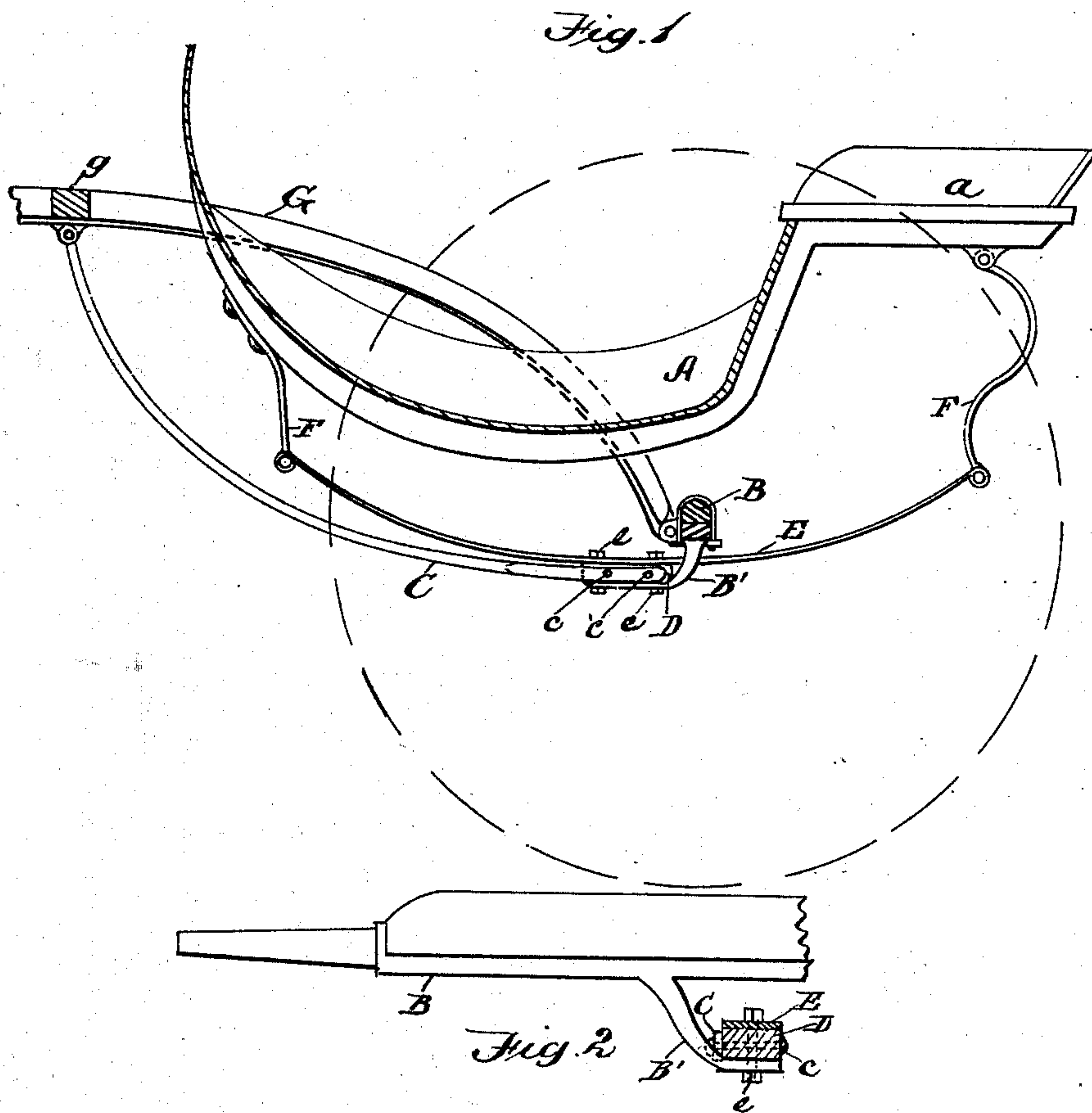


(No Model.)

E. F. CONNER.
TWO WHEELED VEHICLE.

No. 274,722.

Patented Mar. 27, 1883.



WITNESSES

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UNITED STATES PATENT OFFICE.

EZRA F. CONNER, OF GREENSBURG, INDIANA, ASSIGNOR OF ONE-HALF TO
OLIVER P. SCHRIVER, OF SAME PLACE.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 274,722, dated March 27, 1883.

Application filed January 17, 1883. (No model.)

To all whom it may concern:

Be it known that I, EZRA F. CONNER, a citizen of the United States, residing at Greensburg, in the county of Decatur and State of Indiana, have invented certain new and useful Improvements in Road-Carts or 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

This invention relates to an improvement in vehicle-springs, adapted more especially for that class of vehicles having two wheels, having for its object to impart to the vehicle an easy resilient movement; and it consists in the employment of springs of an approximately semi-elliptic form, with the rear ends connected by arms or braces to the seat and the forward ends connected to the vehicle-body, said spring, being secured to arms either made in one piece with or clipped or otherwise fastened to the axle, thence carried below, but out of contact with, the under side of the axle, and is secured to the foot-board by a brace. Said arms extend downward and forward, and are bolted to the springs and auxiliary spring-braces, which are connected to a cross-piece of the shafts or thills through an interposed block, substantially as hereinafter more fully set forth.

In the accompanying drawings, Figure 1 is a sectional elevation of a two-wheeled vehicle or "dog-cart" embodying my improvement. Fig. 2 is a detailed view thereof.

In carrying out my invention I employ two or a pair of springs, E, of an approximately semi-elliptic form, supported and secured at about the middle, on their convex sides, to the arms B', having the blocks D. The springs E are secured at their ends to braces or arms F, connected to the seat *a* and foot-board. The auxiliary spring-braces C are secured at their rear ends to the blocks D and at their forward ends to the cross-piece *g*. The shafts

G, as is common in this class of vehicles, rise from the axle B, to which they are connected, to a plane opposite the sides of the body, and thence forward. The auxiliary spring-braces C are at their rear ends fastened to the blocks D, which are secured between the arms and springs, as described, and are extended forward and secured to the shafts.

By means of the aforesaid combination and arrangement of parts it will be observed that the springs which immediately support the body are themselves supported upon the arms or supports B' of the axle, thus enabling the body to have an easy resilient action when the vehicle is in motion, and to almost wholly avoid all jar or concussion from contact with stones or obstacles in the street or road, and the bobbing motion which is a peculiarity of all of this class of carts heretofore known, on account of the more direct connection between the body of the vehicle and the horse.

To better show my invention I have illustrated the body in a more elevated position. In practice I prefer to place the body farther forward and lower.

I claim and desire to secure by Letters Patent—

1. The combination of the vehicle-body and its supporting-springs with the axle, its arms, auxiliary spring-braces, and shafts, as and for the purpose set forth.

2. In a vehicle, the seat and body-supporting springs, in combination with the axle, its arms, the blocks, and the auxiliary spring-braces, substantially as and for the purpose set forth.

3. In a vehicle, the combination, with the vehicle body and seat and the axle and shafts, of the approximately-elliptic-shaped springs, axle-arms, the blocks having the springs, and auxiliary spring-braces fastened thereto, substantially as and for the purpose set forth.

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

EZRA F. CONNER.

Witnesses:

ALMON S. CREATH,
ORVILLE THURMAN.