

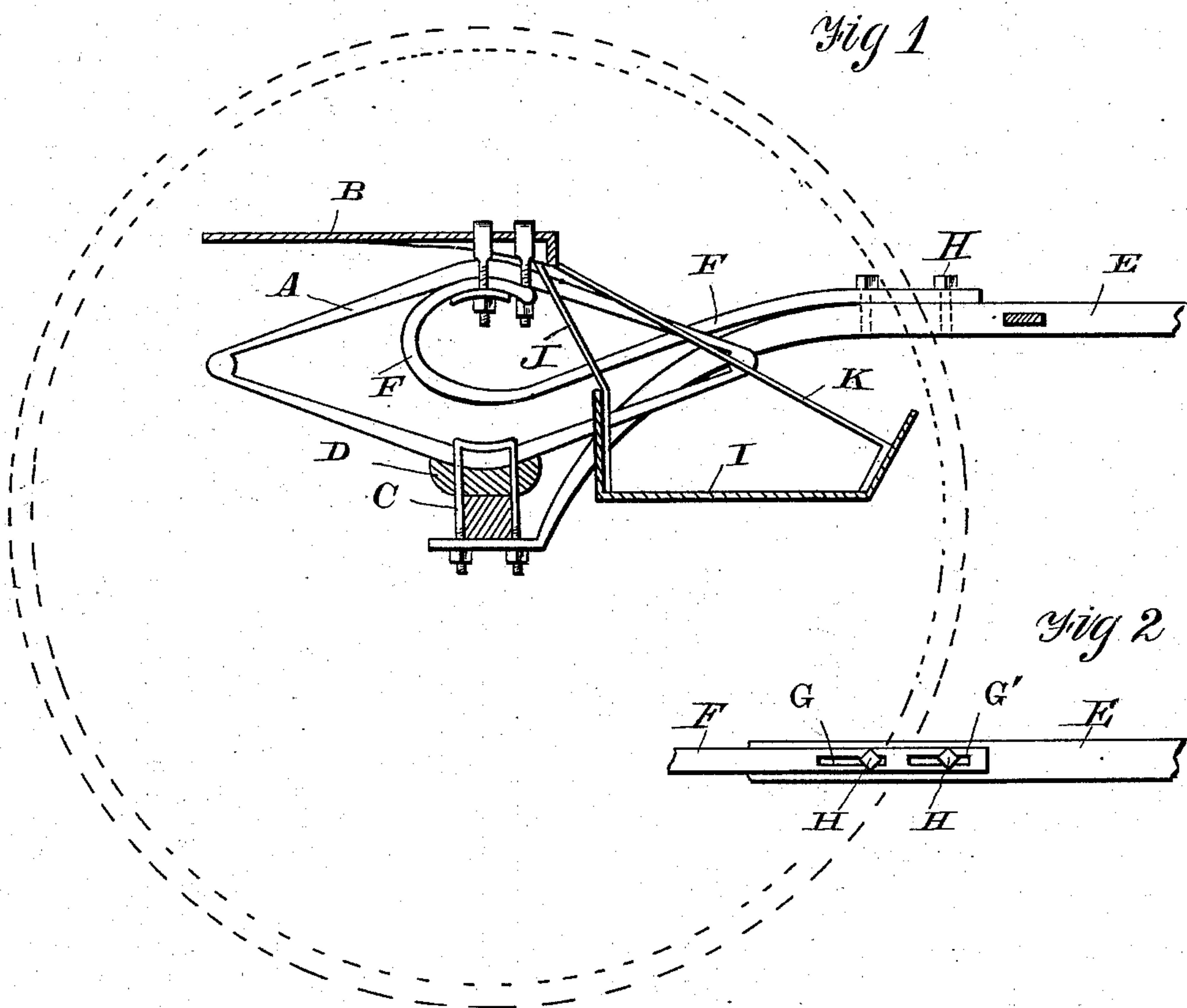
(No Model.)

J. J. FOLMER & C. E. BRADLEY.

TWO WHEELED VEHICLE.

No. 284,198.

Patented Sept. 4, 1883.



Witnesses  
Wilmer Bradford  
Frank F. Taylor

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# UNITED STATES PATENT OFFICE.

JOHN J. FOLMER AND CHARLES E. BRADLEY, OF SAN JOSÉ, CALIFORNIA.

## TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 284,198, dated September 4, 1883.

Application filed April 25, 1883. (No model.)

*To all whom it may concern:*

Be it known that we, JOHN J. FOLMER and CHARLES E. BRADLEY, citizens of the United States, and residing at San José, in the county of Santa Clara and State of California, have invented certain new and useful Improvements in Two-Wheeled Vehicles, of which the following is a specification.

The object of our invention is to provide an easy-riding vehicle, and one that can be constructed at a small cost. This object we accomplish by the means illustrated in the accompanying drawings, in which—

Figure 1 is a longitudinal section of our two-wheeled vehicle, showing the connection of the body or foot-box to the seat. Fig. 2 is a plan or top view of one shaft and end of a slotted adjustable spring, showing its connection with the shaft.

A represents the elliptic springs, two in number, which are connected to the seat B, and to a bolster at the top of the axle, by means of clips C C, a block or pillow, D, being placed between the springs and the axle-bed, while the pillow-block is hollowed out to receive the faces of the springs, as shown, and thus a firm holding is provided for the elliptic springs, while the seat rests directly upon the upper faces of the springs. The shafts E are connected to the axle and axle-bed by the same clips or bolts which hold the springs in position, and play in their respective couplings in the usual way. An extensible spring, F, is connected to the under face of each elliptic spring by the same nuts and bolts or clips which connect the seat to the elliptic springs. The ends of these C-shaped springs are provided with slots G G', and extend forward, and are bent so as to conform to the upper flat faces of the shafts, upon which they rest, and in which position they are held by the bolts H, which latter pass through the shafts. The manner of fastening the adjustable arms of these springs is shown in Fig. 2.

The foot-box I is attached to the running-gear in a peculiar manner, and has no connection with the vehicle, except through the medium of the seat by means of the rods J, which are bolted to the seat and extend downward within the box, to which they are also bolted, while diagonal rods K extend also from the seat downward to the front of the box or body, to which they are bolted, as shown. Both of these series of stay-rods pass inside of the springs. By this means an easy motion is imparted to both the body and legs of the occupant, while the upward and downward motion of the seat is limited and controlled by the C-springs.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. In combination with the side or elliptical springs, the C-springs provided with long arms, having slots in their ends, and adapted to be taken up and let out or drawn forward or backward, substantially in the manner and for the purpose as herein set forth and specified.

2. In a two-wheeled vehicle, the combination of the elliptic springs A and shafts E, both connected to the axle or bolster by clips C, the seat B, and extensible springs F, clipped to the elliptic springs, and the foot-box I, connected to the seat by means of rods J K, the forward ends of said springs having an adjustable connection with the shafts, all substantially as shown and described.

In testimony that we claim the foregoing we have hereunto set our hands and seals.

JOHN J. FOLMER. [L. S.]  
CHARLES E. BRADLEY. [L. S.]

Witnesses:

WILMER BRADFORD,  
CHAS. E. KELLY.