

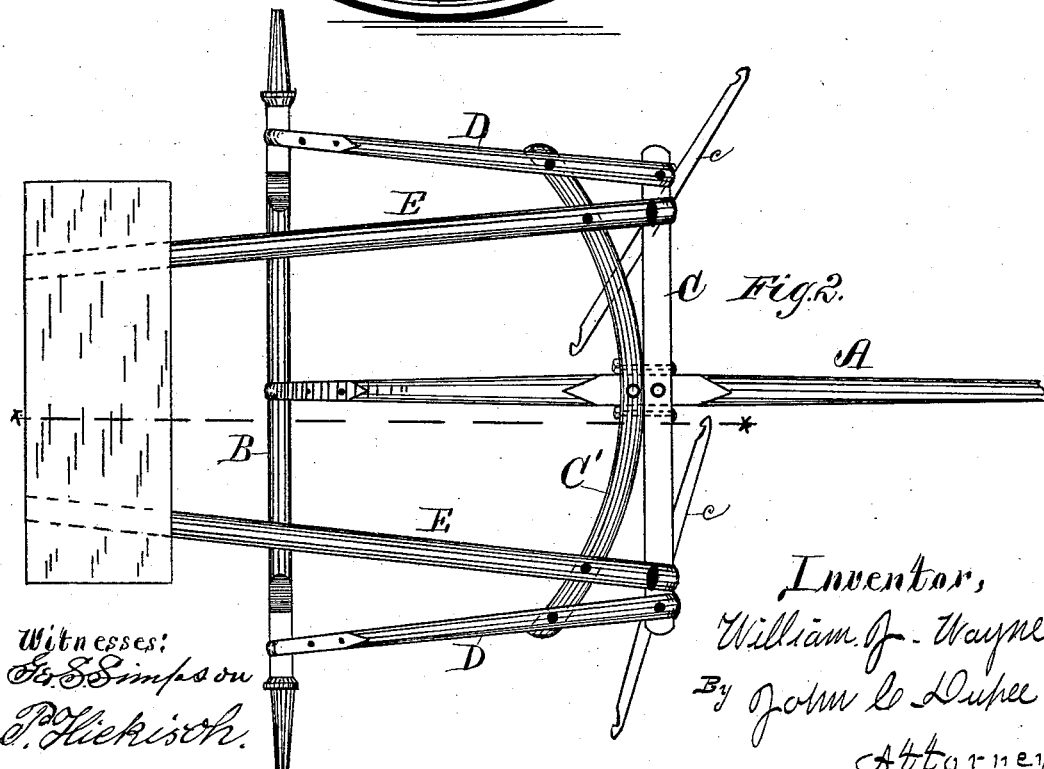
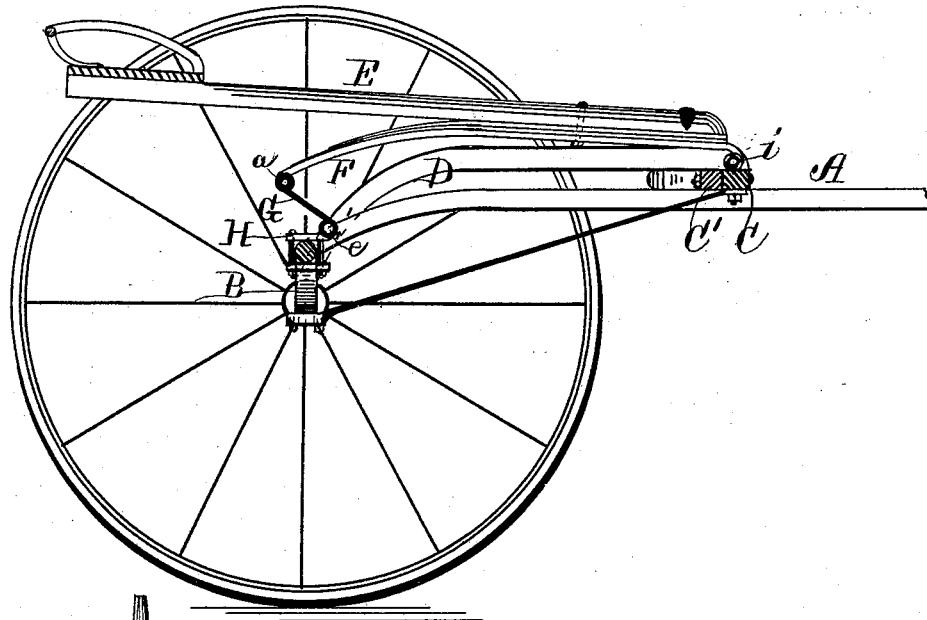
(No Model.)

W. J. WAYNE.
TWO WHEELED VEHICLE.

No. 264,497.

Patented Sept. 19, 1882.

Fig. 1.



Witnesses:
E. S. Simpson
P. Liekisch.

Inventor,
William J. Wayne
By John L. Dupee
Attorney

UNITED STATES PATENT OFFICE.

WILLIAM J. WAYNE, OF DECATUR, ILLINOIS.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 264,497, dated September 19, 1882.

Application filed July 19, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. WAYNE, a citizen of the United States, residing at Decatur, in the county of Macon and State of Illinois, have invented a new and useful Improvement in Two-Wheel Vehicles or Sulkies, of which the following is a specification.

My invention relates to certain new and useful improvements in that class of two-wheel vehicles commonly known as "road-carts," and the object of my improvements is to combine lightness and simplicity of construction with cheapness and durability. This object is attained by the following-described construction, which is designed to be used with a span of horses; and it consists in the arrangement and combination of a tongue or pole with the axle and seat-supporting bars and springs, which will be hereinafter more fully described, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a vertical section on line *xx*, Fig.

2. Fig. 2 is a plan or top view of all the frame-work and tongue or pole.

Similar letters refer to similar parts throughout the several views.

A represents the tongue or pole, which runs back to and connects with the axle in the ordinary manner; B, the axle, which is termed a "crank-axle." C is the ordinary cross-bar, and C' is a circle-bar, and is secured to the back side of the cross-bar C and to the tongue A. The circle-bar C' curves rearward, and its outer ends are secured to the braces D. These braces are secured to the axle on its low part, between the offset and wheel. Their forward ends are attached to the cross-bar C. Both the circle-bar C' and cross-bar C are secured to the tongue, and are secured there-

to, as shown. The seat-supporting bars E E are secured to the half-elliptic springs F. These springs are connected with the cross-bar by eyebolts *i*. Their rear ends terminate in a knuckle-joint, *e*, with the connection G, which inclines downward and forward, forming a knuckle-joint, *a*, with the clamping-plate H, which is secured to the high part of the axle in the manner shown. *c c* are whiffletrees, which are attached to the under side of the cross-bar C. The tongue or pole in this vehicle is rigidly attached to the axle and cross and circle bars, and is not designed to be used for any other than a double rig or span of horses, as an entire reconstruction would be necessary to attach a single horse. A portion of this combination has been shown, described, and claimed by me in a previous application, filed May 19, 1882, in which the half-elliptic springs, seat-supporting bars, and jointed connection are claimed in combination with the thills and axle. I therefore do not claim these broadly; but

What I believe to be new, and desire to secure by Letters Patent, is—

1. In a two-wheel vehicle to be used with a pair of horses, the tongue or pole A, in combination with the cross-bar C, circle-bar C', side bars or braces, D D, and axle, substantially as shown, and for the purpose set forth.

2. In a two-wheel vehicle for use with a pair of horses, the springs F, connection G, and seat-supporting bars E, in combination with the cross-bar C, circle-bar C', tongue or pole A, and axle B, substantially as shown and described.

WILLIAM J. WAYNE.

Witnesses:

WM. M. LATHAM,
DAVID L. EBERLY.