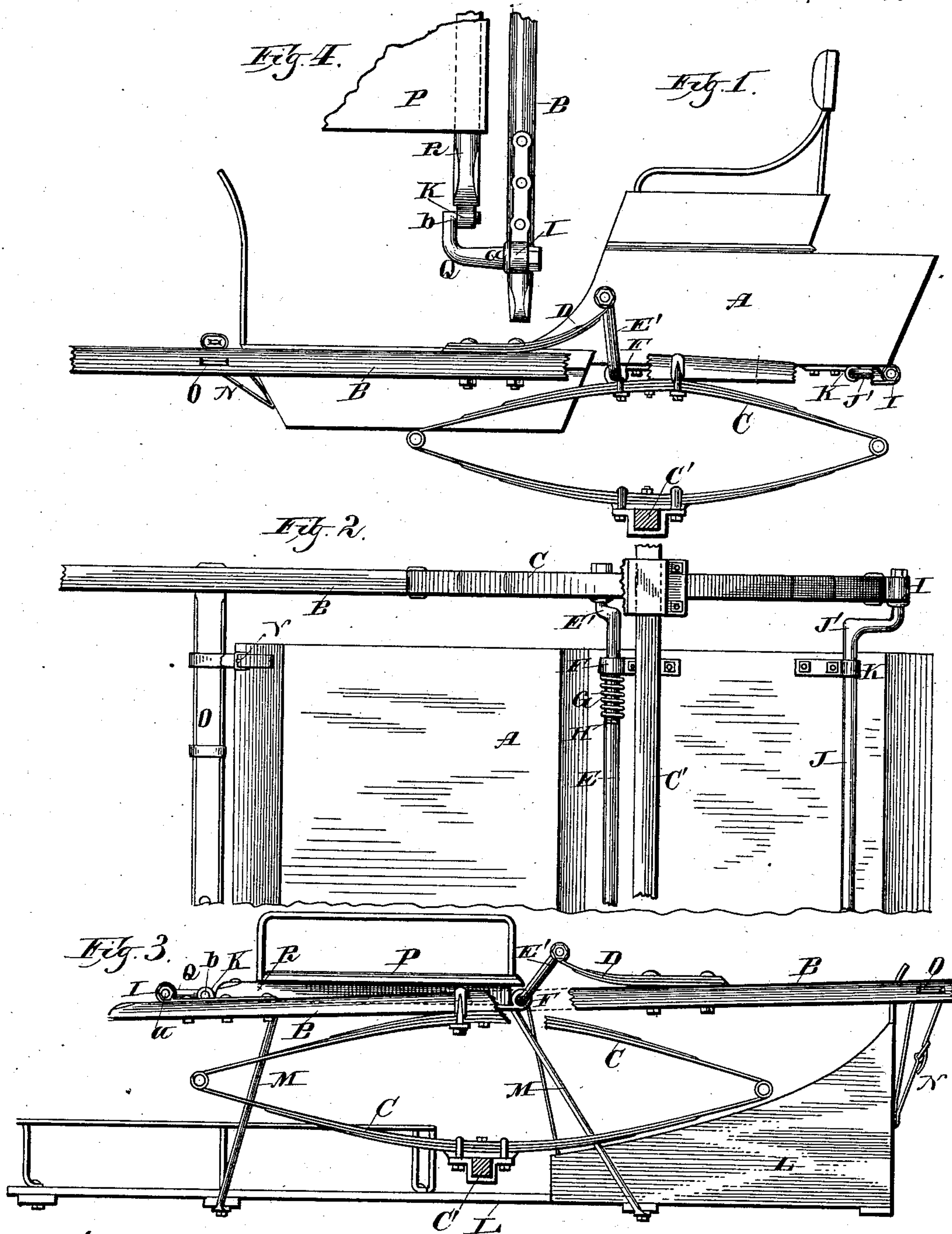


(No Model.)

C. S. BEEBE.
TWO WHEELED VEHICLE.

No. 365,566.

Patented June 28, 1887.



Witnesses:
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UNITED STATES PATENT OFFICE.

CHARLES S. BEEBE, OF RACINE, WISCONSIN.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 365,566, dated June 28, 1887.

Application filed December 18, 1886. Serial No. 221,973. (No model.)

To all whom it may concern:

Be it known that I, CHARLES S. BEEBE, of Racine, in the county of Racine, and in the State of Wisconsin, have invented certain new and useful Improvements in Two-Wheel Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to two-wheel vehicles, being an improvement on those shown and described in my Patents No. 292,277, dated January 22, 1884, and No. 323,257, dated July 28, 1885, the object of my present invention being to dispense with side bars and still retain the salient features set forth in said patents.

My invention therefore consists in certain peculiarities of construction whereby this result is attained, as will be hereinafter described with reference to the accompanying drawings, and subsequently claimed.

In the drawings, Figure 1 represents a side elevation of that style of two-wheel vehicles generally termed "road-cart" constructed according to my invention; Fig. 2, a partial plan view of the under side thereof; Fig. 3, a side elevation of a "buckboard" constructed according to my invention, and Fig. 4 a detail view showing the rear connection for the seat-bars and shafts of a buckboard.

Referring by letter to the drawings, A represents the body of a two-wheel vehicle, and B the shafts, that are clipped or otherwise suitably secured to springs C, the latter being in turn similarly fastened to an axle, C'. The springs C are shown as preferably elliptical; but, if desired, other forms of springs may be employed.

Bolted or otherwise suitably secured to the shafts B forward of the center of the body A are spring-hangers D, provided with suitable eyes to engage the crank ends E' of a transverse front rod, E, the latter having bearings F, suitably fastened to said body upon the under side thereof. Spiral springs G are arranged on the front rod, E, between the bearings F and suitable stops, H, on said rod, as shown in Fig. 2.

At or near the rear ends of the shafts B, I secure hangers I, provided with eyes to engage the crank ends J' of a transverse rear rod, J, that has its bearings K also secured to the under side of the vehicle-body when said

vehicle is in the form of a road-cart, as shown by Figs. 1 and 2.

In some instances it is not desirable to extend the rear rod entirely across the under side of the vehicle-body, and to accomplish this result without departing from the spirit of my invention I may cut away that portion of said rod that comes between the bearings K.

In Fig. 3 I have shown my invention applied to a buckboard, or that style of two-wheel vehicles that have the body or platform thereof suspended beneath the axle. In this instance the body or platform L is suspended at the rear by rigid hangers M, that are secured to the seat-bars R, and at the front a safety strap or straps, N, pass around the cross-bar O, to steady the front of the vehicle when the occupant thereof stands in front of the seat, a similar strap-connection being also employed for the vehicle illustrated in Figs. 1 and 2.

The buckboard-seat P is hung like the cart-body shown by Figs. 1 and 2, with the exception that in place of the transverse rear crank-rod I employ two crank-irons, Q, that are preferably similar to the one shown in Fig. 4, the outer ends, a, of these crank-irons being engaged by the rear hangers, I, on the shafts B, while their inner double right-angle ends, b, are engaged by the rear bearings, K, on the under side of the seat-bars R.

The crank-irons Q, just described, are of the preferred construction; but such construction may be varied so far as the details are concerned without departing from the spirit of my invention. In other words, these crank-irons may be simply the crank ends of the rear transverse rod, as previously described, or such other form as may be best suited to the peculiarity of the vehicle on which they are employed.

In a buckboard the rear transverse rod is cut off between the hangers K simply to get it out of the way of persons mounting the vehicle from behind.

By suspending the body or seat of a two-wheel vehicle directly from the shafts by means of cranks, I simplify the construction of such vehicles by doing away with side bars employed in my former patents above named, and at the same time compensate for the horse motion, thereby providing an extremely simple and pleasing vehicle, the ad-

vantages of which are too apparent to need further description.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

5 1. In a two-wheel vehicle, the combination of the body, the shafts provided with rigid hangers at their rear ends, spring-hangers secured to said shafts forward of the center of
10 the body, and front and rear cranks connected to said body and journaled in the respective hangers, substantially as and for the purpose set forth.

2. In a two-wheel vehicle, the combination
15 of the body, the shafts provided with rigid hangers at their rear ends, spring-hangers secured to said shafts forward of the center of the body, a front transverse crank-rod loosely connected to said body and having its ends
20 journaled in the spring-hangers, and crank-

irons having their inner ends loosely connected to the rear of said body at each side thereof and their outer ends journaled in the rigid hangers on the shafts, substantially as and for the purpose set forth.

3. In a two-wheel vehicle, the combination
25 of the body and suitable hangers with crank-irons, each of which latter comprises a straight main portion and a double right-angular bend, the latter having its terminus parallel with
30 said straight portion, substantially as and for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Racine, in the county of Racine and State of Wisconsin, in the presence of two witnesses.

CHARLES S. BEEBE.

Witnesses:

JNO. W. KNIGHT,

A. MCK. STEWART.