

(No Model.)

N. B. CLINCH.
TWO WHEELED VEHICLE.

No. 287,000.

Patented Oct. 23, 1883.

Fig.1.

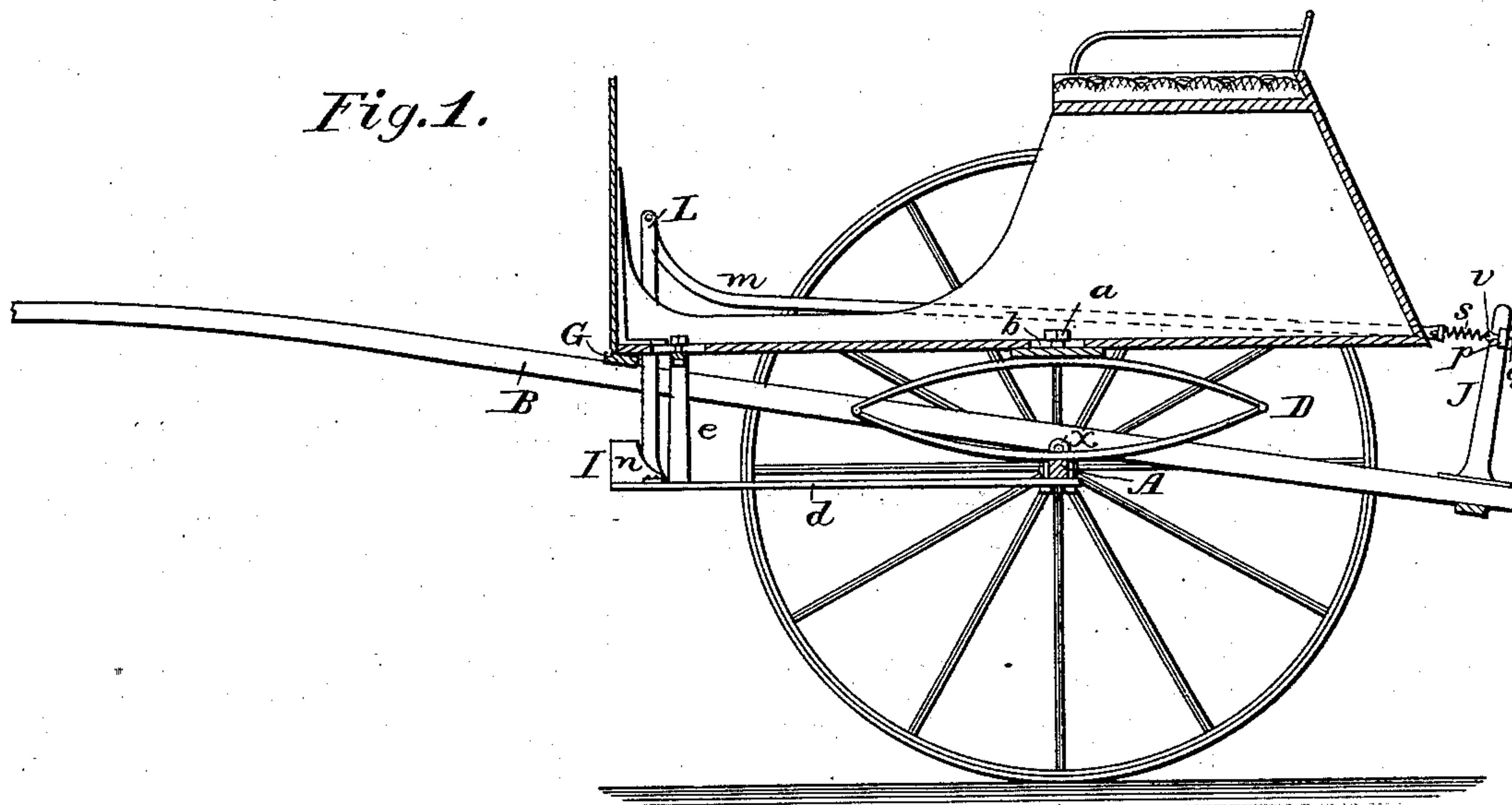


Fig.2.

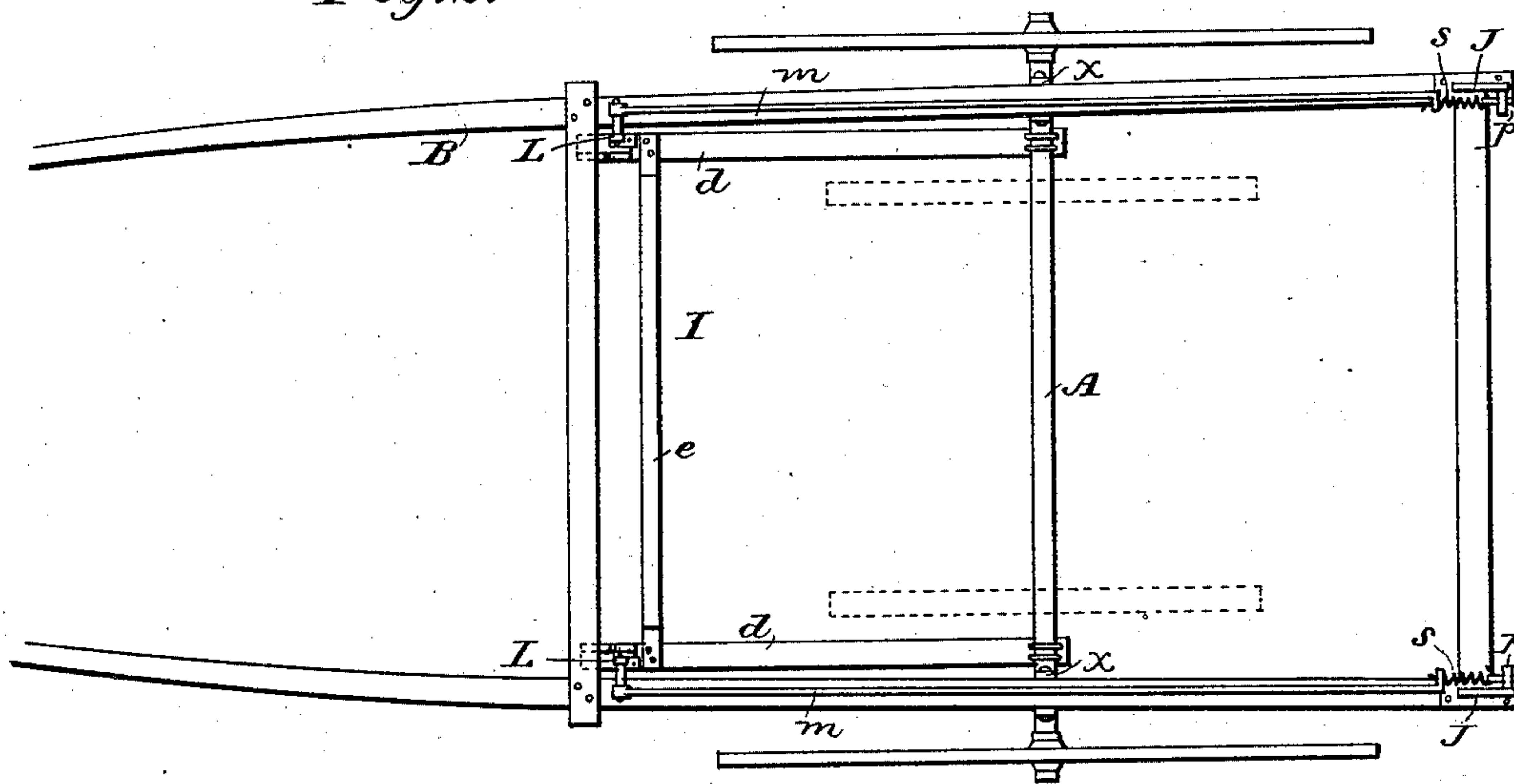
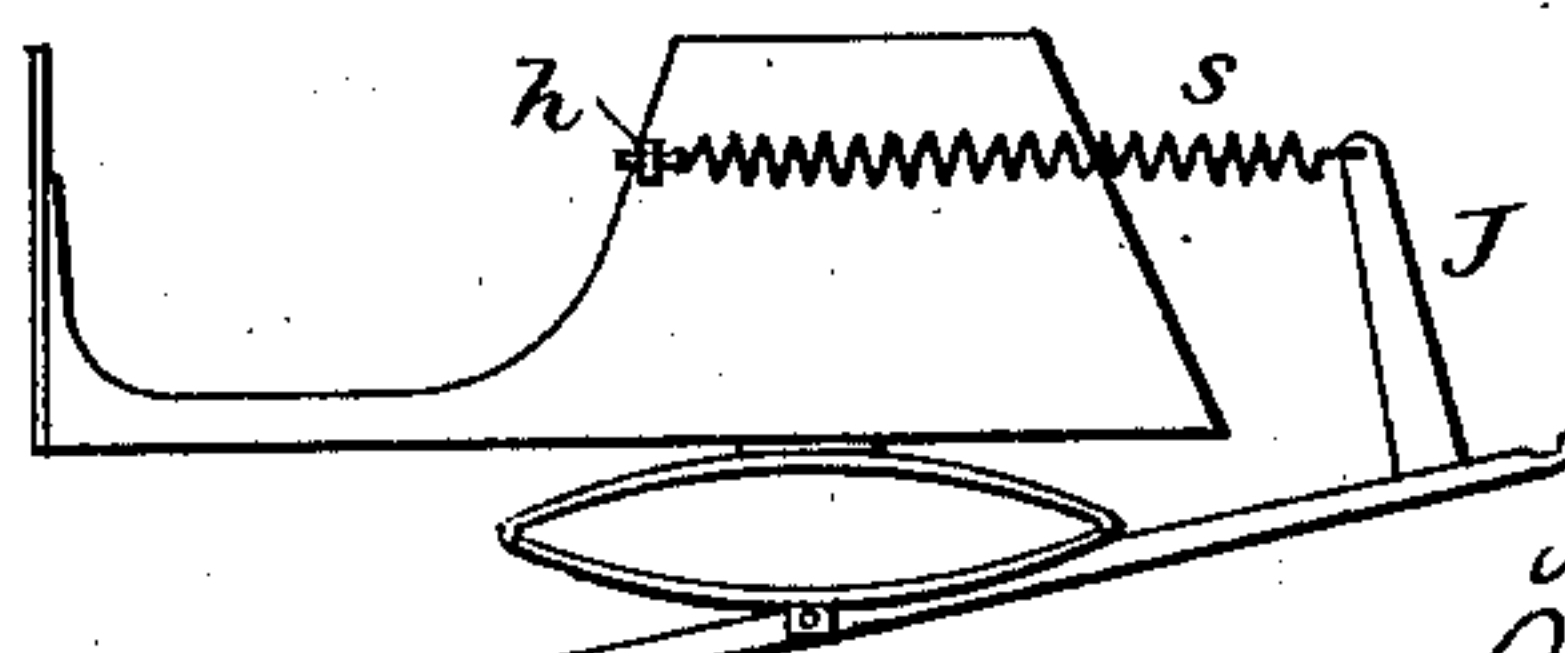


Fig.3.



attest:
Court A. Cooper.
Josephine Campbell.

N. B. Clinch.
Inventor:
By
Foster & Freeman
Atty.

UNITED STATES PATENT OFFICE.

NICHOLAS BAYARD CLINCH, OF GREEN COVE SPRING, FLORIDA.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 287,000, dated October 23, 1883.

Application filed July 24, 1883. (No model.)

To all whom it may concern:

Be it known that I, N. BAYARD CLINCH, a citizen of the United States, residing at Green Cove Spring, in the county of Clay and State of Florida, have invented certain new and useful Improvements in Two-Wheeled Vehicles, of which the following is a specification.

My invention relates to that class of road-wagons known generally as "sulkies" or "village-carts," in which the body is supported by a single axle and two wheels; and the object of my invention is to construct vehicles of this class so that the movements of the horse causing the shafts to play up and down will not be imparted to the body.

In the drawings, Figure 1 is a sectional elevation of a village-cart illustrating my invention. Fig. 2 is a plan view, the bottom and springs removed; and Fig. 3 is a diagram illustrating a modification.

The axle A is of any suitable construction, and the shaft or pole frame B extends beyond the axle in the rear, and is pivoted thereto in any suitable manner, as shown. It is pivoted at *a* to clips upon the axle. The body C is supported by springs D, of any suitable character, connected to the axle, or, when a frame is attached to the latter, to any part of said frame, and the connecting-bolts *a* are passed through slots *b* in the bottom of the body, so that the latter may be moved backward and forward upon its supports and secured, after adjustment, so as to bring the weight as nearly central with the axle as possible. In the present instance a frame is combined with the axle; and it consists of two bars, *d d*, projecting forward and supporting an arched bar, *e*, upon which the forward end of the body rests, as shown. As thus constructed, the body rests upon springs supported by the axle at the rear, and at the front upon the axle-frame I, while the shaft or pole frame B is pivoted to the axle in such manner that it can play freely independently of the body.

To prevent the front portion of the frame I from descending under its own weight or that of the body, I connect it, through the medium of springs *s*, to standards J at the rear end of the shaft-frame. For instance, the springs *s*, secured to the standards J, are also connected to rods *m*, pivoted at the forward end to standards L upon

the frame I, so that any weight tending to depress the forward end of the frame I will tend to draw outward the rods *m*, and thereby distend the springs *s*, which are thus indirectly spring-supports for the forward end of the body, the latter, therefore, being supported both at the rear and at the front by springs. While this arrangement in no way interferes with the vibration of the shaft-frame upon its pivots resulting from the vertical movements of the horse, such motion, instead of being communicated to the body, as usual, is imparted in a horizontal direction to the springs *s*, which, therefore, contract and distend horizontally, exerting upon the standards L and upon the frame a varying horizontal draft, but without any tendency to cause the forward end of the frame to rise or fall.

Such connections as have been described may be varied while securing the same result, it merely being necessary to attach one end of each spring to a portion of the body or frame supporting the same, and the other end to a part of the shaft-frame. Thus in Fig. 3 each spring *s* is secured at the rear to the standard J, and at the front to a stud, *h*, upon the body; or standards on the axle may replace the standards L.

The cross-bar G of the shaft-frame and projections *n* of the axle-frame will serve as positive bearings for the body when the weight therein is sufficient to overcome the action of the springs in either direction.

It is best to vary the spring-tension according to the weight to be carried, which may be effected in various ways. For instance, each spring may be secured to a rod, *v*, passing through a stud, *p*, upon the standard J, and provided with a nut, *q*, by turning which it may be drawn out to increase the tension upon the springs.

Without limiting myself to the precise construction and arrangement of parts described, I claim—

1. The combination, in a road-wagon, of a body supported upon the axle, a shaft-frame pivoted to and extending to the rear of the axle, and horizontal spring-connections between the shaft-frame and the body or its supports, substantially as and for the purpose set forth.

2. The combination of the axle, frame I, extending forward therefrom, springs interposed between the body and the axle, shaft-frame pivoted to the axle, and spring-connections
5 between the shaft-frame and the frame I, substantially as set forth.

3. The combination, with the axle and body supported thereon, of a frame extending from the axle and supporting the front end of the
10 body and provided with standards L, and shaft pivoted to the axle and provided with standards J, and rods and springs connecting the two standards, substantially as set forth.

4. The combination, with the axle and body
15 supported thereon, of a shaft-frame pivoted to and extending to the rear of the axle, and

horizontal spring-connections between the body and shaft-frame, and tension-adjusting devices, as set forth.

5. The combination, with a body resting upon
20 springs, of a shaft-frame extending to the rear of the axle, connections between the body and shaft-frame, and means for adjusting the body upon the springs, as set forth.

In testimony whereof I have signed my name
25 to this specification in the presence of two subscribing witnesses.

NICHOLAS BAYARD CLINCH.

Witnesses:

ROBT. W. DAVIS,
I. C. CROCKER.