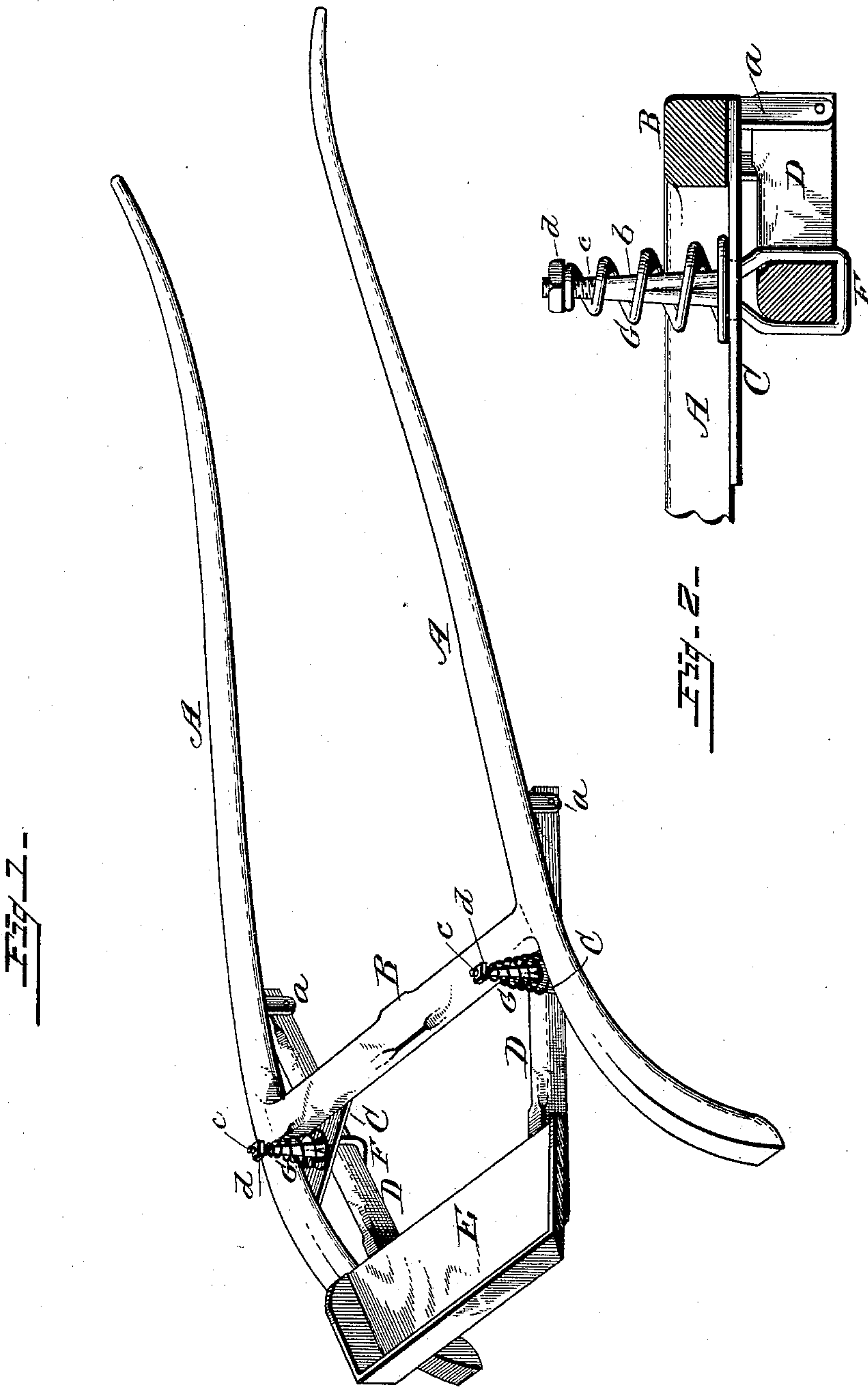


(No Model.)

F. RUPP.
TWO WHEELED VEHICLE.

No. 395,355.

Patented Jan. 1, 1889.



Witnesses

Albert Spiden,
Wm. B. Long,

Inventor

Frederick Rupp,

By *his* Attorney

Chas. H. Fowler

UNITED STATES PATENT OFFICE.

FREDERICK RUPP, OF MILFORD, INDIANA.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 395,355, dated January 1, 1889.

Application filed March 13, 1888. Serial No. 267,100. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK RUPP, a citizen of the United States, residing at Milford, in the county of Kosciusko and State of Indiana, have invented certain new and useful Improvements in Running-Gears; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a perspective view of my invention; Fig. 2, a detail view, partly in section, and on an enlarged scale.

The present invention has relation to certain new and useful improvements in the manner of attaching and suspending the seat of a road-cart or other vehicle, and has for its object to render the seat much easier for the occupant in riding; also forming a strong, light, and durable means of attachment, which objects I attain by the construction substantially as shown in the drawings, and hereinafter described and claimed.

In the accompanying drawings, A represents the shafts of a road-cart or other vehicle connected by the usual transverse brace, B, to the under side of which are suitably connected the metal supports C, extending in a diagonal direction from the shafts to the brace, as shown. To the under side of the shafts A are connected the clips *a*, to which are pivoted the bars D, and to the rear of these bars is attached the usual seat, E. The bars D extend through yokes F, the shanks *b* of which extend up through holes in the supports C, and have screw-threaded ends *c* for connecting thereto nuts *d*. Spiral springs G encircle the shanks of the yokes, which are of conical form, so as to present to the supports C an increased area of surface, and consequently an increase of power at its lower end, also to increase its bearing on the supports and equalize the strain on the bars D.

The means above described of suspending

and attaching the seat to the shafts renders the seat easy of riding, and always keeps a perfect equipoise, and also no material weight is added to the vehicle to make it cumbersome.

By the employment of the nuts *d* the coils of the springs can be tightened to increase their tension and power, as found desirable.

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

1. The combination, with the shafts A and the bars D, pivoted at one end to the under side of said shafts and at the other end carrying the seat, of the diagonal supports C, the yokes F, embracing said bars, and having shanks *b* extended through holes in the supports C, the conical spiral springs encircling the said shanks, and the adjusting-nuts on the ends of said shanks and bearing on said springs, substantially as shown and described.

2. The combination, with the shafts, the clips *a* on the under side thereof, the cross-brace B, the diagonal bars D, pivoted at one end to said clips and at the other carrying the seat, and the metal supports C, extended in a diagonal direction from the shafts to said brace and secured thereto, of the yokes embracing the bars D near the center of their length, and formed with tapered shanks *b*, passed loosely through holes in the supports C in the crotch of the shafts and brace to the rear of the brace, the conical coiled springs encircling said shanks, and the adjusting-nuts on said shanks above the springs, substantially as shown and described, and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

FREDERICK RUPP.

Witnesses:

GEORGE P. BETTZ,
D. L. MATTO.