2 Sheets—Sheet 1.

W. WARPENBERG.

VEHICLES.

No. 182,045. Patented Sept. 12, 1876.

Fig. 1.

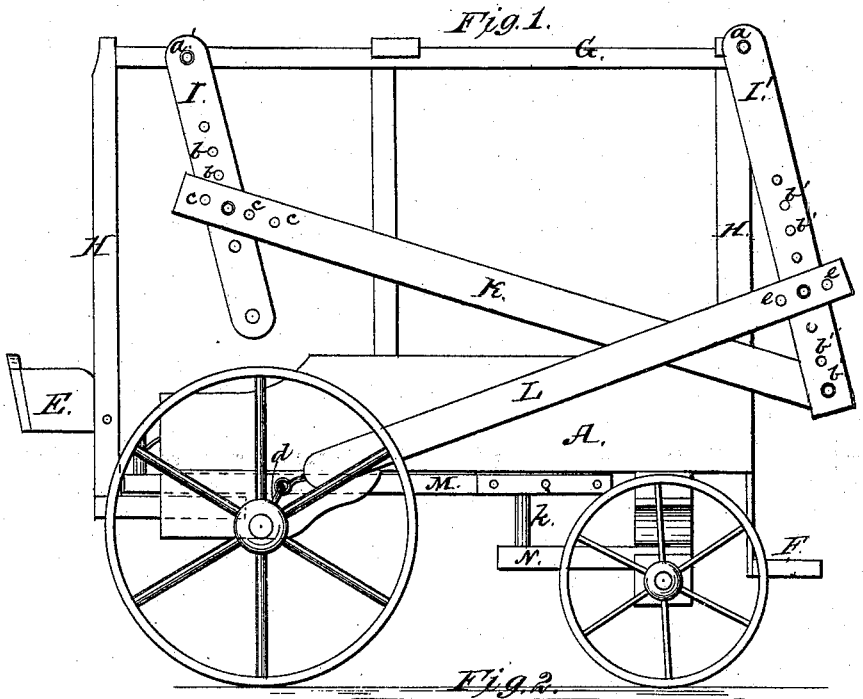
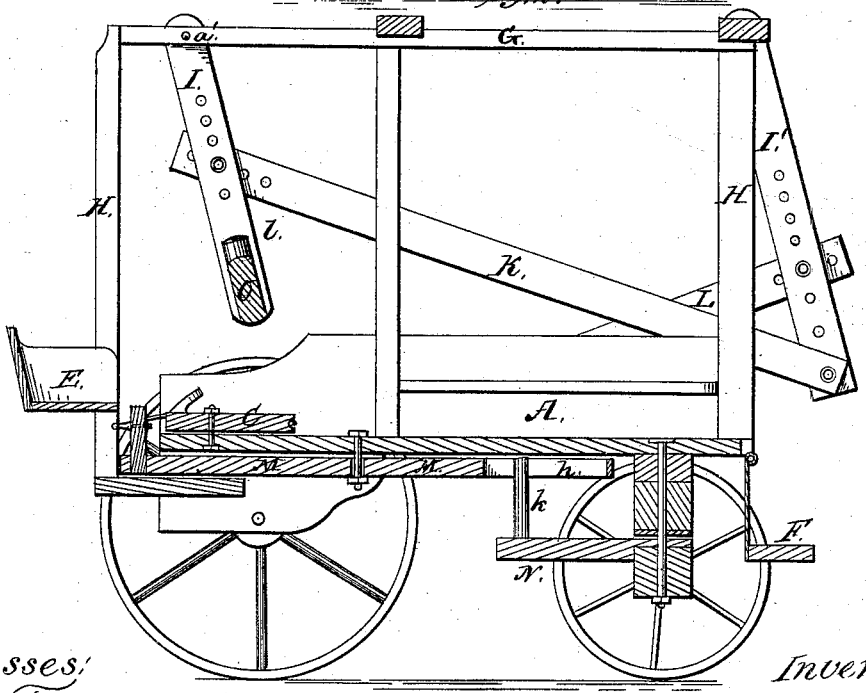


Fig. 2.



Witnesses:
Allen Tenny,
W. S. Congdon

Inventor.
William Warpenberg

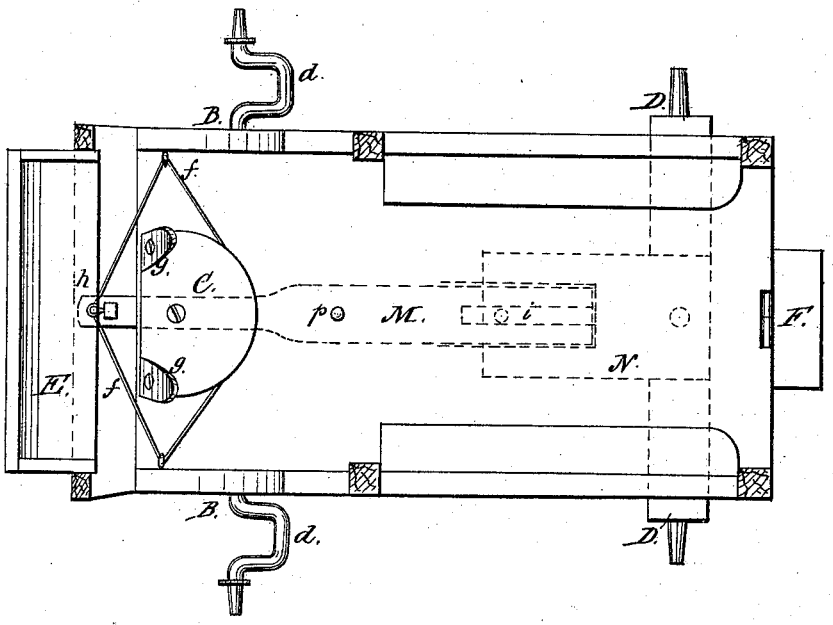
2 Sheets—Sheet 2.

W. WARPENBERG.

VEHICLES.

No. 182,045. Patented Sept. 12, 1876.

Fig. 3.



Witnesses:

Allen Tenney

W. S. Congdon.

Inventor.

William Warpenberg

UNITED STATES PATENT OFFICE.

WILLIAM WARPENBERG, OF NORWICH, CONNECTICUT.

IMPROVEMENT IN VEHICLES.

Specification forming part of Letters Patent No. **182,045**, dated September 12, 1876; application filed July 1, 1876.

To all whom it may concern:

Be it known that I, WILLIAM WARPENBERG, of Norwich, Connecticut, have invented a new and Improved Wagon, of which the following is a specification:

Of the drawings, Figure 1 is a side view. Fig. 2 is a longitudinal section; Fig. 3, plan view of the inside of the body of the carriage.

Similar letters of reference indicate corresponding parts.

The object of my invention is to provide an easy way of operating a wagon without horse-power. It consists of a peculiarly-arranged frame by which the occupant or occupants of the wagon can operate a pitman-crank upon each side of the rear axle.

In the drawings, A is the body of the wagon. B, Fig. 3, is the rear axle. C is a revolving foot-rest, which enables the person to guide the wagon by turning the front axle. D is the front axle. E is a pivoted seat. F is the step. G H H are upright and horizontal parts of a frame-work extending up from the body of the wagon. I I′ are pendent arms pivoted at *a a′* to the horizontal piece G, and are the same upon each side of wagon. K is a connecting-rod extending from one pendant, I, to the other one, I′, and adjustable in holes *b b b′ b′ c c*. L is a pitman-piece, which conveys the power from the piece I′ to the pitman-crank *d*, and is itself adjustable in the holes *b b′* of the pendant, and the holes *e* in its own end. *f* is a cord which passes over the edge of the rotating guide C. *g g* are two pieces, against which the feet rest. The cord *f* is attached at *h* to a pivoted bar, M, underneath the wagon-body. This has a slot, *i*, at one end, in which works a pin, K, attached to a short piece, N, which is attached to and moves the front axle to guide the wagon. *l* is a metal weight to aid in bringing a cross-bar, O, only shown in Fig. 2 in section, to a perpendicular. O connects the two pendent side pieces upon the rear end of the wagon, and upon this bar O the hands are placed in operating the wagon. By moving the bar O backward and forward the frame I communicates motion to I′, and thence to bar L, which serves as a pitman to work the crank *d*.

All parts of the frame and cranks are duplicated upon the other side of the wagon, and the same letter has been used to designate a part found on either side. The bar M, for guiding, is pivoted at *p*. By adjusting the parts of the operating frame, as shown, the power is varied.

What I claim as my invention is—

1. The adjustable levers I I′, pivoted to and pendent from the frame G of a wheel vehicle, in combination with the adjustable rods K L and the crank *d*, for the purposes set forth.

2. Combination of guide C, cord *f*, pivoted piece M, and bar N, all as for the purposes set forth.

WILLIAM WARPENBERG.

Witnesses:
ALLEN TENNY,
W. S. CONGDON.