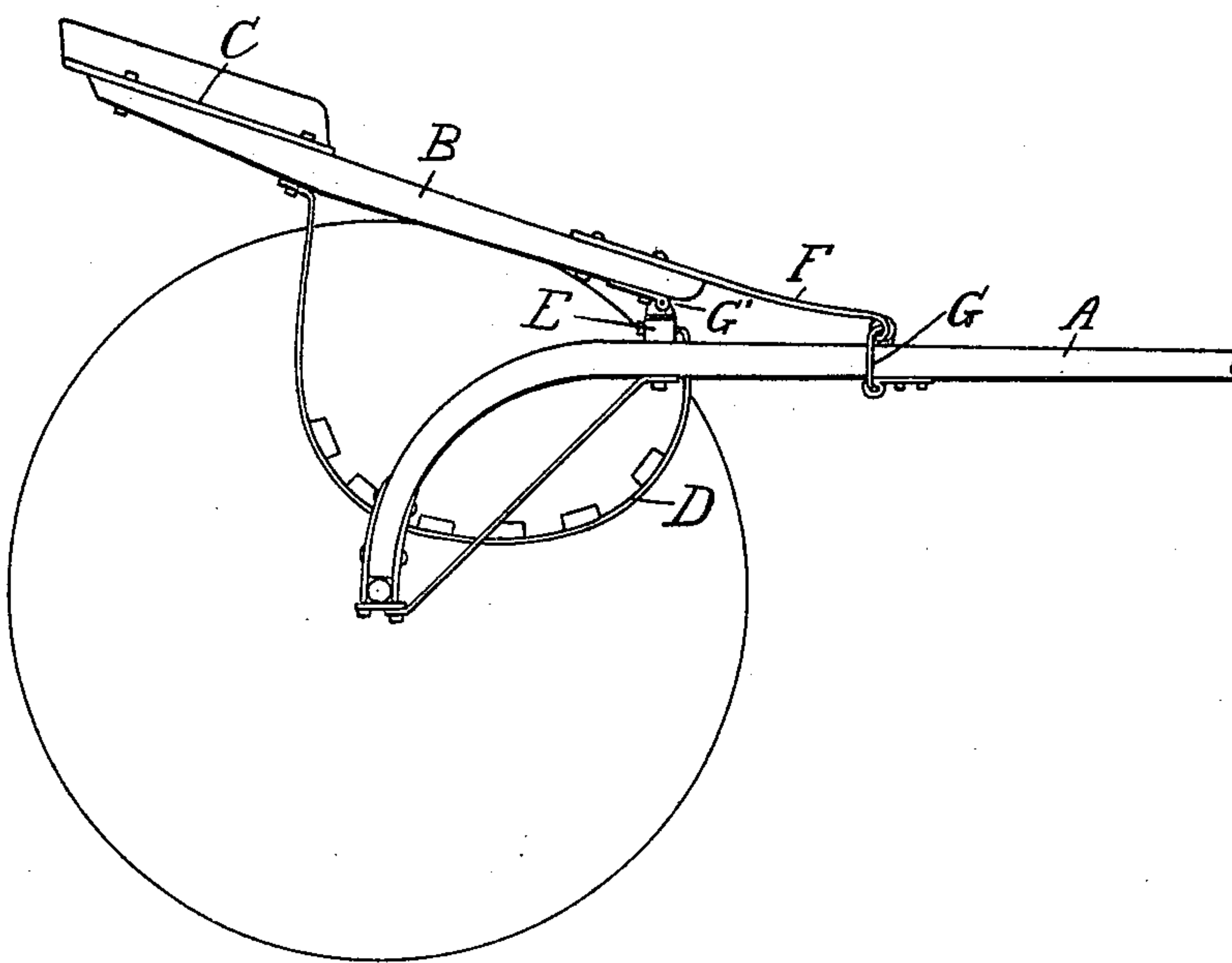


(No Model.)

W. A. PATERSON.  
TWO WHEELED VEHICLE.

No. 379,599.

Patented Mar. 20, 1888.



Witnesses:

*P. M. Hulbert*

*James Whittmore.*

Inventor:

*William A. Paterson.*

By *Adolph Barthel.*

*Atty.*

# UNITED STATES PATENT OFFICE.

WILLIAM A. PATERSON, OF FLINT, MICHIGAN.

## TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 379,599, dated March 20, 1888.

Application filed August 1, 1887. Serial No. 245,816. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM A. PATERSON, a citizen of the United States, residing at Flint, in the county of Genesee and State of Michigan, have invented certain new and useful Improvements in Carts, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to a new and useful improvement in carts; and the invention consists in the novel manner of supporting the seat, all as more fully hereinafter described.

In the drawing which accompanies this specification a cart provided with my improvement is shown in side elevation, and wherein A are the shafts; B, the seat-bars; C, the seat; D, the foot-rest. and E a cross-bar, all the parts being of known construction, except as hereinafter described.

The forward end of each seat-bar is formed with a spring, F, bolted or otherwise secured to the front end of the wooden portion thereof, and the free end of this spring is pivotally secured to a bail or link, G, which embraces the shaft and is hinged at the under side thereof, or otherwise.

G' is a hinge-connection between each seat-bar and the cross-bar E, and this connection forms a fulcrum for the seat-bars, which make

the springs F the elastic medium for supporting the seat.

In practice, the fulcrum G' being placed near the forward end of the rigid portion of the seat-bars, the springs F are enabled to come into full play to ease the motion in riding, while the links or bails G, being free to oscillate back and forth, compensate for the action of the springs, counteract side motion, and form simple and safe means for counteracting the weight of the rider.

What I claim is—

The combination, with the shafts and the cross-bar E, of the seat-bars hinged at one end to said cross-bar, the seat, the foot-rest secured at one end to said cross-bar and at the other to the seat-bars, the bails G, pivotally secured to the shafts, and the springs F, secured at one end to the seat-bars and at the other pivotally connected with said bails, substantially as and for the purpose specified.

In testimony whereof I affix my signature, in presence of two witnesses, this 29th day of June, 1887.

WILLIAM A. PATERSON.

Witnesses:

E. H. REARNER,  
J. F. RANDALL.