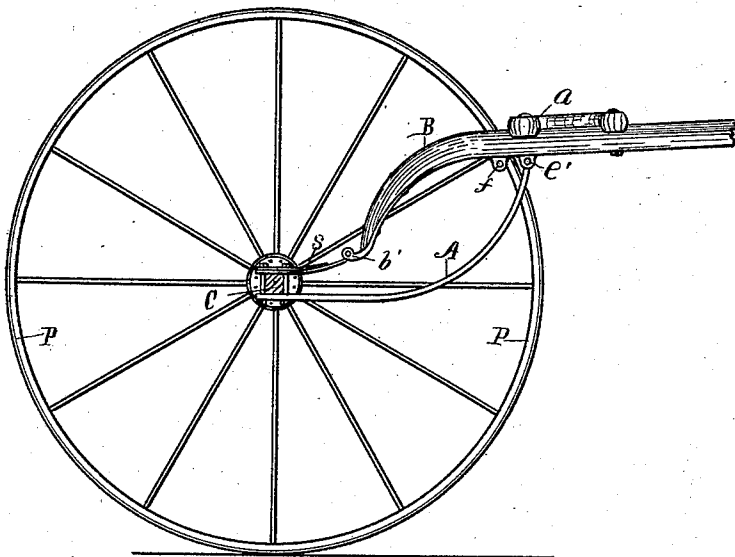


(No Model.)

J. P. BARKER.
TWO WHEELED VEHICLE.

No. 366,063.

Patented July 5, 1887.



Witnesses.

John B. Perkins
John H. Chase

Inventor.

Eduthum P. Barker
By *Lucius C. West*
Atty.

UNITED STATES PATENT OFFICE.

JEDUTHEUN P. BARKER, OF KALAMAZOO, MICHIGAN.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 366,063, dated July 5, 1887.

Application filed December 3, 1886. Serial No. 220,602. (No model.)

To all whom it may concern:

Be it known that I, JEDUTHEUN P. BARKER, a citizen of the United States, residing at Kalamazoo, county of Kalamazoo, State of Michigan, have invented a new and useful Two-Wheeled Vehicle, of which the following is a specification.

This invention relates to that class of two-wheel vehicles which employ thills of the ordinary length for four-wheeled vehicles by attaching to them bars having the forward end turned upward oppositely to the downward bend of the thill at the rear.

The object of this invention is to effect certain improvements, as below described and claimed.

In the drawing forming a part of this specification is shown a side elevation with one wheel removed.

Referring to the lettered parts, B are the ordinary buggy-thills, with cross-bar *a*. The bars A, which extend forward and bow upward, are similar to those heretofore employed; but I secure them on the under side of the axle C, thus getting them as low as possible, which is desirable, as they are intended to support the body. (Not here shown.) Of course both sides of the vehicle are like the side here shown. The forward end of the bars A is hinged at *e'* to the thills B just forward of their downwardly-curved ends. A spring of flat steel, S, is attached at its rear end on top

of the axle, extends forward, and curves upward, meeting the end of the thill B, to which it is hinged at *b'*. By this means the thills play on the fulcrum *e'* against a spring-resistance, said spring also constituting a rear extension of the thill, and thus the draft strain, by means of the bars A and spring S, as here arranged, comes on both the top and bottom of the axle, and the spring S, from the fact that the draft strain draws endwise upon it, obviates danger of said draft strain straightening the bows of the bars A. This peculiar construction and arrangement of parts makes a simple, strong, and fine appearing vehicle.

Having thus described my invention, what I claim is—

The combination of the ordinary thills, the springs bowed up at the forward end, hinged to the rear end of the thills, thence extending rearward, the axle with the rear end of said springs attached on top, and the bars attached to the under side of the axle, thence extending forward and upward and hinged to the thills, substantially as set forth.

In testimony of the foregoing I have hereunto subscribed my name in presence of two witnesses.

JEDUTHEUN P. BARKER.

Witnesses:

SAMUEL FOLZ,
G. D. B. HALL.