

(No Model.)

R. ROSS.

TWO WHEELED VEHICLE.

No. 257,076.

Patented Apr. 25, 1882.

Fig. 1.

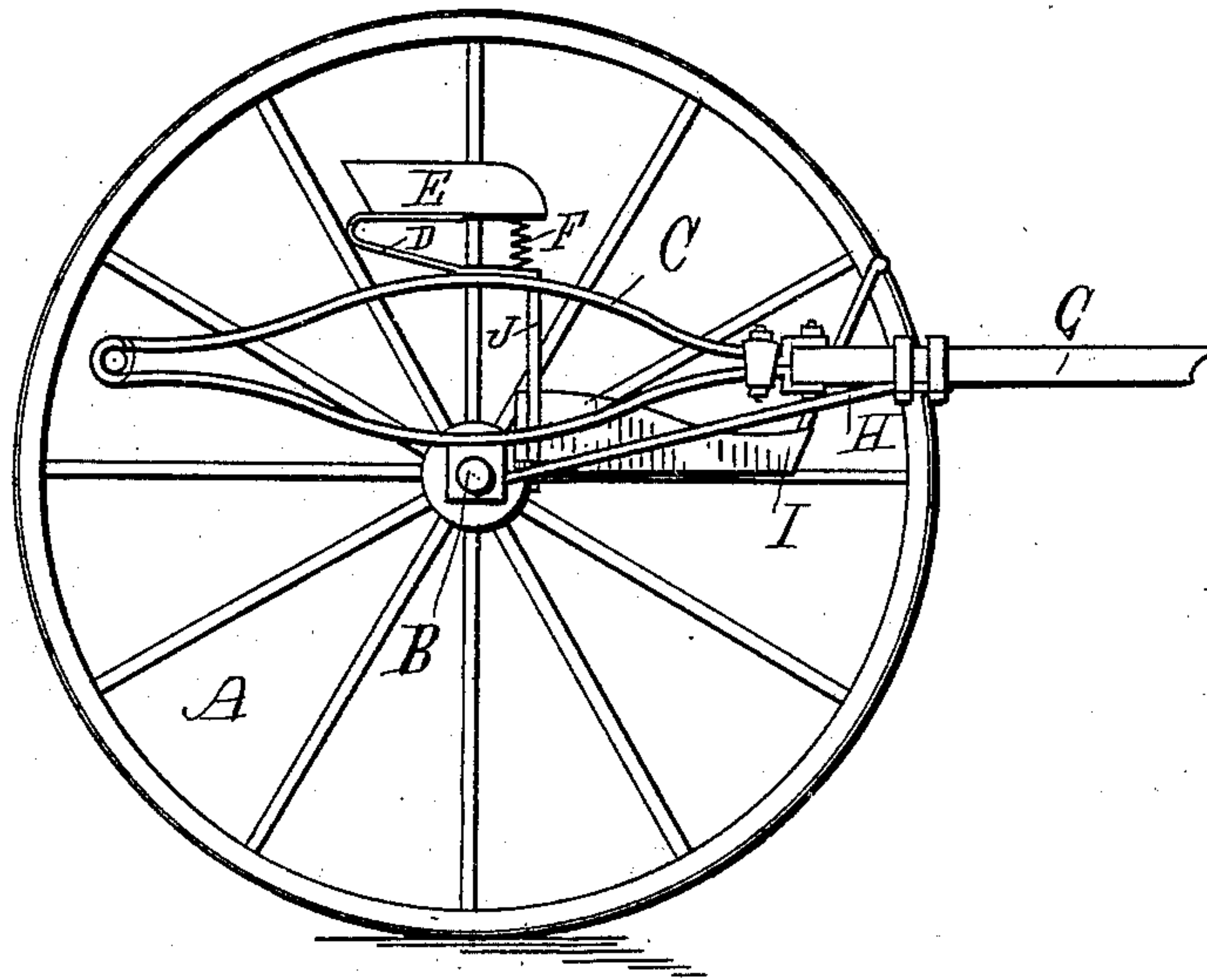


Fig. 2.

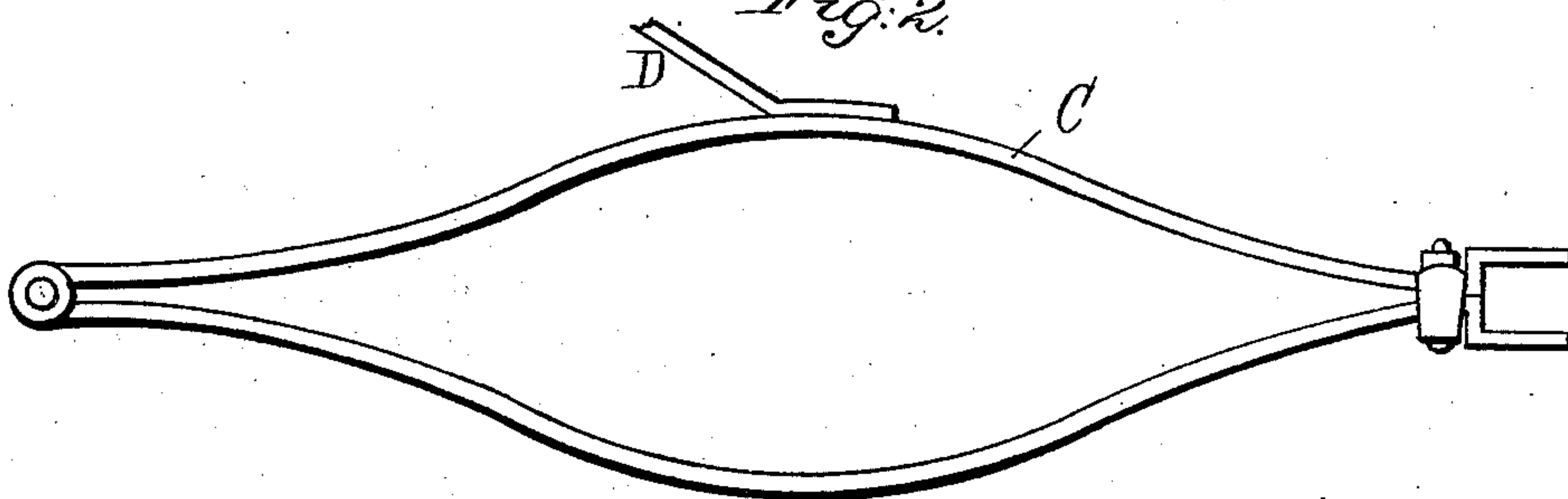


Fig. 4.

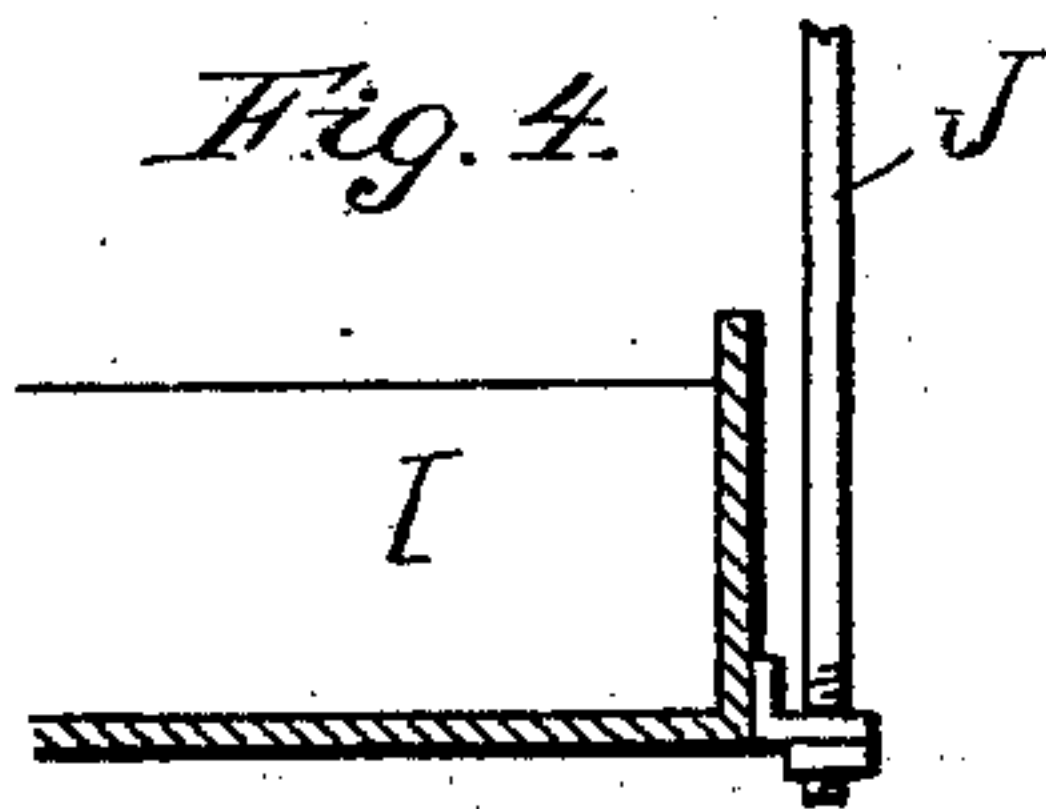
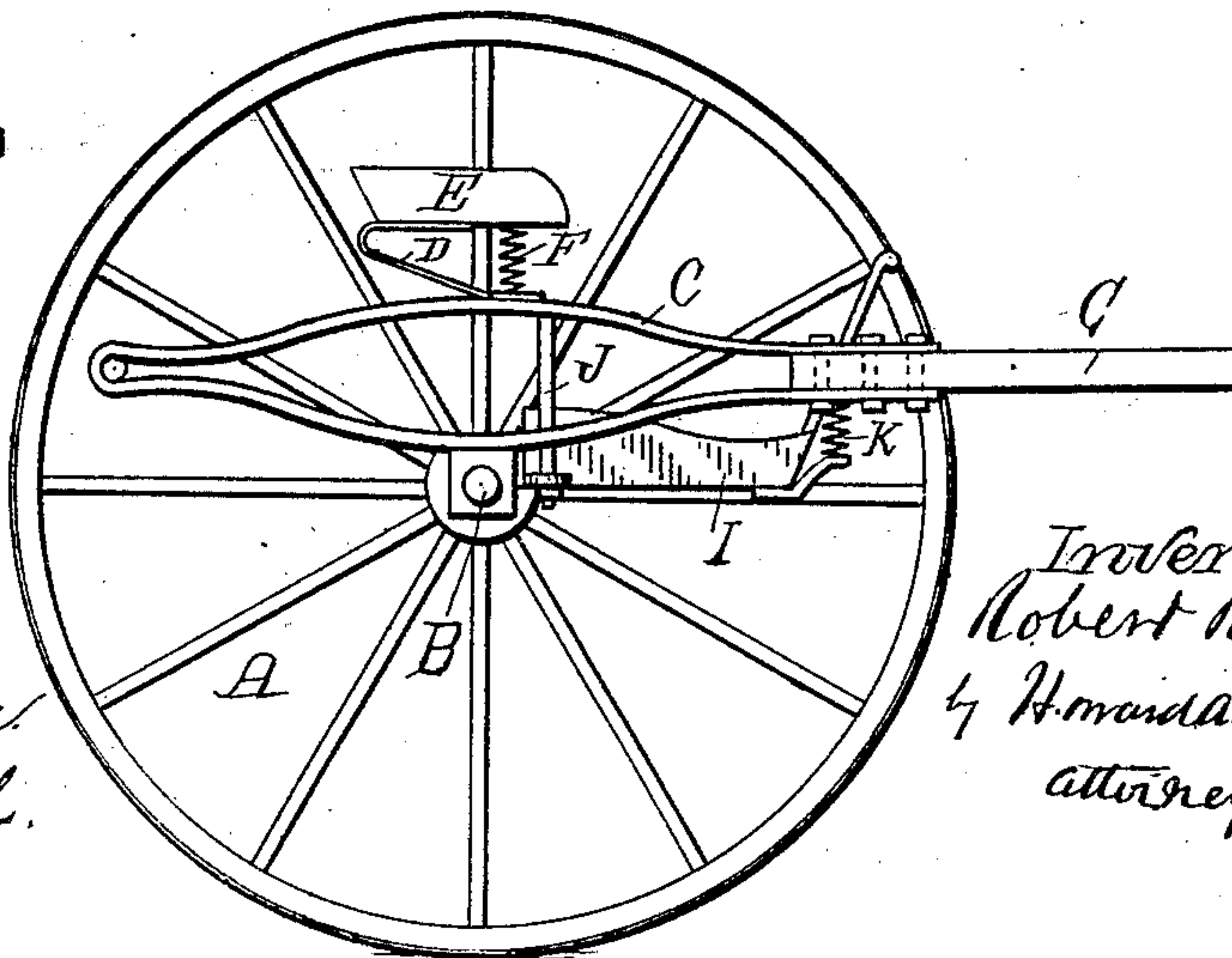


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

ROBERT ROSS, OF SANTA ROSA, CALIFORNIA.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 257,076, dated April 25, 1882.

Application filed February 28, 1882. (No model.)

To all whom it may concern:

Be it known that I, ROBERT ROSS, a citizen of the United States, residing at Santa Rosa, in the county of Sonoma and State of California, have invented certain new and useful Improvements in Two-Wheeled Buggies, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to vehicles; and it consists in a novel method of uniting the shafts to the springs and in a means for supporting the seat, as will be more fully set forth, and pointed out in the claim.

In the drawings, Figure 1 is a side elevation; Fig. 2, a view of the spring; Fig. 3, a side elevation, and Fig. 4 a detail.

A A are the wheels, and B is the axle, which is of usual manufacture, except that it is slightly curved between the wheels.

C are the springs, which are of the usual pattern, and are secured to the axle by the clips ordinarily used, as shown.

D are C-shaped springs, which support the seat. They are secured by one end to the tops of the springs C, while to their other ends is secured the seat E, as shown.

Extending from the front end of the seat to the springs C are spiral springs F, which operate to support the front of the seat and render its motion easy and regular.

The shafts G are secured to the front ends of the springs C, as shown, and extend forward in the usual manner; or they may be inserted between the front ends of the springs C and

secured by clips, as shown. When secured to the front ends of the springs elastic strips of metal, H, are secured to the shafts and extend from these points to the axle, where they are secured by clips or otherwise, as shown. These stays or braces cause the draft to take place directly from the axle and prevent any strain upon the springs, thus relieving the seat from the disagreeable shaking motion incident to two-wheeled vehicles. When the shafts are inserted between the ends of the springs C the braces H are removed and the same result will be secured, as specified above.

The body or foot-board I is suspended from the shafts or cross-bar in front by spiral springs K, attached to shaft or cross-bar underneath or on top. The rear end of the body is suspended from the springs C by body-bolts J. By this construction the height of the shafts is much reduced, making it easier to get in and out of the vehicle. It relieves the springs from the strain common in ordinary two-wheeled vehicles by securing a direct draft from the axle.

What I claim is—

In a vehicle, the body I, suspended from the springs C by the bolt J and from the shafts G by the spiral springs K, substantially as shown and described.

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

ROBERT ROSS.

Witnesses:

JAMES H. MCGEE,

JOHN T. CAMPBELL.