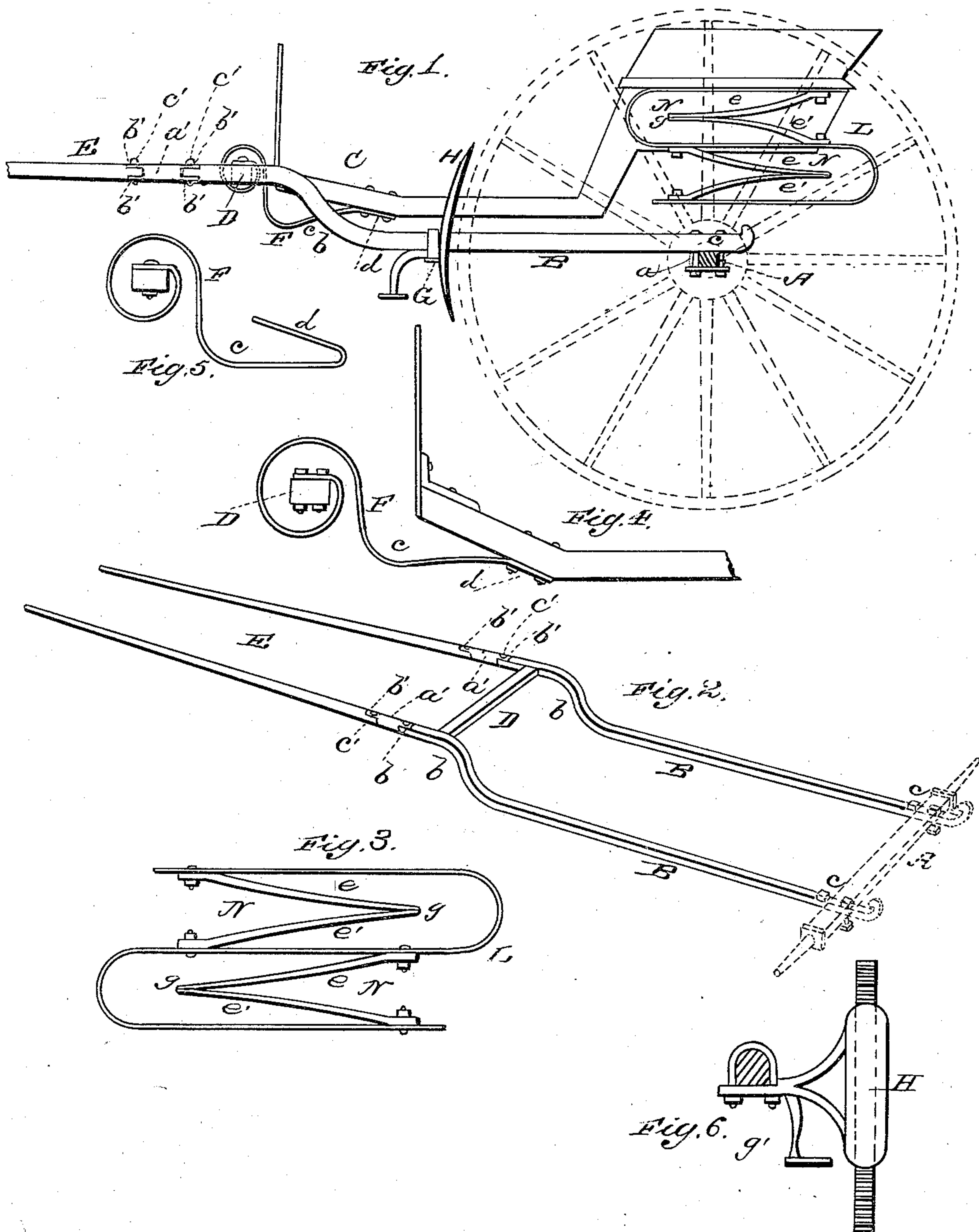


(No Model.)

D. ARGERBRIGHT.
TWO WHEELED VEHICLE.

No. 285,202.

Patented Sept. 18, 1883.



WITNESSES
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UNITED STATES PATENT OFFICE.

DANIEL ARGERBRIGHT, OF TROY, OHIO.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 285,202, dated September 18, 1883.

Application filed March 3, 1883. (No model.)

To all whom it may concern:

Be it known that I, DANIEL ARGERBRIGHT, a citizen of the United States, residing at Troy, in the county of Miami and State of Ohio, have invented certain new and useful Improvements in Road-Carts and Springs; 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 letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a side view of my device. Fig. 2 is a perspective view of the side bars and shafts. Figs. 3, 4, 5, and 6 are detail views.

This invention has relation to sulkies or road-carts; and it consists in the construction and novel arrangement, in connection with S-shaped seat-springs, of >-formed springs having their convex sides inward, so as to provide a gradually-increasing bearing between the branches as the springs are depressed, and the transverse arm fastened to the side bar or shaft and carrying the fender, all as hereinafter set forth.

In the accompanying drawings, the letter A designates the axle, to which the side bars, B, are clipped, as indicated at *a*. Each side bar extends from the axle forward horizontally to the front of the foot-rest C, where it is formed with a double bend, *b*, upward and forward. The side bars are connected in front by a cross-bar, D, and the shafts E are connected to the front ends of the side bars. When a pole is desired, the shafts are removed and the end of the pole is secured to a bearing at the center of the cross-bar, the pole-braces being connected to the ends of the side bars.

F F indicate the front springs. These are coil-springs extending around the cross-bar D, to which they are attached, and formed with downwardly and rearwardly curved arms *c*, extending under the foot-rest and secured thereto by bolts passing through the rear end of said arm, which is formed with a bend, *d*, to serve as a bearing, the remainder of the arm being free from the foot-rest, as shown in the drawings.

To the lower horizontal portion of the side bar, just forward of the wheel, is clipped the inner end of a transverse arm, G, which car-

ries on its outer end, close to the wheel, a fender, H, and a curved dependent arm.

Supported upon the axle are the S-shaped seat-springs L. Each branch of this spring is provided with a secondary <-formed spring, the divergent ends of which are secured to the main spring. The secondary spring N has an upper branch, *e*, and a lower branch, *e'*, which meet in an acute point at *g*, and are curved, with their convex sides toward each other. The object of this construction is to form an automatically-adjustable spring which will increase in stiffness as the seat is borne down by an increase of weight. The branches of the secondary springs are usually made tapering from their attachment ends to their meeting points.

In connecting the shafts to the side bars, sleeve or ferrule connections *a'* are employed, said connections having arms *b'*, extending in front and rear for the attachment pins or bolts *c'*. Ferrule-connections are also employed to attach the pole-braces to the side bars.

A rack or shelf support may be provided at the front of the foot-rest, being connected to the higher front portion by means of eyes and hooks or other suitable catches.

In order to hold the rack level, it is provided with rear legs, which extend downward and are fastened to the foot-rest by means of screws or catches. In its raised position the shelf or rack forms a protection for the feet of the occupant.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. In a vehicle, the combination, with the S-shaped springs L, of the <-formed secondary springs, the divergent ends of which are rigidly secured to the said springs L, as shown, the upper and lower branches of the said secondary springs meeting in an acute angle at *g*, and curved with their convex sides toward each other, substantially as specified.

2. The combination, with the arm G, of the fender H, curved dependent arm *g'*, carrying a step, and the vehicle-shaft or side bar, all constructed and adapted to operate substantially as and for the purposes specified.

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

Witnesses: DANIEL ARGERBRIGHT.

G. T. THOMAS,

T. B. KYLE.