs, which will permit the body D to accommodate itself to the horse motion and to any jolting when passing over rough ground, to the ease and comfort of the occupant. The rear cross-spring I, which is attached to the rear end of the vehicle-body, is connected at its ends to the thills by the link E, which latter adjustably connects the ends of the said spring with the thills to raise or lower the vehicle-body. For convenience of adjustment the thills are provided with notched or ratchet brackets J with which the links are adjustably connected.

It will be observed that the body D is supported from the axle at its front end and from the thills at its rear end. However, to give additional support the body D may be connected by the straps K, with the loops *k* pendent from the cross-bar *k'*. These straps will limit the downward movement of the front end of the vehicle-body and support the same in the event of either of the springs F and G breaking. The seat is composed of two halves or parts L and L', which are adapted to open from the center outward and which are held together by any suitable means, as the catch *l*. The parts or halves L and L' are similarly constructed, being pivoted on the posts M and braced by the stays *m* and *m'*. One of the stays is extended to overlap the joint between the parts L and L'. When the parts of the seat are opened, as shown by dotted lines in Fig. 1, access may be had to the vehicle from the rear, the step N being provided and secured to the axle to facilitate the getting in and the getting out.

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

1. The hereinbefore-specified sulky, comprising the axle A, the thills C, secured to the axle, the side springs F, secured directly to the axle at their rear ends and having their front ends projected forward and provided with the slots *f*, the cross-spring G, having slots *g* at its ends, the bolts H, passing through the slots *g* and *f*, to secure the springs F and G together at their slotted ends, whereby the spring G has a relative lateral and longitudinal movement, the notched brackets J, se-

cured to the rear ends of the thills, the bow-spring I, adjustably secured at its ends to the notched brackets by means of loops E E, and the vehicle-body supported at its rear end on the spring I and at its front on the spring G, substantially as and for the purpose described.

2. The hereinbefore-specified sulky, comprising the axle A, the thills C, secured to the axle, the side springs F, secured directly to the axle at their rear ends and having their front ends projected forward and provided with the slots *f*, the cross-spring G, having slots *g* at its ends, the bolts H, passing through the slots *f* and *g*, to secure the springs F and G together at their slotted ends, whereby the spring G has a relative lateral and longitudinal movement, the notched brackets J, secured to the rear ends

of the thills, the bow-spring I, adjustably secured at its ends to the notched brackets by means of loops E E, the vehicle-body secured at its rear end on the spring I and at its front end on the cross-spring G, the straps K and loops *k*, connecting the front end of the vehicle-body with the cross-bar of the thills, the seats L L', constructed to open out from the center on a vertical axis, and a step N on the center of the axle, substantially as and for the purpose described.

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

FRANKLIN J. SALMON.

Witnesses:

GEO. L. KEELER,  
J. B. FLOYD.