

(No Model.)

I. V. HICKS.

ROAD CART.

No. 350,487.

Patented Oct. 12, 1886.

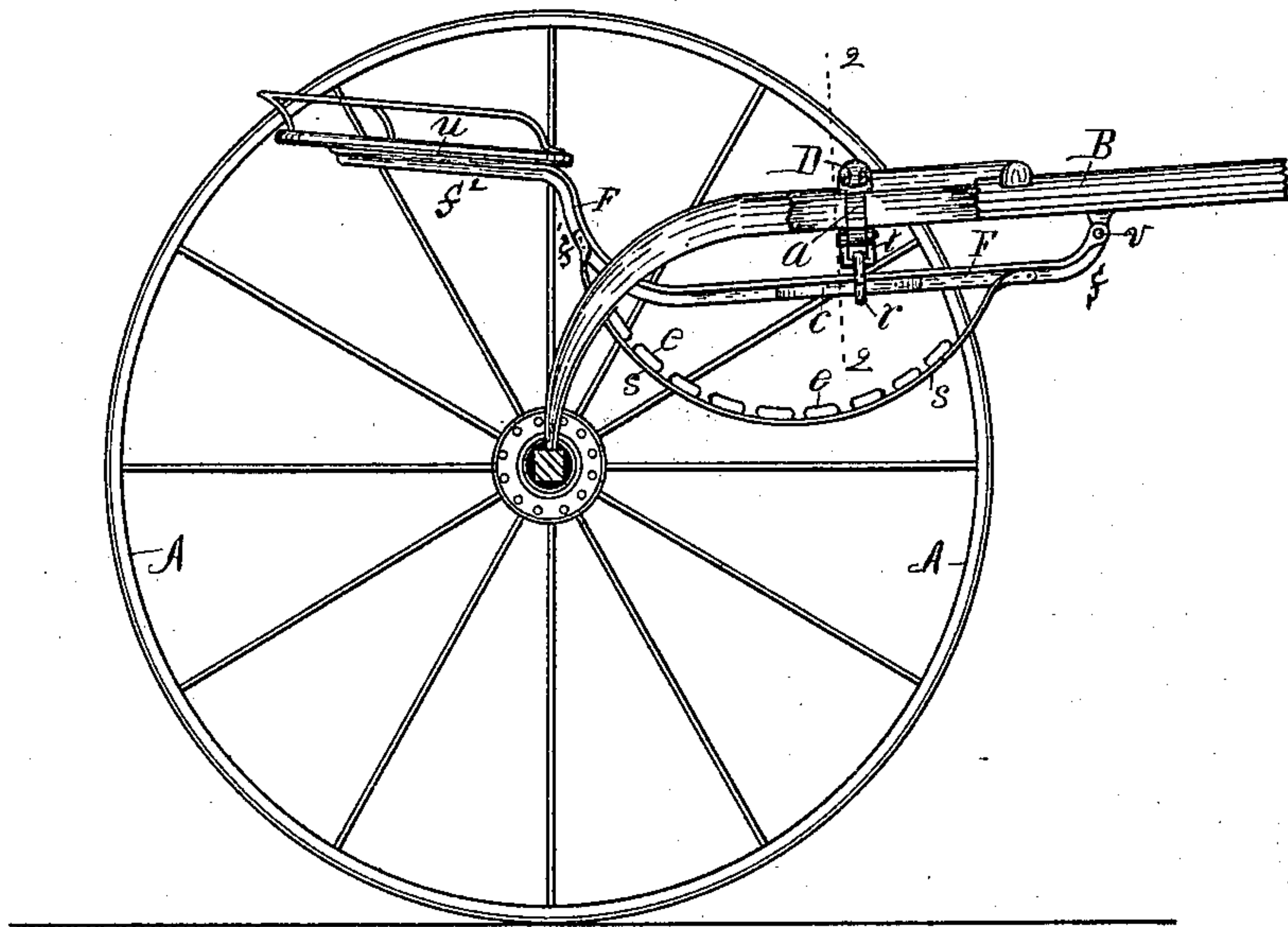


Fig. 1

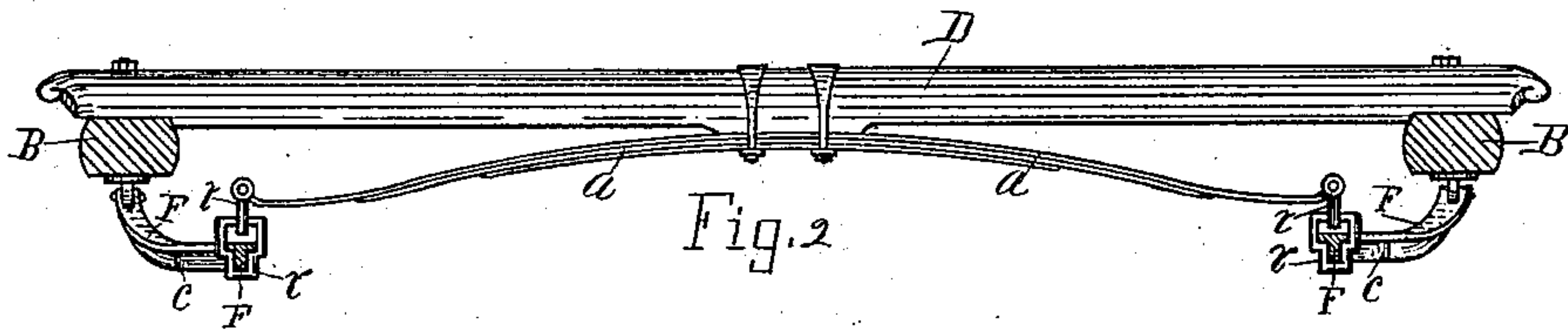


Fig. 2

Fig. 3

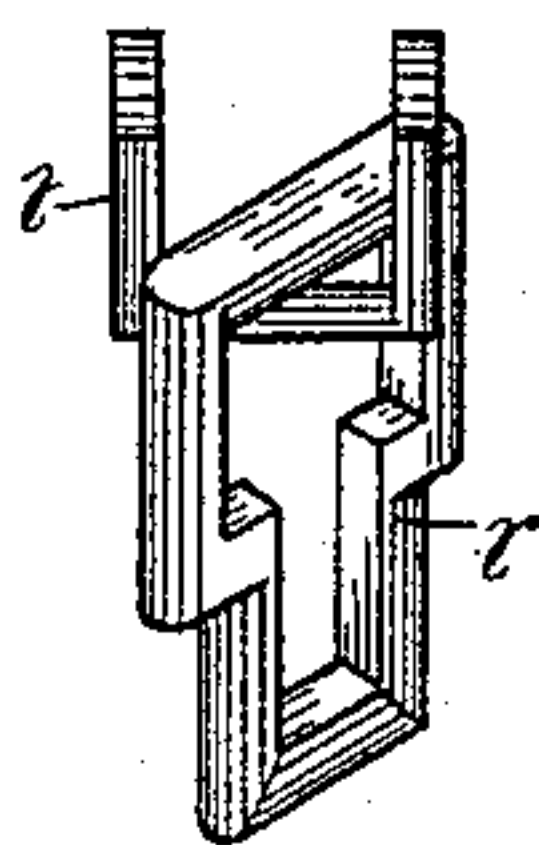
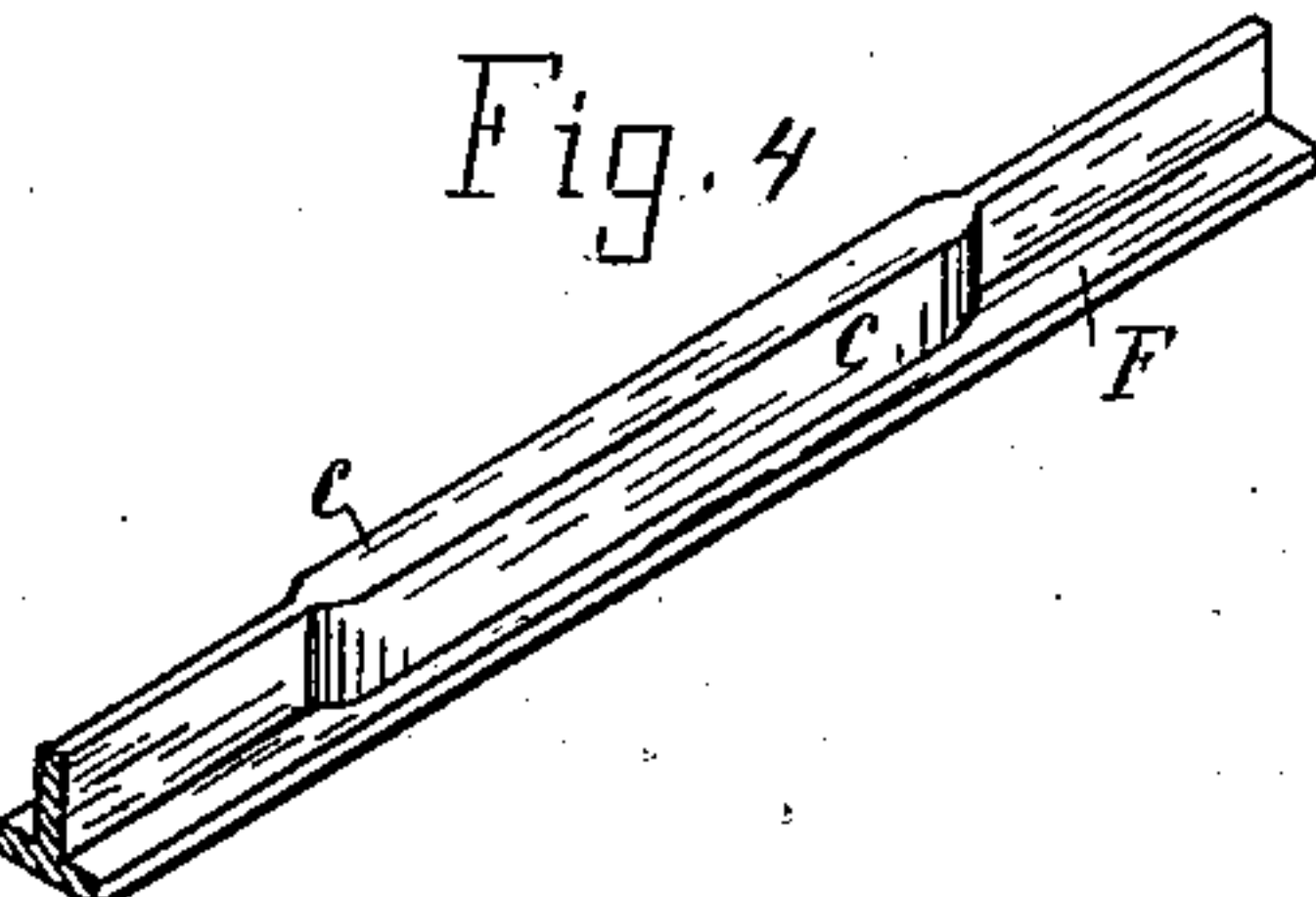


Fig. 4



Witnesses.

John C. Perkins
Amos A. Luby

Inventor.

Ira V. Hicks

By Perkins & Metcalf

Atty.

UNITED STATES PATENT OFFICE.

IRA V. HICKS, OF KALAMAZOO, MICHIGAN.

ROAD-CART.

SPECIFICATION forming part of Letters Patent No. 350,487, dated October 12, 1886.

Application filed July 12, 1886. Serial No. 207,752. (No model.)

To all whom it may concern:

Be it known that I, IRA V. HICKS, a citizen of the United States, residing at Kalamazoo, county of Kalamazoo, and State of Michigan, have invented certain new and useful Improvements in Two-Wheeled Vehicles or Riding Road-Carts, of which the following is a specification, reference being had therein to the figures and letters of reference in the accompanying drawings, making part thereof, and wherein like letters refer to like parts in all the figures.

The object reached by my present invention is the provision of a light, strong, convenient, and easy-riding road-cart in the cheapest and most compact form possible; and these ends I attain by means of the novel construction and arrangement of parts hereinafter set forth, as follows:

In the drawings, Figure 1 represents a side elevation of my new road cart, with one wheel thereof removed. Fig. 2 shows an enlarged portion in cross-section taken on dotted lines 2 2, Fig. 1, detached, showing the ordinary semi-elliptical spring-bar, with my peculiar manner of firmly yet flexibly supporting the rider's seat, in combination with a novel construction and arrangement of parts, to appear presently, as in Figs. 3 and 4, which are enlarged perspective views of the seat-suspending devices, which engage with and enter into the foregoing and immediately following described combination, constituting the essence of my invention, as follows:

A represents the wheels; B, the shafts; C, the axle, and D the spring-bar and attached semi-elliptical spring heretofore employed, but which have in my improvements a novel arrangement and combination with devices now to be particularly pointed out, to wit: Suitably pivoted to the shafts B, as at *v*, are situated the downwardly-curved and recurved reaching seat-arms or bars F, on the rearmost and upwardly curved ends of which rests the rider's seat *u*. At a point about midway between the latter and the pivoted forward ends of the bars F, and firmly fixed to the shafts B B, is situated the transverse spring-bar D, with its attached spring, provided in any of

the well-known ways or forms. The seat-supporting bars or arms F pass through and engage with links *r r* of corresponding form, which links in turn are suspended from the spring ends, and interlock with clips *t t*, as shown. (See Figs. 2, 3.) The bars F have the front bend, *f*, the rear bend, *f'*, and the straight arms or seat-bearings *f''*. The bars F, preferably of T-shaped form for greater strength, and that portion thereof having a bearing in the links, I prefer to re-enforce in thickness, as shown inverted at *c c*, Fig. 4. Suitable straps, *s*, provided with cross-bars for a bottom or foot rest, are fixed to and curved downward and upward from the front to rear, respectively, of the arms F, as shown in Fig. 1. By reason of the downwardly-curved and pivoted forward and rearward recurved ends of the seat-bars, the rider's seat is rendered more accessible than heretofore, as the peculiar manner of hanging the bars or seat-arms to the springs attains a very easy riding movement of the seat as the vehicle passes over any inequalities of ground, and all this at a reduced cost of material and construction. Other advantages accrue to the use of this improvement, but they are so obvious to those skilled in the art that they need not be particularized.

I am aware that seat-supporting bars have been front-pivoted to the shafts, and therefrom sustained by a cross-spring on the cross-bar; but

What I claim as new, and desire to protect by Letters Patent, is—

1. The seat-supporting bar F, made straight from the bend *f* to the bend *f'*, and re-enforced at *c*, to adapt it to be used as described.

2. The seat-support F, pivoted in front to the bottom of the shafts, and in the rear thereof suspended from the cross-spring *a* by the links *r* and clips *t*, as shown and described.

In testimony whereof I have hereunto set my hand this 7th day of July, A. D. 1886.

IRA V. HICKS.

In presence of—

CHARLES W. NOYES,
WM. A. LUBY.