

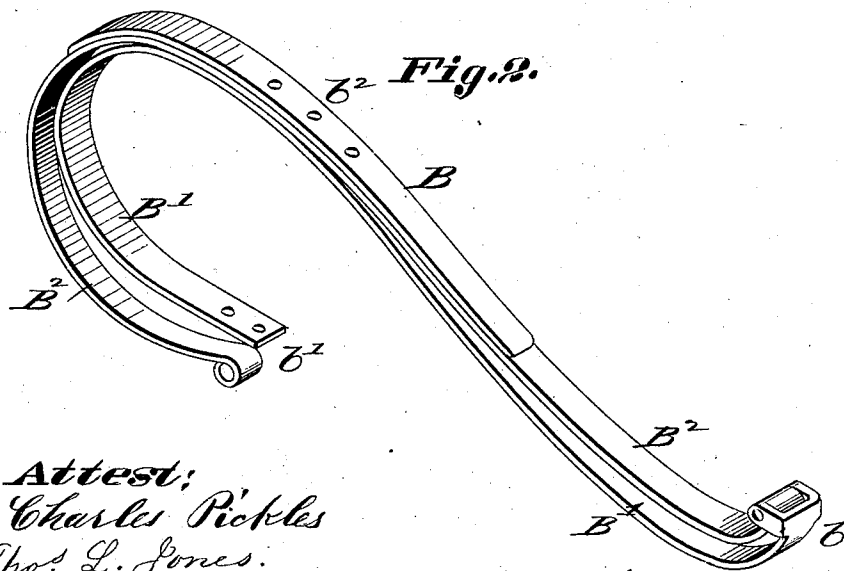
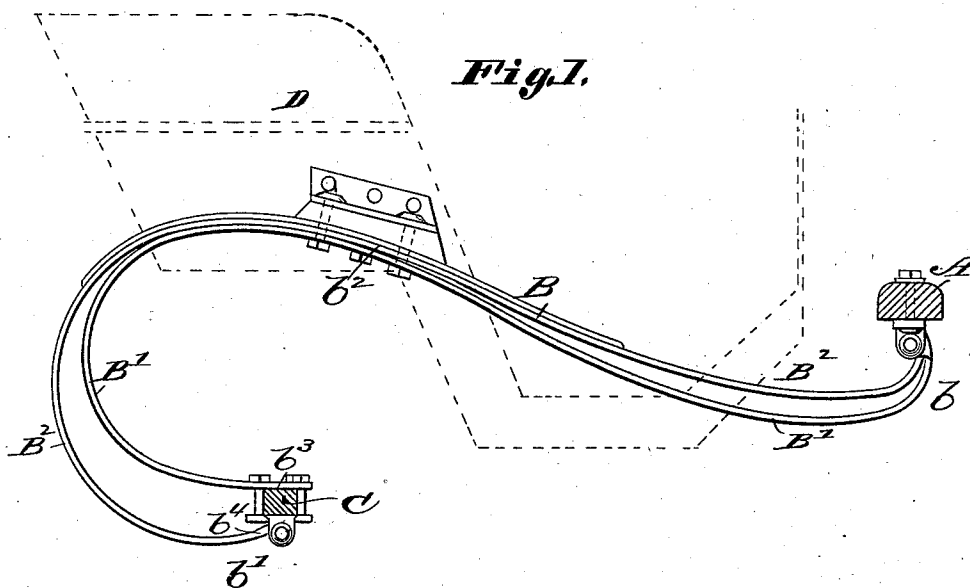
(No Model.)

F. SCHELP, Jr.

SPRING FOR TWO WHEELED VEHICLES.

No. 285,167.

Patented Sept. 18, 1883.



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UNITED STATES PATENT OFFICE.

FRED SCHELP, JR., OF BALLWIN, MISSOURI.

SPRING FOR TWO-WHEELED VEHICLES.

SPECIFICATION forming part of Letters Patent No. 285,167, dated September 18, 1883.

Application filed May 3, 1883. (No model.)

To all whom it may concern:

Be it known that I, FRED SCHELP, Jr., of Ballwin, St. Louis county, Missouri, have made a new and useful Improvement in Two-
5 Wheel-Vehicle Springs, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a side elevation of the improved
10 spring, and Fig. 2 a view in perspective.

The same letters of reference denote the same parts.

These improved springs are used in pairs, the springs being arranged, respectively, at
15 each side of the cart-body, and being shaped and extended as follows: Beginning at the cross-bar A, to which the forward end, *b*, of the spring B is attached, the spring B extends thence backward, curving at first slightly
20 downward, then gradually rising, passing the cart-axle C at a considerable elevation above the axle, and thence curving backward and downward and forward, somewhat like a C-spring, and at its rear end, *b'*, being attached
25 to the cart-axle. The cart-body (indicated by the broken lines in Fig. 1) D is attached to the springs at or near their highest elevation.

The improvement further relates to the composition of the springs. To provide for carrying
30 either one or two persons with equal

ease, each spring B is substantially made in two parts, B' and B². At the forward end, *b*, of the spring both parts are jointed to the cross-bar; but between the point of attachment to the cross-bar and the point *b'*, at which the
35 cart-body is attached to the spring, the parts B' and B² open apart from each other, substantially as shown, and in rear of the point *b'* the parts B' B² again diverge from each other, and the end *b'* of the part B' is fastened to the
40 top of the axle C, and the end *b'* of the part B² is jointed to the under side of the cart-axle. Making the spring thus in two parts enables the load to be varied—that is, one or two persons
45 can be carried.

I claim—

1. The herein-described spring, the same consisting of the parts B' B², connected at the forward end of the spring, connected at the point *b'*, and at the rear end of the spring separated, substantially as described. 50

2. The combination of the spring B and the axle C, said spring having its ends *b'* *b'* attached, respectively, to the top and bottom of the axle, substantially as described.

FRED SCHELP, JR.

Witnesses:

C. D. MOODY,
THOS. L. JONES.