

(No Model.)

J. M. WOOD.
TWO WHEELED VEHICLE.

No. 272,396.

Patented Feb. 13, 1883.

Fig. 1.

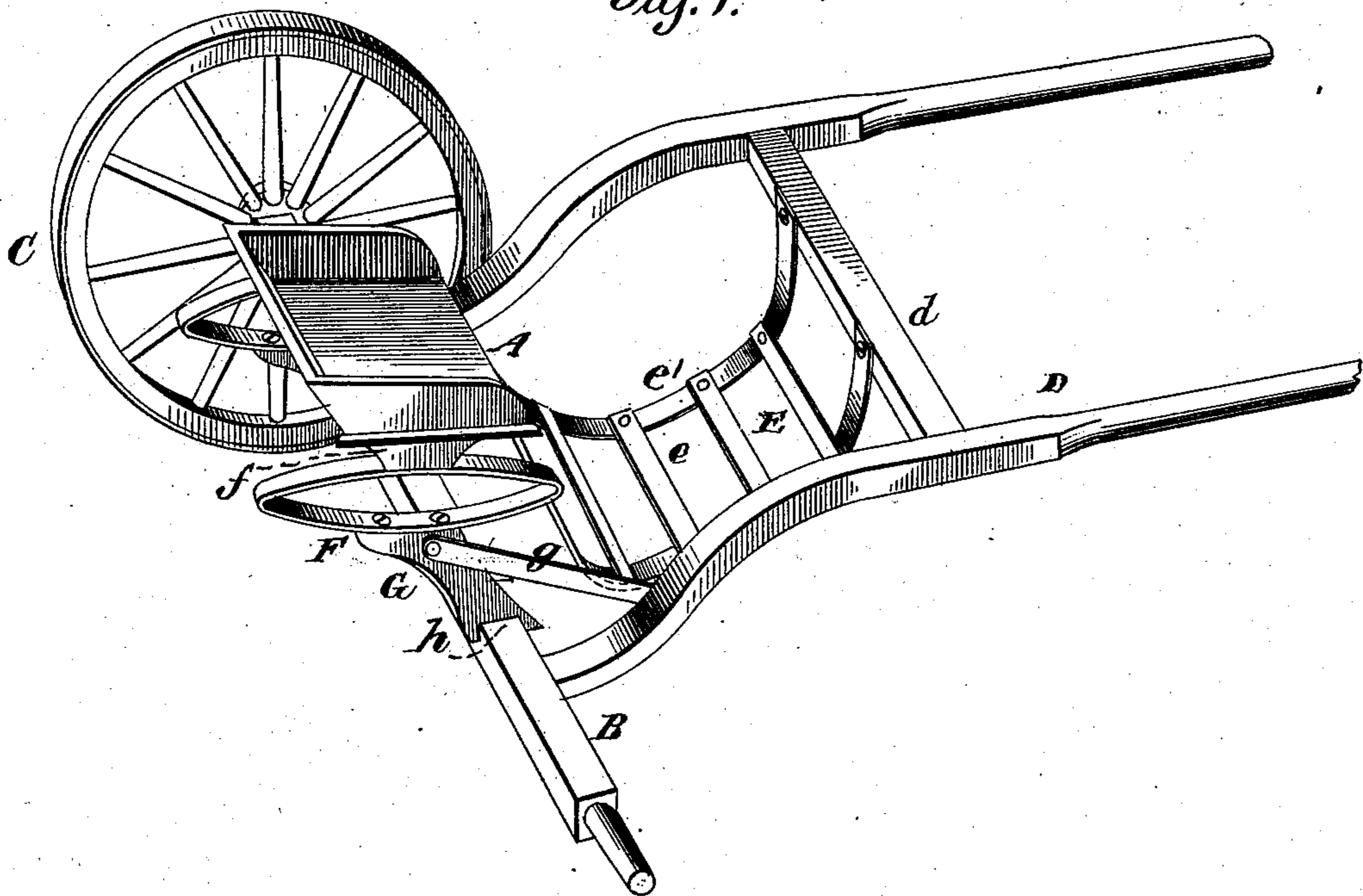
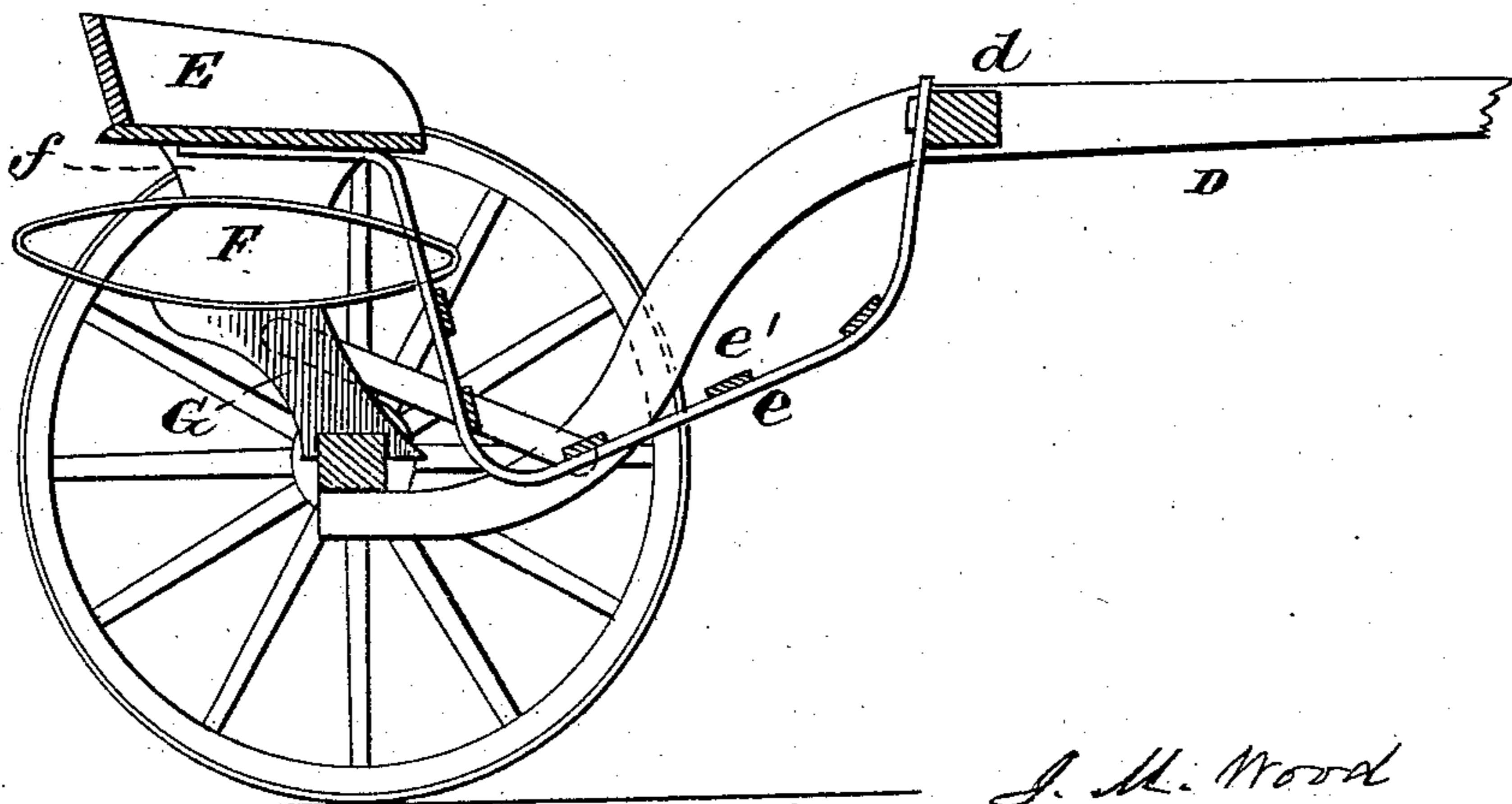


Fig. 2.



Witnesses.
A. Ruppert,
John Wilkins



J. M. Wood
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Attys

UNITED STATES PATENT OFFICE.

JOHN M. WOOD, OF NEW CASTLE, INDIANA, ASSIGNOR OF TWO-THIRDS TO
W. H. BUSSER AND M. M. FOUTS, OF SAME PLACE.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 272,396, dated February 13, 1883.

Application filed November 3, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. WOOD, a citizen of the United States, residing at New Castle, in the county of Henry and State of Indiana, have invented certain new and useful Improvements in Road - Carts; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in blocks or knees for vehicles, and especially what is usually termed "sulky-buggies;" and the object is to provide a connection between the springs and the axle, consisting of a "block" or "knee," as it is usually termed, to which said springs of the vehicle are secured at the upper side, while the lower side is secured to the axle, and in such manner that the body of the vehicle is placed toward the rear side of the axle, and at the same time to elevate the seat, so as to permit the employment of small wheels, if desired, and placing the axle low, while the seat is elevated.

My invention consists in the construction and arrangement of the knees forming the connection between the springs of the vehicle and the axle, as will be more fully described hereinafter, and more specifically pointed out in the claim, reference being had to the accompanying drawings and the letters of reference marked thereon.

Like letters of reference indicate like parts in the different figures of the drawings, in which—

Figure 1 represents a perspective view of the vehicle with the improved knee in position and the front wheel removed. Fig. 2 is a longitudinal section of the same. Fig. 3 is a detached view of a modification of the knee.

In the drawings, A represents the body or seat of the vehicle or wagon, and B is the axle, upon which is placed the wheel C while the front one is removed. These parts may be of the ordinary construction and of any size and shape desired. To the axle B is secured the

shafts D, and between the cross-bar *d* of the shafts and the seat A is arranged a suitable connection or bottom, E, made in this instance of light metal bars *e*, which are secured to the longitudinal bars *e'*, bent to the proper shape. If desired, a solid floor may, however, be employed, and may be secured to said bars. The seat E is secured to the upper ends of the bars *e'*, and by blocks *f* to the springs F. These springs are then attached to the knees G, which are in turn secured to the axle, and thus form the connection between the springs and said axle. The knees G may be made of wood, although I prefer to make them of wrought or malleable iron, as shown in Fig. 3, so as to make them light and give them a neat appearance. The lower part of the knee is provided with a groove or notch, *h*, which fits over the axle, and a cap, fitting over the lower half of the axle, may be secured to the knee by bolts and nuts, and thus clamp it securely to the axle and in place. A brace, *g*, extends from the knees G on each side of the vehicle to the shafts D, thus giving rigidity to the knees as well as adding to the strength of the vehicle, while at the same time preventing sidewise motion. The knees may be made very ornamental, if desired, thus adding greatly to the appearance of the vehicle, and they may be made of any suitable material and of any size required. Although I have shown and described these knees as attached to a buggy, it will be readily understood that they may be employed on any other kind of vehicle. The upper side of the knee may be made slightly concave, so that the spring will fit into it and have a better bearing, and when formed as shown in Fig. 3 it forms a light metallic frame.

The advantages of my improved construction of knees will be readily appreciated by those skilled in the art, and among some of them may be mentioned that they form a strong connection between the axle and the springs; the seat can be arranged at any elevation desired; it can be readily applied to old as well as new vehicles; it can be made neat and ornamental, and does not mar the general appearance of the vehicle. It can be produced at a very moderate cost, and it can be placed

on the market for sale as a new article of manufacture.

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

5 is—

In a road-cart, the combination of the axle B, shafts D, rearwardly-projecting knees G, braces *g*, connecting said knees and shafts, with springs F, seat A, flexible connecting-bottom E,

formed as described, and cross-bar *d*, substantially as shown and specified.

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

JOHN M. WOOD.

Witnesses:

ASA HATCH,

MILTON BROWN.