

No. 626,587.

Patented June 6, 1899.

C. H. BARROWS.
VEHICLE.

(Application filed Mar. 3, 1899.)

(No Model.)

FIG. 1.

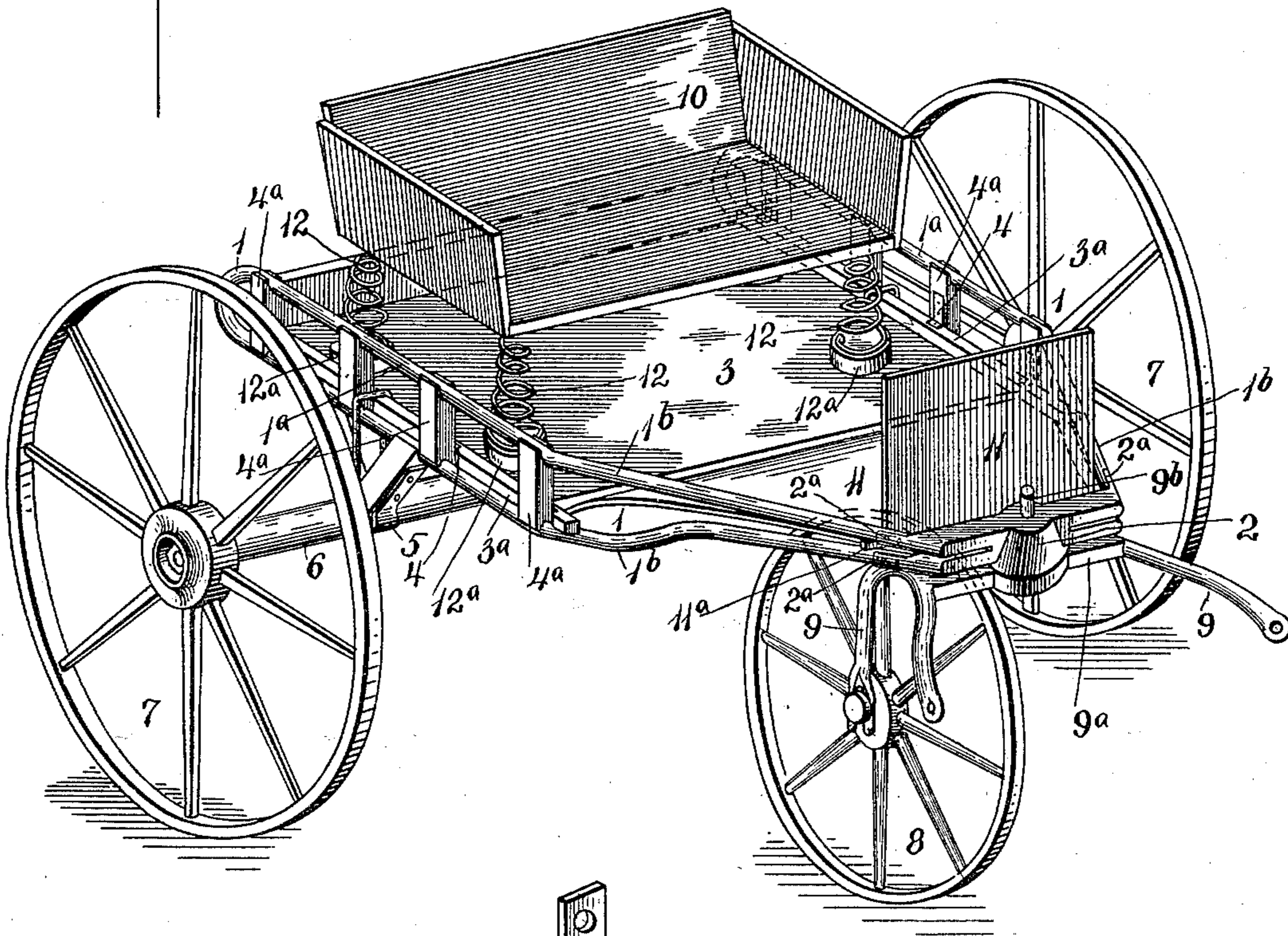
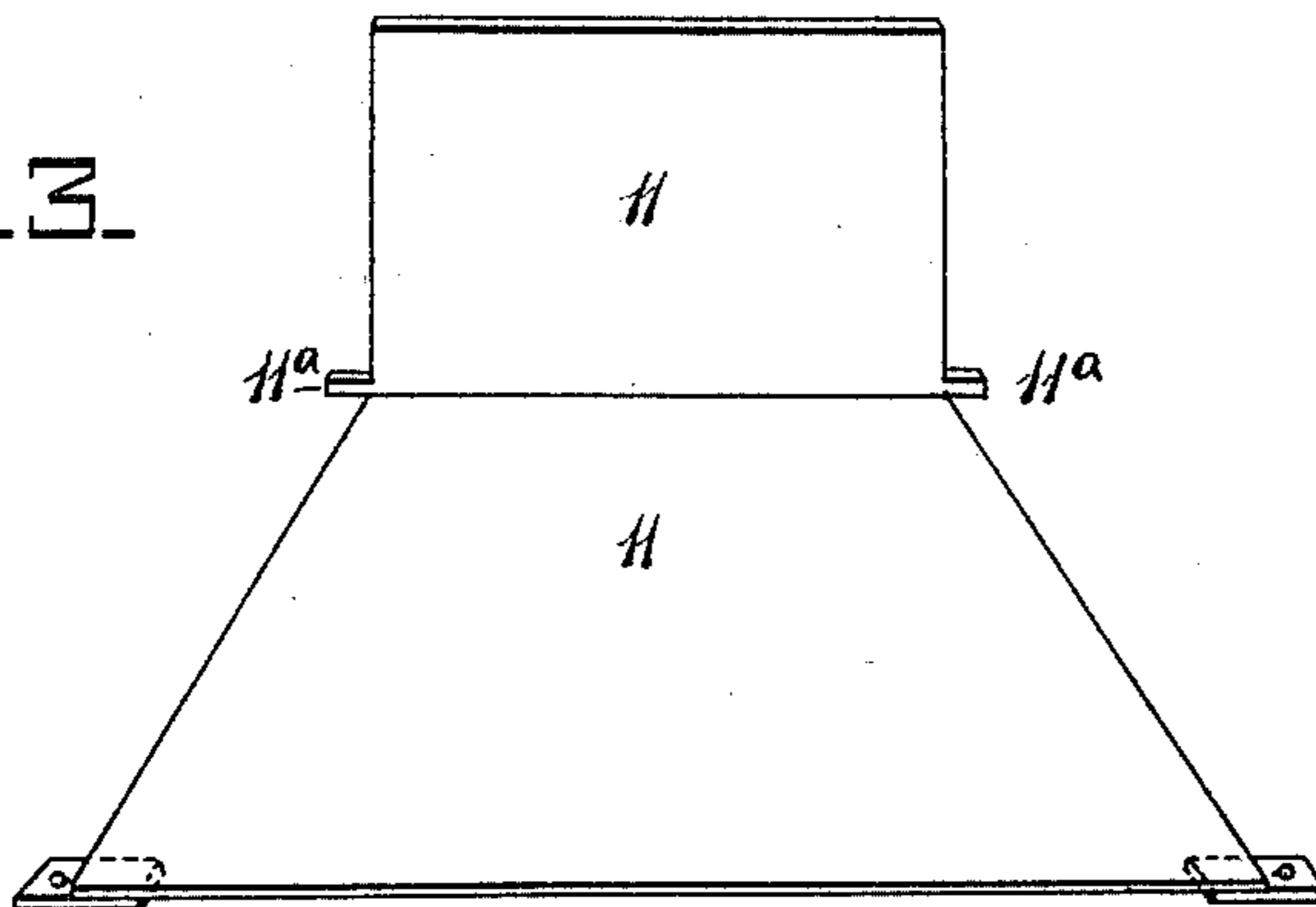


FIG. 2.



FIG. 3.



Witnesses

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VEHICLE.

SPECIFICATION forming part of Letters Patent No. 626,587, dated June 6, 1899.

Application filed March 3, 1899. Serial No. 707,657. (No model.)

To all whom it may concern:

Be it known that I, CHARLES HENRY BARROWS, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Vehicles; and I do hereby 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.

My invention relates to certain improvements in vehicles, more especially tricycles.

It has for its object to greatly simplify construction and to promote durability and lightness, as well as the general improvement of the vehicle.

It consists of the combination and arrangement of the parts, including their construction, all substantially as hereinafter more fully disclosed, and specifically pointed out in the claims.

In the accompanying drawings, illustrating the preferred embodiment of my invention, Figure 1 is a perspective view of the same. Fig. 2 is a detailed section disclosing more fully the "knees" or angle-brackets to effect connection between the floor-supports and the "body" or sides. Fig. 3 is a detached view of the foot or dash board.

Latitude is allowed herein as to details, as they may be changed or varied without departing from the spirit of my invention and the same yet remain intact and be protected.

In carrying out my invention I form the body or sides 1 1 each preferably of a single tubular piece of metal, the same being bent or doubled at a point equidistantly from its ends and having the upper and lower "stringers" or side pieces 1^a 1^a thus formed extending forward parallel a sufficient distance to constitute the sides proper. The bent connecting portion between the upper and lower pieces or stringers 1^a form the rear end thereof, while said stringers or pieces are caused to converge, more or less, from the forward end of the body or sides proper, the lower stringer or piece preferably converging toward the upper one. The forward end portions 1^b of said sides 1^a are caused to converge, more or less, one toward another, and to their

extreme convergent ends is connected or secured a "cross head" or bar 2, the latter having preferably rearward lateral extensions 2^a, adapted to be united to said convergent ends of said stringers or side pieces. 3 is the floor or bottom, suitably constructed of boards or plank and having the longitudinal side pieces or sills 3^a thereof adapted to be bolted or secured to knees or angle-irons or brackets 4, bolted or secured to short vertical cross-pieces 4^a, wedged in between the upper and lower portions of the stringers or sides 1 1. The body thus produced is mounted upon suitable brackets 5, suitably clipped or secured upon an axle 6 near the rear end of the body, said axle having wheels 7, which may be of any approved or other construction and may be provided with pneumatic tires. (Not shown.)

A suitable steering or caster wheel 8 is arranged at the front end of the vehicle, and upon its axle at opposite sides are preferably forked the lower slotted ends of arcuate or curved side pieces 9 9, with a connecting cross-piece 9^a, having a vertical pin 9^b, the whole constituting a single frame, said pin or pivot adapted to pass up through a central opening or aperture in the cross head or bar 2. The side pieces 9 9 of said frame provide for the attachment of the thills or shafts to the vehicle and are so constructed as to cause the steering or caster wheel 8 to stand well in under the floor or bottom of the carriage-body to enable the horse or animal to be hitched close up to the vehicle.

The foot or dash board 11 has its rear end or edge resting upon or under and suitably secured to the forward edge of the floor or bottom 3, and at its forward edge it is provided with lateral extensions or projections 11^a to rest between the convergent upper and lower stringers 1^a of the sides 1, thus being held in place at that point.

The driver's seat 10 is supported or mounted upon springs 12, suitably secured to the floor or bottom of the vehicle, or said seat may be secured bodily or directly upon the rails or upper portions of the sides 1 and springs or cushions substituted in lieu of the brackets 5 between the vehicle-body and the wheel-axle.

It will be noticed that this invention is char-

acteristic for its simplicity of construction, lightness, and fewness of parts, which render it light and easy-running.

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

1. A vehicle of the character described, having its sides or body produced of opposite single pieces, each being bent or doubled into an upper and a lower "stringer" or piece, said opposite pieces having convergent forward end portions having fixed thereto a front or cross piece, within which pivots the steering-wheel-carrying frame, substantially as set forth.

2. A vehicle of the character described, having its sides or body portion formed of opposite single pieces, each being bent or doubled into an upper, and a lower, "stringer" or piece spanned by vertical pieces having connected thereto angle brackets or irons, to provide for securing the bottom or floor in place, substantially as set forth.

3. A vehicle of the character described, having its sides or body produced of opposite pieces, each being bent or doubled into parallel "stringers" or pieces with forwardly-converging portions connected by a cross head or bar, having lateral rearward extensions secured to said converging portions of said "stringers," and the steering or forward wheel-carrying frame, substantially as set forth.

4. In a vehicle of the character described, having its sides or body portion formed as described, in combination with the foot or dash board, with its rear edge or end adapted to be secured to the floor or bottom and having lateral projections or extensions at its forward end, to secure said end in place, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES HENRY BARROWS.

Witnesses:

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