

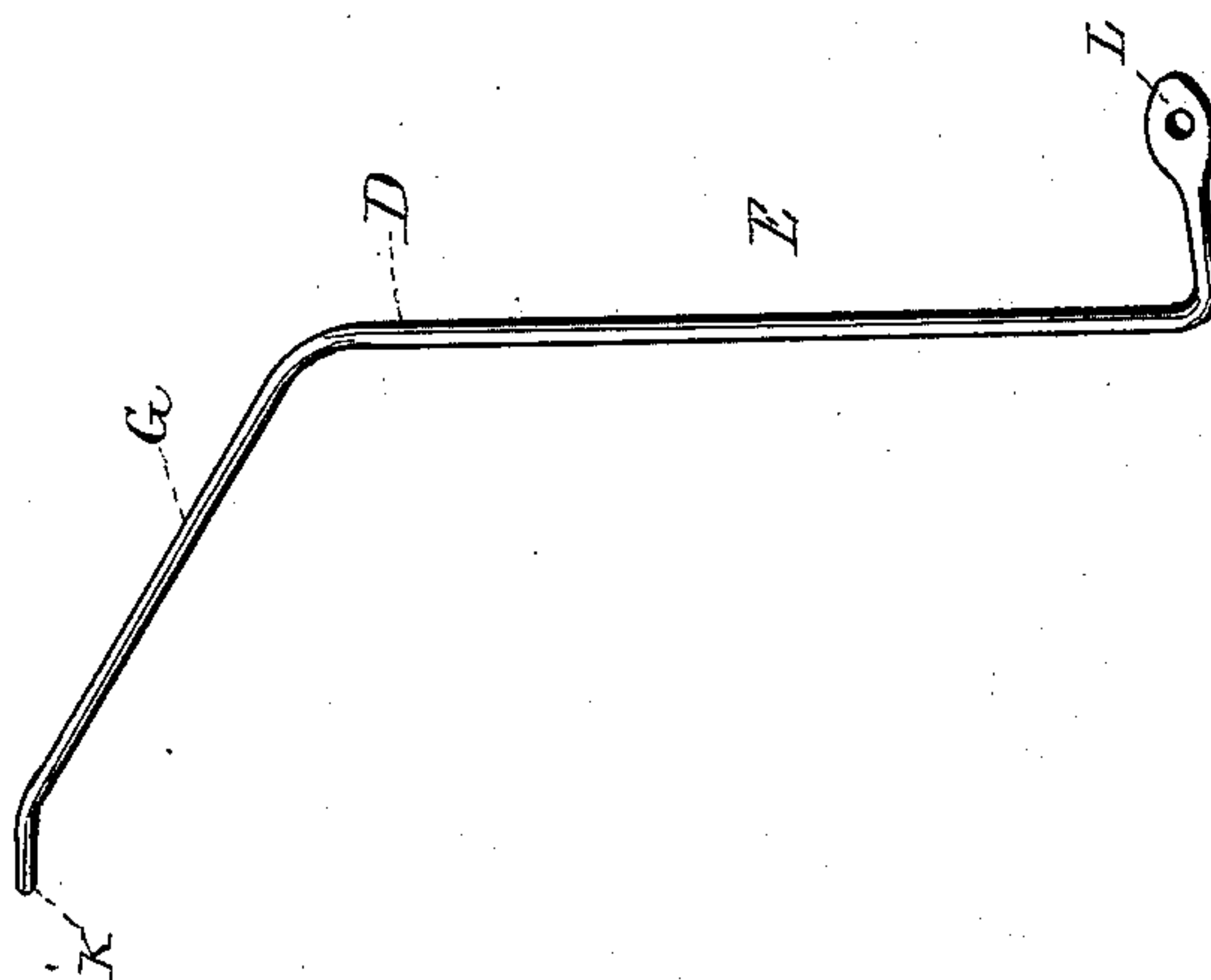
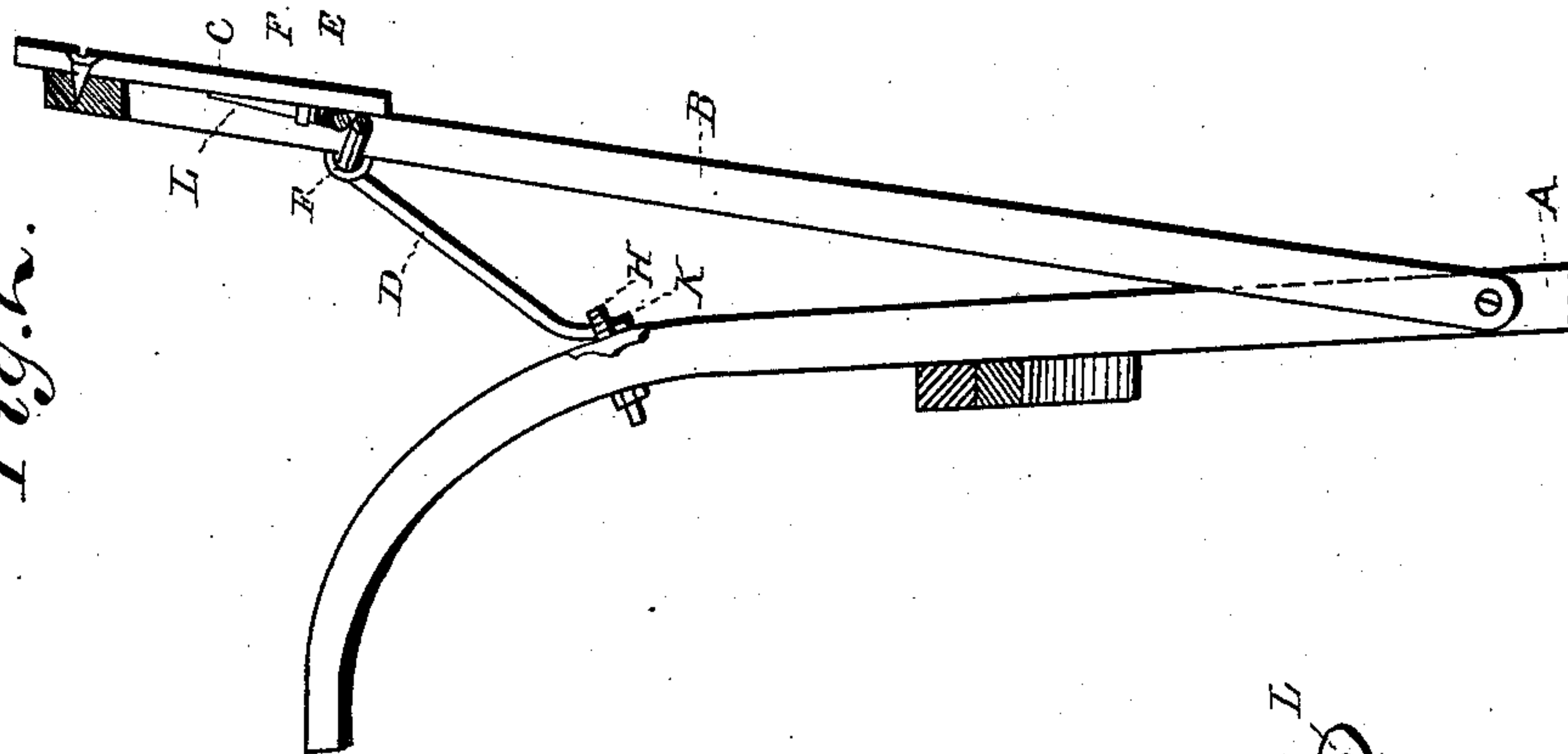
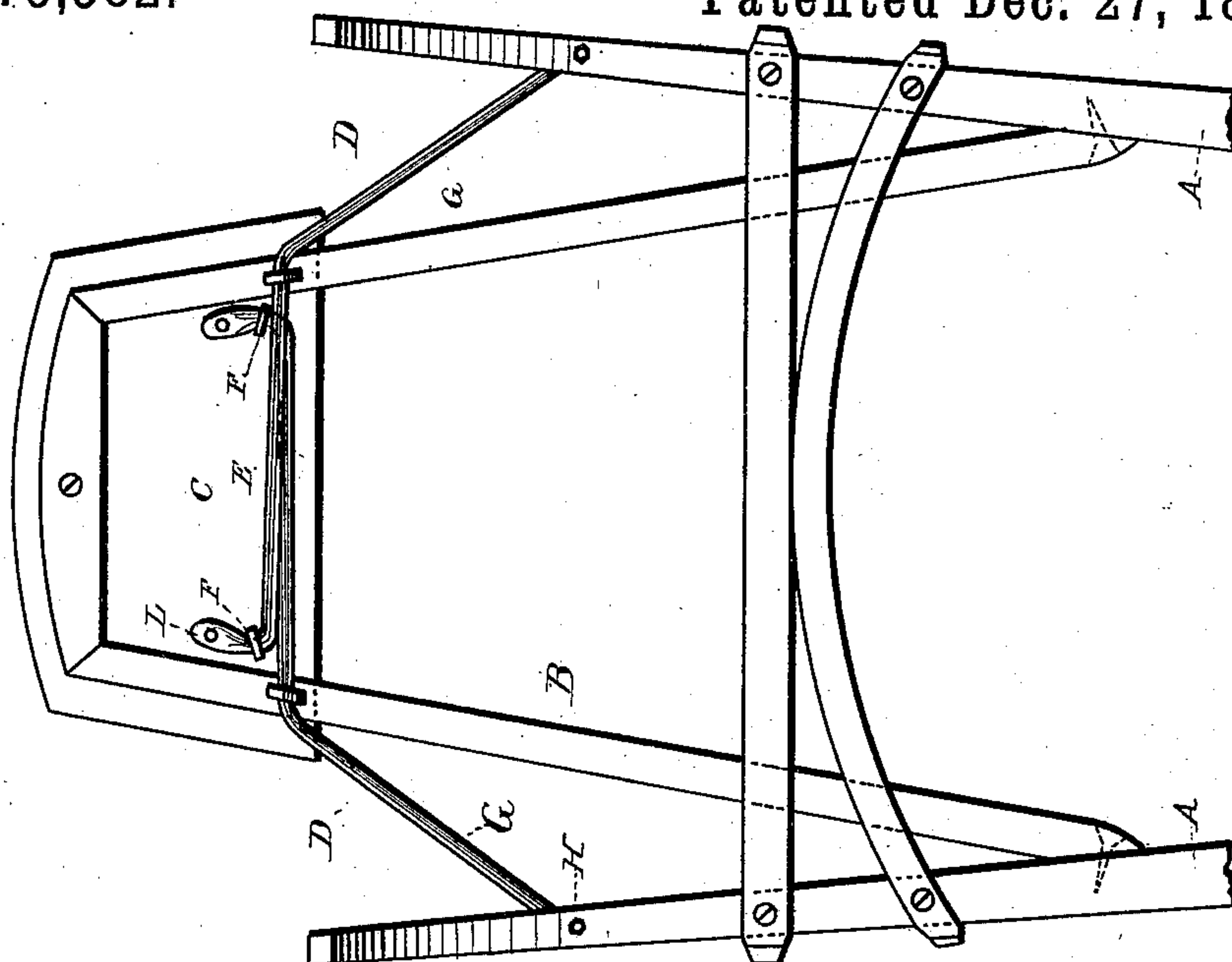
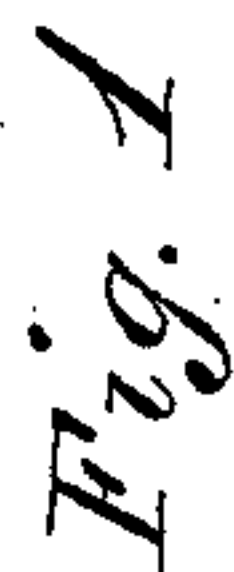
(No Model.)

B. S. & C. W. PORTER.

TWO WHEELED VEHICLE.

No. 375,382.

Patented Dec. 27, 1887.



WITNESSES
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BENJAMIN S. PORTER AND CLARENCE W. PORTER, OF RED OAK, IOWA.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 375,382, dated December 27, 1887.

Application filed May 12, 1887. Serial No. 237,925. (No model.)

To all whom it may concern:

Be it known that we, BENJAMIN S. PORTER and CLARENCE W. PORTER, citizens of the United States, residing at Red Oak, in the county of Montgomery and State of Iowa, have invented certain new and useful Improvements in Road-Carts; and we 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 bottom view of our road-cart. Fig. 2 is a vertical longitudinal section of same. Fig. 3 is a perspective view, and is a detail.

This invention has relation to two-wheel vehicles; and it consists in the construction and novel combination of parts, as hereinafter set forth.

In the accompanying drawings, the letter A designates the shaft bars, and B the seat bars connected thereto in front of the seat C.

D D represent obtuse-angle torsion-springs, each consisting of the main transverse portion E, connected by clips or eye-bearings F to the shaft and seat, or to either shafts or seat, and the oblique arm G, forming an obtuse angle with the main E and extending outward and downward therefrom obliquely to the shaft through a bearing, H, of which the end K of said arm passes, such end playing freely in said bearing. This end or terminal portion K of said arm is usually set in the direction of the length of the shaft-bar, as indicated.

L represents an abrupt bend or offset of the main portion E of the spring, which is firmly fastened to the seat or framing thereof, and is the only part of the spring which is rigidly secured, the portion E having torsional action. These springs are used in pairs, as indicated, their main portions E E crossing or passing each other under the seat.

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

1. A torsion-spring consisting of the transverse torsional portion E, having the abrupt terminal bend or offset L, to be secured to the frame, and the straight arm G, which when in position stands outward and downward from the part E, and which is provided with a forwardly-bent free end to slide in a staple secured to the corresponding shaft-bar, substantially as specified.

2. The combination, with the seat-frame and shaft-bars, of the obtuse-angle torsion springs D D, having their offset ends secured to the seat or seat-frame, their main torsional portions E E connected to said frame by bearings, and their oblique arms extending to the shaft-bars and playing in bearings thereof, substantially as specified.

In testimony whereof we affix our signatures in presence of two witnesses.

BENJAMIN S. PORTER.
CLARENCE W. PORTER.

Witnesses:

C. D. GRAY,
THOS. H. LEE.