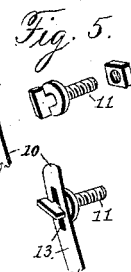
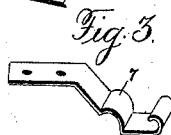
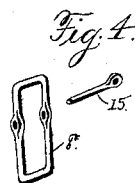
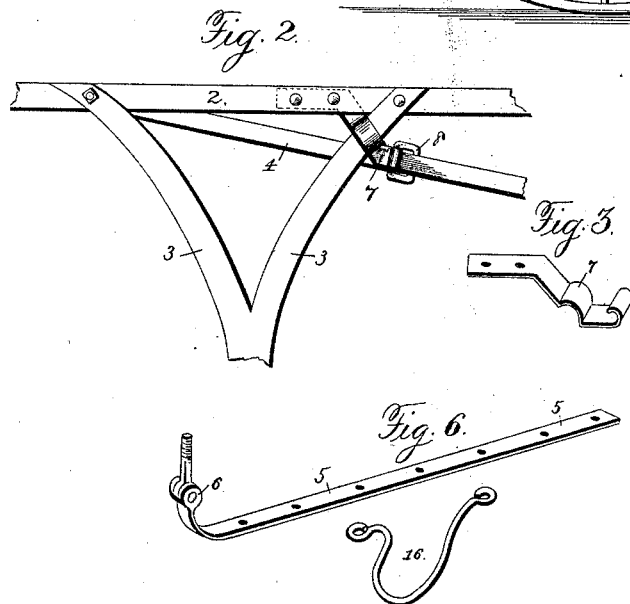
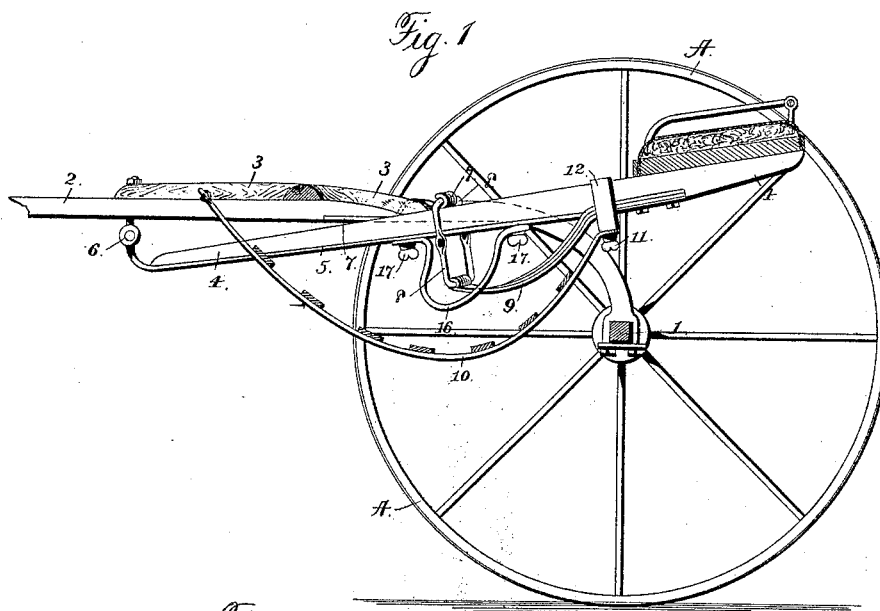


(No Model.)

D. SNYDER.
TWO WHEELED VEHICLE.

No. 421,444.

Patented Feb. 18, 1890.



Witnesses:
Jas. C. Hutchinson.
G. F. Downing.

Inventor:
Derry Snyder
By H. A. Seymour
Attor.

UNITED STATES PATENT OFFICE.

DERRY SNYDER, OF ELKLAND, PENNSYLVANIA.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 421,444, dated February 18, 1890.

Application filed July 16, 1889. Serial No. 317,731. (No model.)

To all whom it may concern:

Be it known that I, DERRY SNYDER, of Elkland, in the county of Tioga and State of Pennsylvania, have invented certain new and useful Improvements in Two-Wheeled 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 an improvement in two-wheeled vehicles.

The object is to provide a combined road-cart and speeding-sulky capable of being readily converted from one to the other, and one which shall be made of few parts and that may be placed on the market at a slight cost.

With these ends in view my invention consists in certain novel features of construction and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a longitudinal sectional view of the vehicle, showing parts in elevation; and Figs. 2, 3, 4, 5, and 6 are views of detached parts.

A A represent the wheels, in which the ends of the axle 1 are supported. The shafts 2 are clipped or otherwise secured to the axle after the usual fashion and the shafts are held apart by the half-circle braces 3 3. A pair of seat-bars 4 4 extend from the shafts backward, preferably upon a slight incline and converging toward each other at the rear ends. On their lower edges the metal strips 5 are secured and the forward ends of the strips bent upward and connected by the knuckle-joints 6 to the shafts. Hooks or jacks 7, attached to the lower faces of the shafts, extend over the circle-braces, and the loops 8, depending from the hooks, surround the seat-bars and permit considerable up-and-down play of the seat-bars therein. The natural tendency would be of course for the bars to drop to the lowest point within the loops and remain there; but to counteract this tendency, and yet furnish a yielding support or cushion, the plate-springs 9, secured to the bars at a point beneath the seat, project forward and are connected at their forward ends to the lower ends of the loops. The tensile action of the springs tends to always retain the bars in an

elevated position within the loops. This tendency is counteracted more or less by the weight of the occupant and by the motion of the vehicle or of the shafts.

The foot-rest 10 is removably secured to the vehicle by the thumb-screws or bolts 11 11. These are located on the circle-braces and the saddle-clips 12, and the foot-rest is provided with slots 13 of sufficient size to receive the T-shaped heads of the bolts, after which the heads are turned at right angles to the slots. The effect is to securely fasten the rest in place. This rest is used only when the vehicle is employed as a road-cart. When it is to be used as a sulky, the rest is removed. It becomes important, also, to prevent the yielding of the spring when the vehicle is used as a sulky. In this event the pins 15 are placed in the loops beneath the seat-bars. This retains the bars in one position.

The stirrups 16 are removably secured to the strips 5 by thumb-screws or bolts 17, and are adapted to be moved along to different positions to suit the height of the driver, so that he can place his heels in them without having to remain in a cramped position, or to reach forward too far. The stirrup may be removed when the vehicle is used as a road-cart.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not wish to limit myself to the particular construction herein set forth; but,

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

1. In a vehicle, the combination, with shafts and braces, of seat-bars loosely secured at their front ends to the shafts, loops embracing said bars, and springs secured to the bars and loops and yieldingly supporting the seat-bars, substantially as set forth.

2. In a vehicle, the combination, with shafts and braces, of seat-bars pivoted at their front ends to the shafts, loops supported in bearings above the seat-bars and embracing said bars, and springs secured to the seat-bars behind the loops and extending forward and connected to the loops, substantially as set forth.

3. In a vehicle, the combination, with shafts,

braces, seat-bars, and seat, of hooks secured to the shafts, loops depending from the hooks and embracing the seat-bars, springs secured to the seat-bars and supported at their opposite ends on the loops, and a removable foot-rest supported on the brace and seat-bars, substantially as set forth.

4. In a vehicle, the combination, with shafts, braces, seat-bars, and seat, of hooks depending from the shafts, loops depending from the hooks, removable pins adapted to be passed through the loops beneath the seat-bars, springs connecting the bars and loops, and removable foot-rest, substantially as set forth.

5. In a vehicle, the combination, with shafts, braces, seat-bars, and seat, of loops for retaining the seat-bars in position, springs connecting the seat-bars and loops, and removable pins for taking the weight of the seat and rider off the springs, substantially as set forth,

and stirrups removably secured to the seat-bars, substantially as set forth.

6. In a two-wheeled vehicle, the combination, with wheels, axle, shafts, half-circle braces, seat-bars connected to the shafts, and a seat held on the bars, of hooks secured to the lower side of the shafts and extending over one of the braces, loops supported in the hooks, removable pins adapted to enter the loops beneath the bars, springs connecting the bars and loops, removable stirrups, and foot-rest, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

DERRY SNYDER.

Witnesses:

GEORGE S. WALKER,
B. H. PARKHURST.