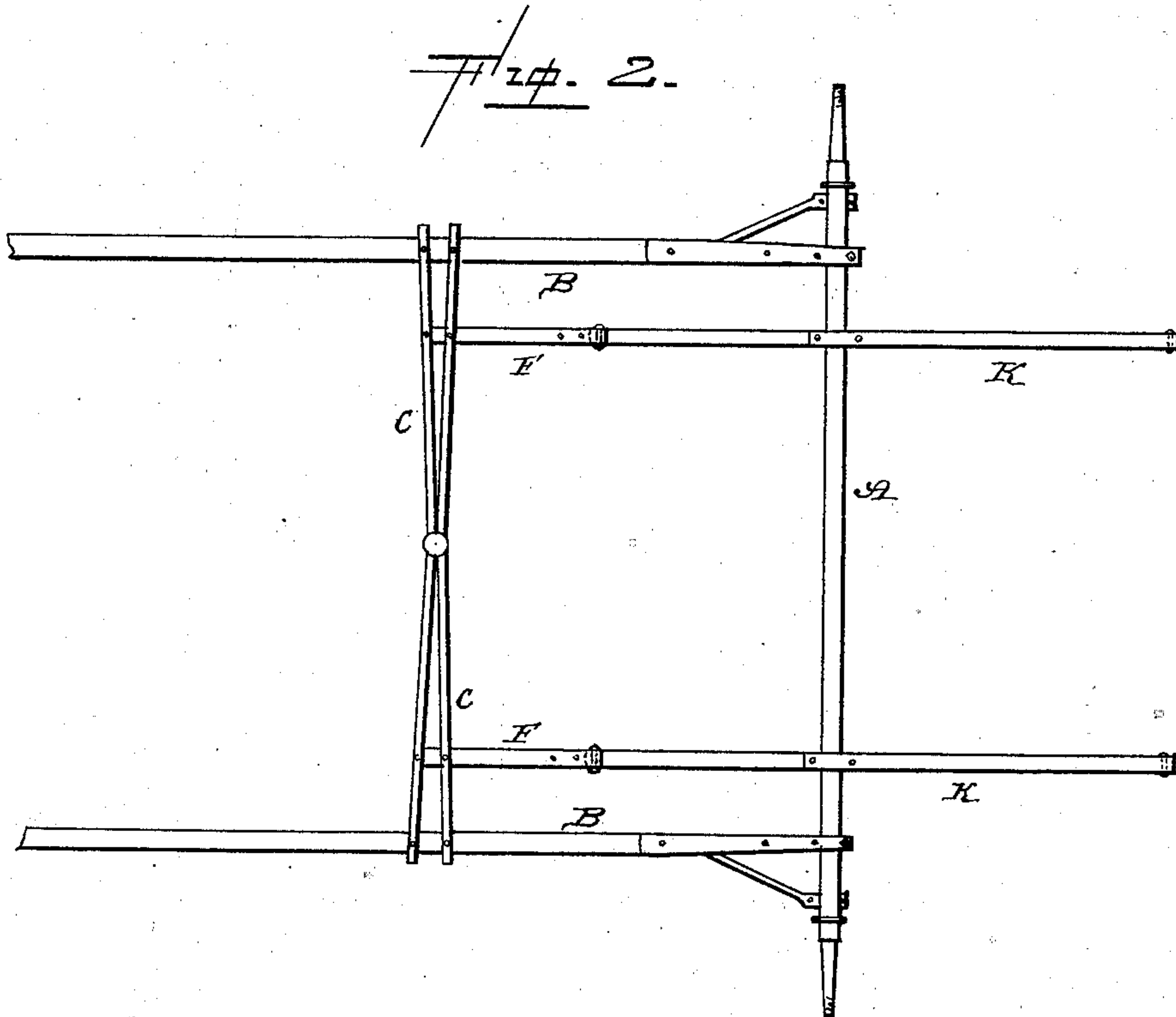
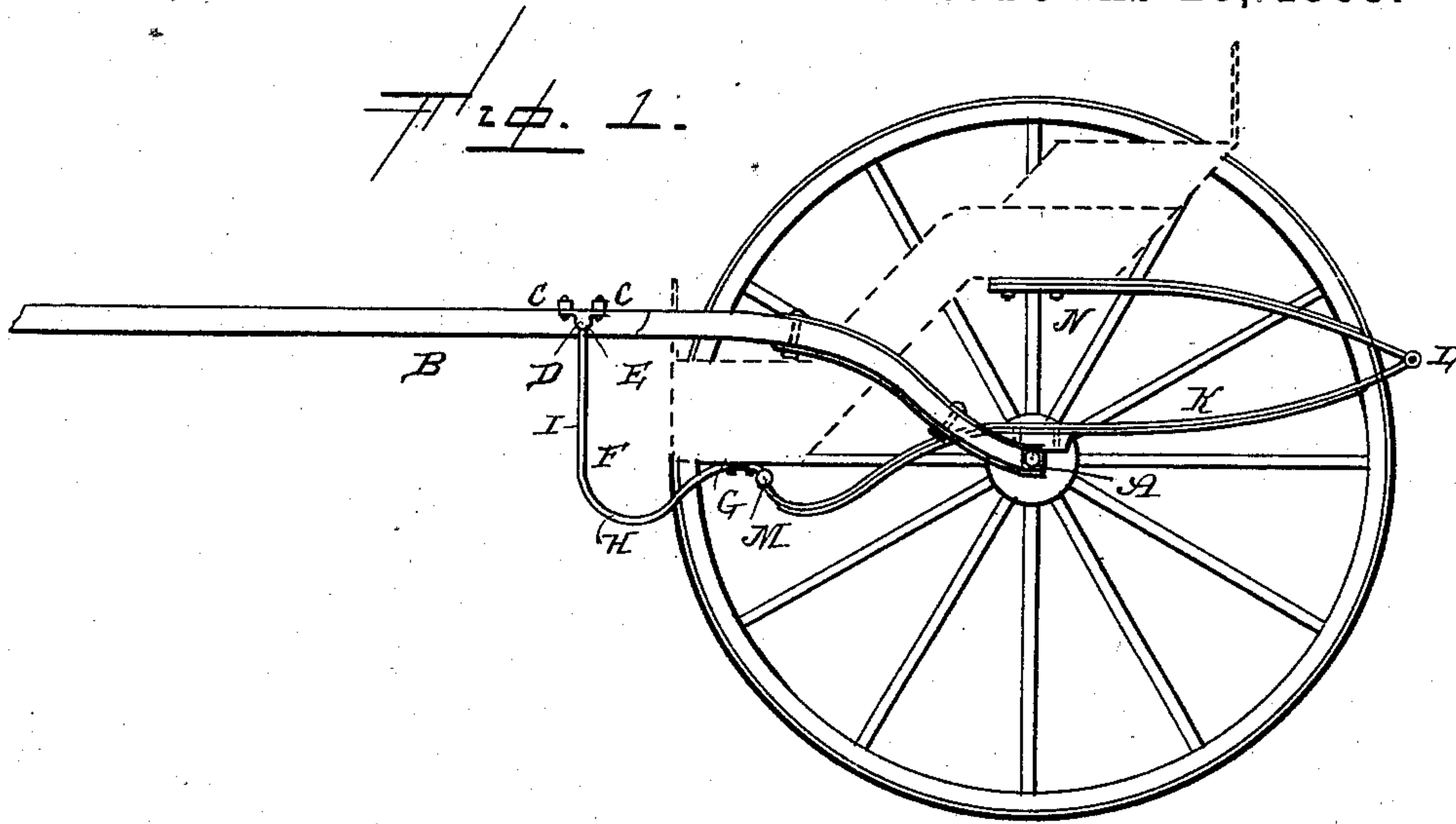


(No Model.)

A. G. W. FOSTER.
TWO WHEELED VEHICLE.

No. 279,931.

Patented June 26, 1883.



-WITNESSES.-

Louis F. Gardner
J. W. Garner

-INVENTOR.-

A. G. W. Foster
per
J. A. Lehmann, atty.

UNITED STATES PATENT OFFICE.

ABRAHAM G. W. FOSTER, OF NEWNAN, GEORGIA.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 279,931, dated June 26, 1883.

Application filed May 12, 1883. (No model.)

To all whom it may concern:

Be it known that I, ABRAHAM G. W. FOSTER, of Newnan, in the county of Coweta and State of Georgia, have invented certain new and useful Improvements in 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in two-wheeled vehicles; and it consists in the combination of an axle, shafts attached thereto, and cross-braces connecting the shafts, with springs of peculiar construction, which are secured to the cross-braces at their front ends, then to the body of the vehicle, at which point they are joined to elliptical springs that are secured to the axle and to the rear of the vehicle-body, which is prevented from partaking of the vibratory movement imparted to the shafts by the horses when drawing, as will be more fully described hereinafter.

In the accompanying drawings, Figure 1 is a side elevation of my invention with the rear wheel removed. Fig. 2 is a top plan view with the wheels and the body removed.

A represents the axle, to which are secured, at suitable points, the shafts B, which shafts are connected by suitable cross-braces, C, to which braces are secured, on their under sides, the brackets D, provided with depending lugs E, in which the upper ends of the short curved springs F are pivoted, as shown. These springs F are secured at the point G to the body of the vehicle and are curved at their front sides, as at H, their outer ends terminating in the vertical straight portion I, as shown. Rigidly

secured to the axle by means of suitable clips are the elliptical springs K, which are jointed at the points L, and are connected to the springs F by pivotal bolts at the point M, and are secured at their upper ends to the under side of the rear portion of the vehicle-body, as at N. By thus securing the body in position upon the axle and between the shafts all vibratory motion which would otherwise be imparted to the body by the action of the horses is avoided, it being possible only to impart to the body a vertical reciprocating movement, which is very pleasing to the occupants thereof. Moreover, by means of this construction of devices, weight which may be applied to the body at any point will be evenly distributed throughout the springs, and thus prevent undue and unsightly depression of the body at the point at which the weight is applied.

- Having thus described my invention, I claim—

The combination of the axle A, shafts B, springs F and K, and the vehicle-body, the springs F being pivotally secured to the shafts at their outer upper ends and having their inner curved ends secured to the vehicle-body at the lower front end thereof, said springs F being pivotally joined with the springs K, which springs K are secured to the axle at a point near their center and to the rear end of the body at their upper ends, substantially as shown and described.

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

ABRAHAM G. W. FOSTER.

Witnesses:

JAMES MCKILLOP,
R. W. FREEMAN.