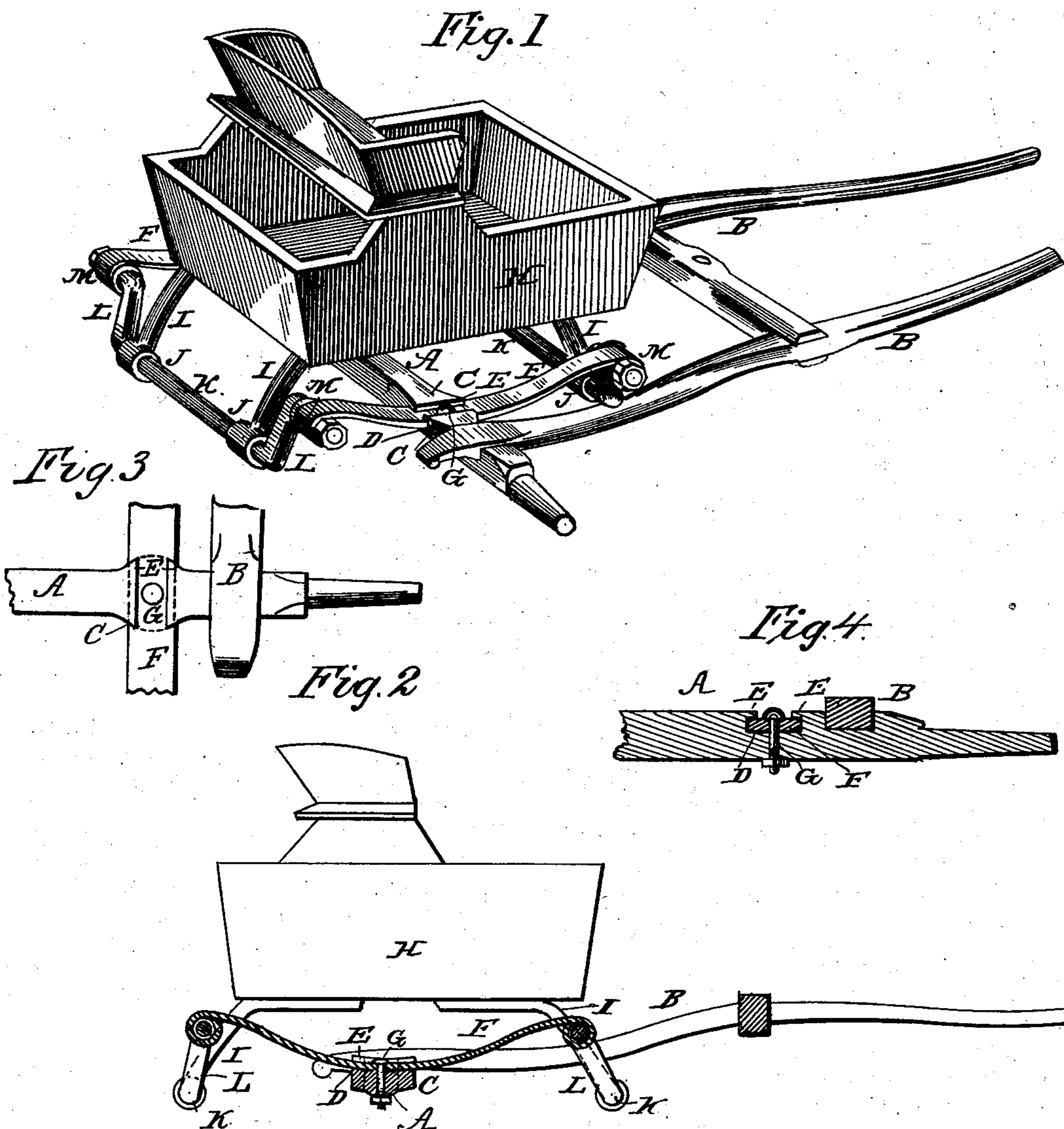


(No Model.)

L. CHRISTY.
TWO WHEELED VEHICLE.

No. 281,670.

Patented July 24, 1883.



WITNESSES:

Wm. L. Dietrich
Reed Little

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UNITED STATES PATENT OFFICE.

LOUDON CHRISTY, OF HOLLY SPRINGS, MISSISSIPPI.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 281,670, dated July 24, 1883.

Application filed May 26, 1883. (No model.)

To all whom it may concern:

Be it known that I, LOUDON CHRISTY, a citizen of the United States, residing at Holly Springs, in the county of Marshall and State of Mississippi, have invented a new and useful Vehicle, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to that class of vehicles which are known as "road-carts" or "sul-
kies;" and it consists in certain improvements in the construction and arrangement of the springs for the same, which will be hereinafter fully described, and particularly pointed out in the claim.

In the drawings hereto annexed, Figure 1 is a perspective view of a vehicle embodying my improvements. Fig. 2 is a longitudinal vertical sectional view of the same, and Figs. 3 and 4 are detail views.

The same letters refer to the same parts in all the figures.

A in the drawings designates the axle, to which the thills or shafts B B are secured in the usual manner. The axle is provided inside the thills, and closely adjoining the same, with enlarged or swelled portions C C, having grooves or mortises D D, the upper edges of which are provided with inturned flanges E E, which serve to hold and brace the springs F F, which are seated in the said grooves or mortises. Ordinary flat or semi-elliptic springs are used, and they are to be so arranged as to project farther in front than in rear of the axle, in order to cause the vehicle-body which is to be supported upon the said springs to be properly balanced, and cause the weight of the occupant to be thrown directly over axle. The said springs are secured to the axle by means of vertical bolts G, in addition to which they

are held and braced securely by the flanges E E, as stated. The swelled portions C of the axle are also essential in providing large and firm rests or seats for the said springs, which might otherwise prove unable to withstand the strain to which they will be liable to be subjected.

H designates the vehicle-body, which is provided at its front and rear ends with downwardly-projecting brackets I I, the lower ends of which have eyes J J, in which are journaled rock-shafts K K, terminating at their ends in cranks L L, which are journaled in eyes M M at the ends of the springs, as shown. By this arrangement the vehicle-body is brought down very low and the strain upon the springs is equalized, thus preventing jolting or unsteadiness of motion.

The operation will be readily understood. When weight is thrown upon the vehicle-body, the cranks of the rock-shafts are thrown slightly and evenly outward and the ends of the springs depressed. The rock-shafts serve to equalize the pressure upon the springs, which are firmly seated and held in the manner described.

I claim and desire to secure by Letters Patent of the United States—

The combination, with the axle, provided with swelled portions having grooves or mortises provided with inturned flanges at their upper edges, of the springs seated in the said grooves and held by the said inturned flanges and by vertical bolts, substantially as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

LOUDON CHRISTY.

Witnesses:

D. W. MILLER,
A. S. NORFLEET.