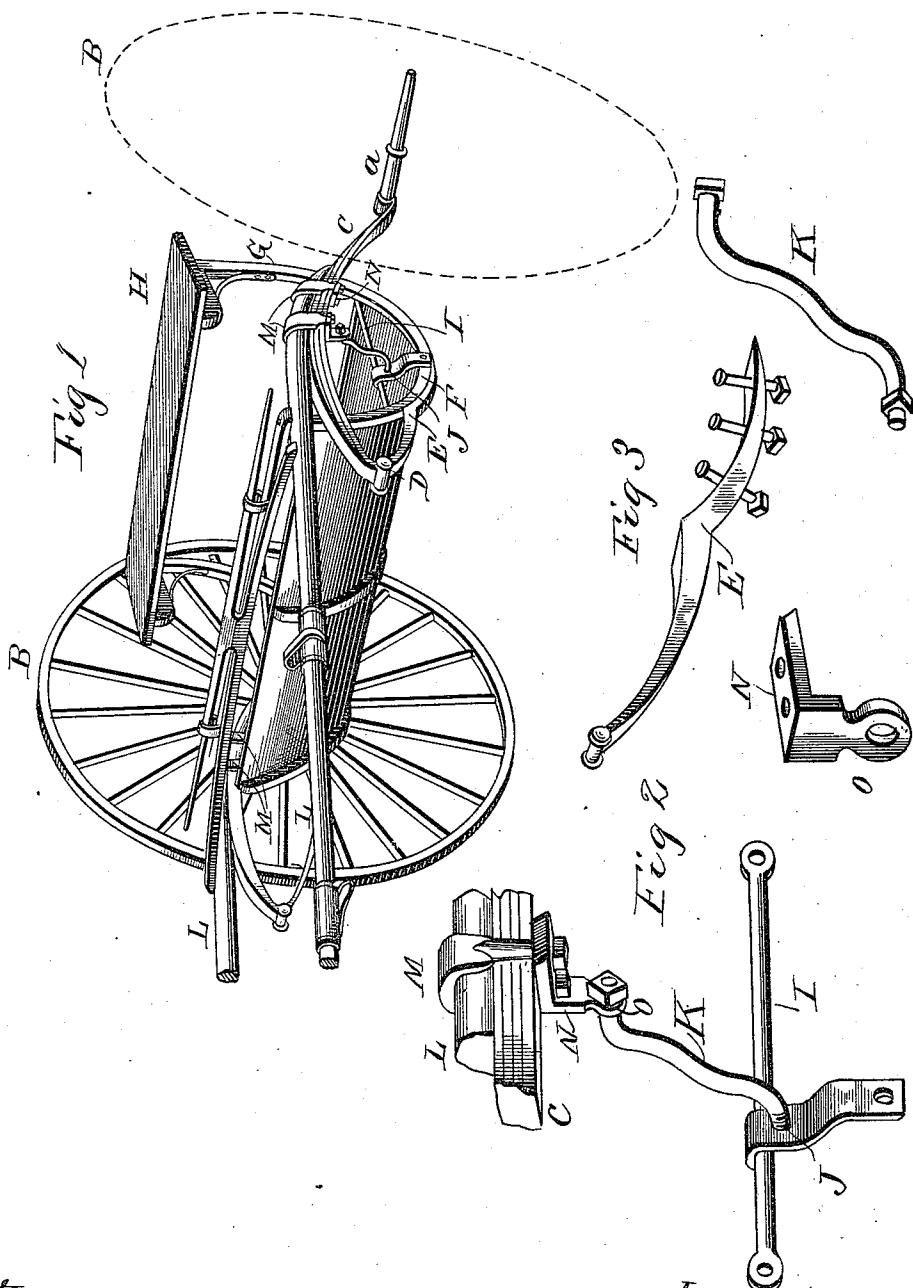


(No Model.)

A. J. GLICK.
TWO WHEELED VEHICLE.

No. 428,303.

Patented May 20, 1890.



Witnesses

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UNITED STATES PATENT OFFICE.

ALVIN J. GLICK, OF MILLERSVILLE, ILLINOIS.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 428,303, dated May 20, 1890.

Application filed February 1, 1890. Serial No. 338,899. (No model.)

To all whom it may concern:

Be it known that I, ALVIN J. GLICK, a citizen of the United States, residing at Millersville, in the county of Christian and State of Illinois, have invented certain new and useful Improvements in Two-Wheeled Vehicles; 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.

My invention relates to improvements in two-wheeled vehicles; and it consists in certain novel features hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of my improved vehicle. Figs. 2 and 3 are detail perspective views of the connections between the spring and the body.

The axle A is of the usual or any preferred construction, and the carrying-wheels B are mounted on the ends of the axle in the ordinary manner. The springs C are secured to the axle near the ends of the same and project forward therefrom, converging slightly toward each other, as shown. The front ends of the springs are provided with the eyes or perforated lugs D, and between the said eyes I pivot the upper ends of the brackets E. The brackets E extend rearward from the front ends of the springs and converge slightly, as will be readily understood, so that the ends of the side edges of the body may clear the springs and the shafts, as will be readily understood. The upper sides of the brackets E at the rear ends of the same are concave, and the body F is secured upon this concave portion by suitable bolts and extends between the said brackets. The body is provided at its ends with the curved arms G, which extend upward and rearward and have the seat H secured to their upper ends. At the lowest point of the body I secure the brace I, which is substantially T-shaped, its shank being secured at its lower end to the side edge of the body, and its arms being secured at their extremities likewise to the edges of the body. The shank of this brace is provided near its upper end with an opening J;

and this opening J is engaged by the end of bolt K, the upper end of which engages a clip

attached to the spring C, thereby connecting the spring to the body and supporting the body. These braces I prevent the spreading of the body, and they will prove very efficient if the shank be dispensed with and the bolt or link K be secured to the bracket E. In practice I sometimes arrange the device in this manner.

The shafts L are secured on the upper sides of the springs C by the clips M and the clip-plates N in the usual manner, and these clip-plates are provided at their inner ends with the depending perforated lugs O, which receive the upper ends of the bolts K, as above referred to.

From the foregoing description it will be seen that I have provided a two-wheeled vehicle or road-cart in which the body is supported or suspended directly from the springs, and consequently the motion usually given to the body in vehicles of this character by the motion of the horse and the inequalities in the road is overcome. The springs allow the vehicle to yield to inequalities in the road without jolting the rider, and as the shafts are attached to the springs instead of the body there will be no horse motion imparted to the body. This device is composed of few parts, which can be easily separated for the purpose of cleaning or repairing, and can be manufactured at a comparatively small cost. Inasmuch as the body is also suspended from the spring it readily accommodates itself to the position of the shafts, so that there is no increased strain put upon the horse in going up or down a hill.

The advantages of this device are thought to be obvious from the foregoing description without further detailed reference thereto.

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

1. The combination of the carriage-spring secured to and projecting forward from the axle, the body, and the bracket secured to the bottom of the body, projecting forward therefrom and having its front end pivoted to the front end of the spring, as set forth.

2. The combination of the spring, the body, the bracket secured to the body and pivoted to the spring, the brace secured to the body,

and the link extending between the body and the spring, as set forth.

3. The combination of the spring, the shafts, the clips secured to the shafts and the spring, 5 the clip-plate thereof having a perforated lug, the T-shaped brace secured to the body, the link extending between said brace and the said perforated lug, and the bracket secured

to the body and pivoted to the spring, as set forth.

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

ALVIN J. GLICK.

Witnesses:

M. RENFRO,
WM. STATTNER.