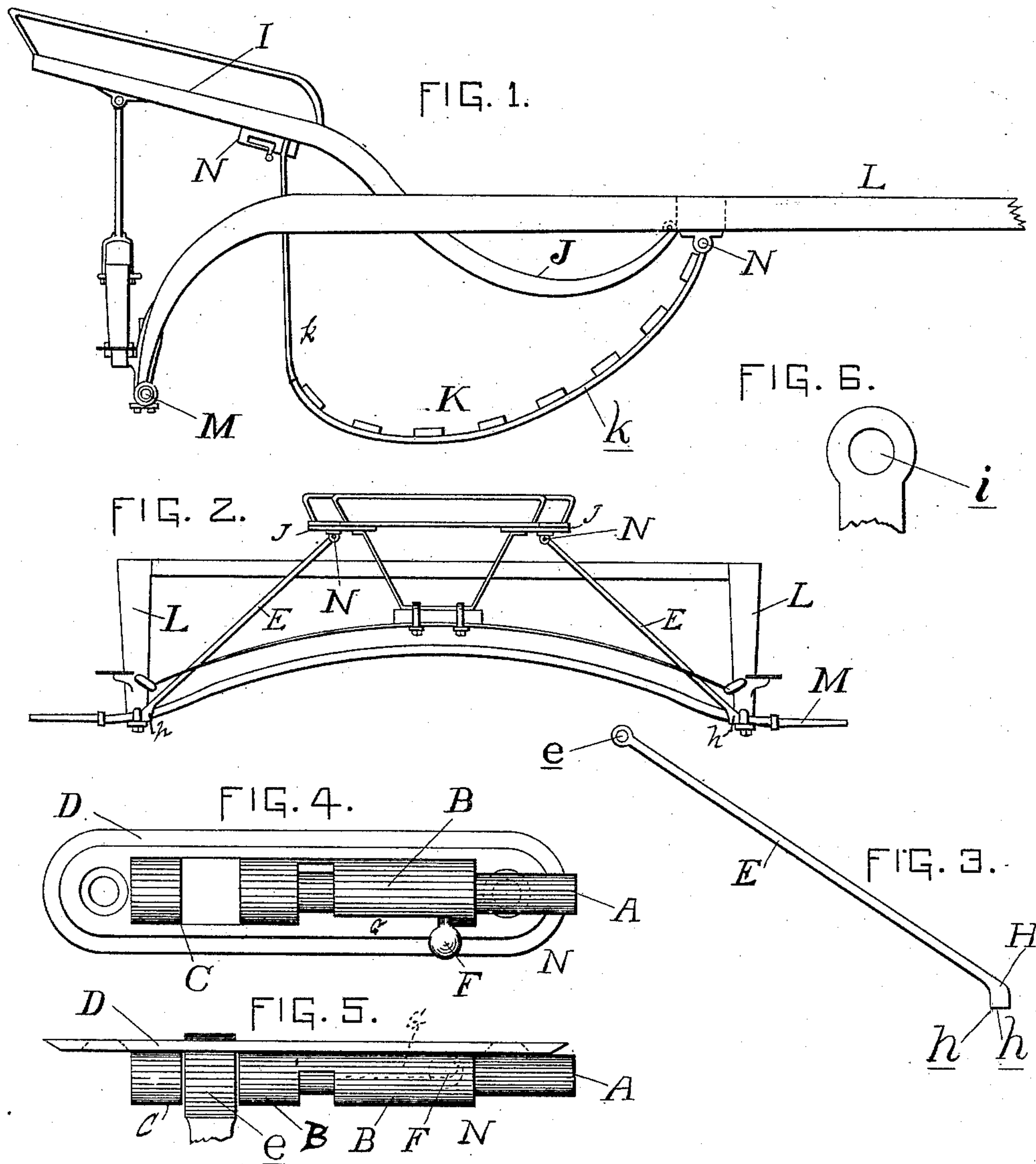


(No Model.)

J. W. HEWITT.
TWO WHEELED VEHICLE.

No. 445,556.

Patented Feb. 3, 1891.



WITNESSES:

Charles Conely
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UNITED STATES PATENT OFFICE.

JACKSON W. HEWITT, OF JACKSON, MICHIGAN.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 445,556, dated February 3, 1891.

Application filed September 27, 1890. Serial No. 366,414. (No model.)

To all whom it may concern:

Be it known that I, JACKSON W. HEWITT, of Jackson, in the county of Jackson and State of Michigan, have invented a new and useful Improvement in Two-Wheeled Vehicles, of which the following is a specification.

My invention relates to two-wheeled vehicles; and the object of my improvement is to transform a road-cart into a speeding-sulky. I attain this object by the means illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a two-wheeled vehicle embodying my invention with the wheels removed. Fig. 2 is a rear elevation of the same with the wheels and crate removed and with the adjustable seat-bars in place. Fig. 3 is a detail view of one of the adjustable seat-braces. Fig. 4 is a plan view of the locking device. Fig. 5 is a side elevation of the locking device, and Fig. 6 is a detail view of one of the ends of the crate-irons.

Similar reference-letters refer to similar parts throughout the several views.

To transform a road-cart into a speeding-sulky it is desirable to detach the crate and support the seat rigidly above the axle. To accomplish these objects, I employ the lock shown in Figs. 4 and 5 and two supporting-braces like that shown in Fig. 3, arranged and combined with the vehicle as below described. The lock consists of a bolt A, sliding in a barrel B, and when thrown forward extending into a box C. The barrel B and box C are rigidly attached to a base-plate D. F is the knob by which the bolt A is moved.

G is a slot in the side of the barrel B, extending in the direction of the travel of the bolt, then turning at right angles and extending to the opposite side of the barrel. The shank of the knob F slides in the slot G. When said bolt is thrown forward, the shank of said knob is turned into the transverse portion of the slot G and prevents the movement of the bolt by striking against the sides of the transverse portion of said slot.

E, Fig. 3, is a metal bar provided with an eye *e* at one end and a saddle H at the other end. Said saddle consists of two downwardly-extending wings *h h*, at a distance apart equal to the width of the axle and joined together

at the top. The length of said bar is equal to the distance from the seat-bar under the seat to the butting-ring upon the axle.

I is the seat, J J are the seat-bars, K is the crate, *k k* are the crate-irons, L is the shaft, and M is the axle, of the vehicle.

N N N N are locks of the kind shown in Figs. 4 and 5. One of said locks is secured to the under side of each of the seat-bars under the seat and one toward each end of the cross-bar of the shafts. The ends of the crate-irons are adapted to pass between the barrel B and box C of each of said locks, and are provided with eyes *i*, Fig. 6, adapted to permit the passage of the bolt A.

When it is desired to use the vehicle as a road-cart, the crate is secured in place by passing an end of a crate-iron between the box C and barrel B of each of the locks N N N N. The bolts are then thrown forward, passing through the eye of the crate-irons, thus securing the crate in place. When the bolt A is thrown forward, the knob F is turned down into the transverse portion of the slot G, the weight of said knob holding it in said portion of said slot.

When it is desired to use the vehicle as a speeding-sulky, the crate is removed by retracting the bolts of the locks N N N N, and the seat is supported by adjusting the bars E E in the following manner: The end of each of said rods in which is formed the eye *e* is inserted between the barrel B and box C of the locks N N upon the seat-bars beneath the seat and secured in place in the same manner as is above described in reference to the crate-irons. The saddles H H are placed upon the axle, one of the wings *h h* passing upon each side of the axle, and the lower end of the bar E abutting against the butting-ring or other object adapted to prevent its motion along the axle. Thus the seat is supported by the bars E, and any motion of the seat relative to the axle is prevented.

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

1. In a two-wheeled vehicle, the combination of the seat, the axle, and bars E E, each of said bars being adapted to be detachably

secured to the seat at one end and detachably secured to the axle near its end at the other end, substantially as and for the purpose described.

5 2. In a two-wheeled vehicle, the combination of the seat, the locking devices N N, secured to the seat, the axle, and bars E E, each of said bars being adapted at one end to be secured by one of said locking devices and
10 provided at the other end with a saddle H,

adapted to fit over the axle and abut against the butting-ring or other object at the end of the axle adapted to prevent the movement of said saddle along the axle, substantially as shown and described.

JACKSON W. HEWITT.

Witnesses:

JOSIAH B. FROST,
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