

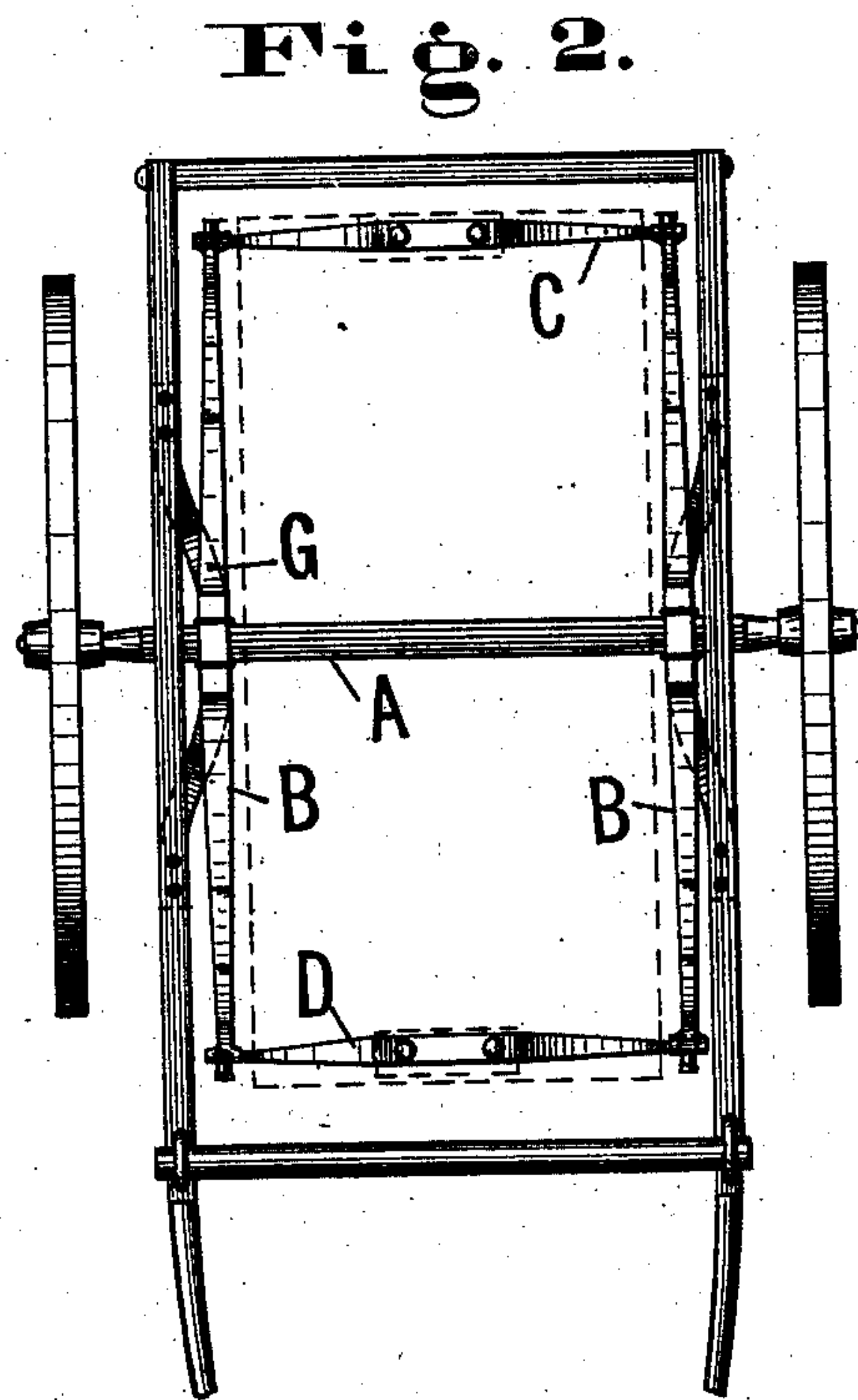
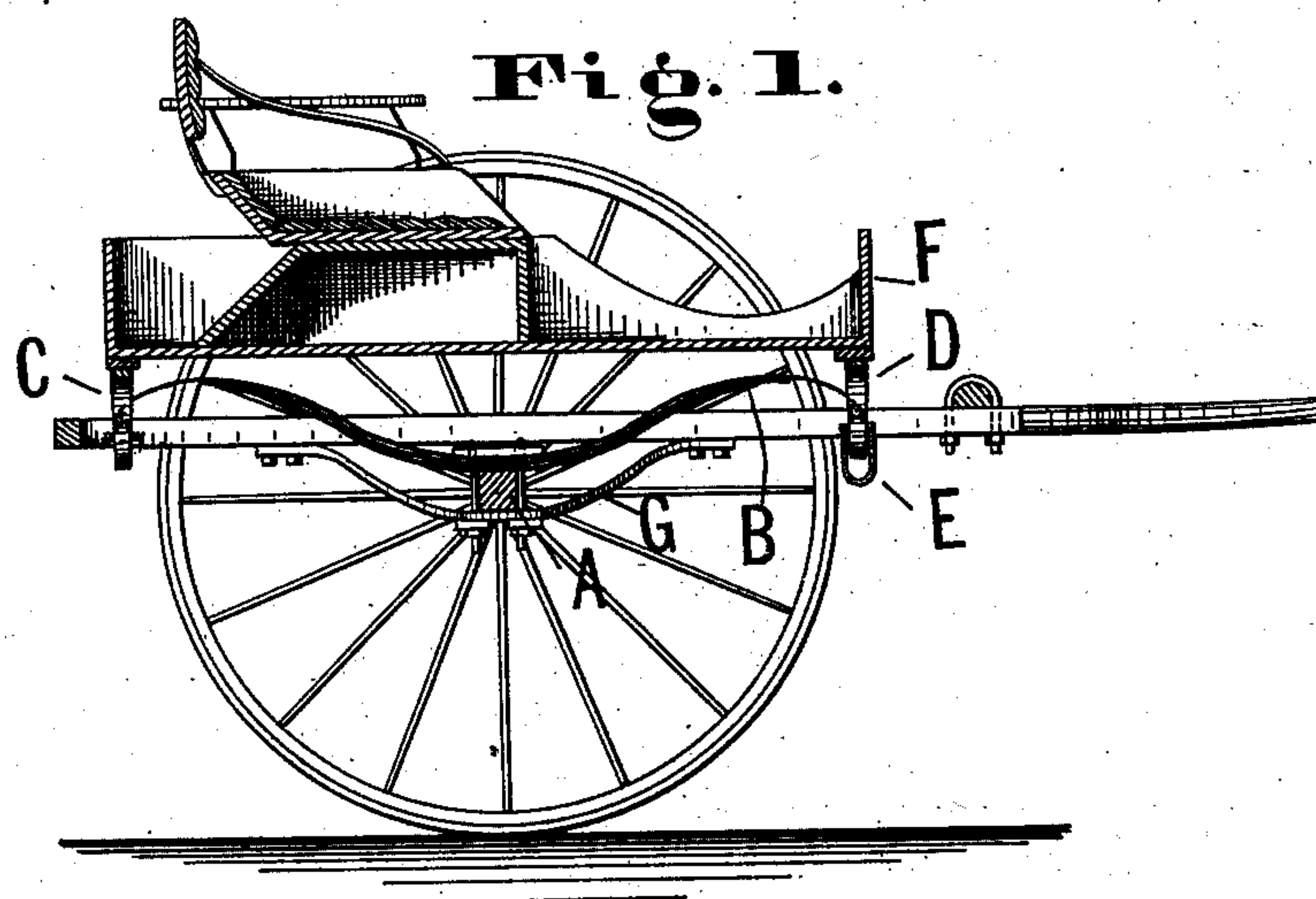
(No Model.)

2 Sheets—Sheet 1

H. A. MOYER.
PLEASURE CART.

No. 293,664.

Patented Feb. 19, 1884.



WITNESSES:
J. S. West,
Wm. J. Emerson.

INVENTOR:
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ATTYS.

(No Model.)

2 Sheets—Sheet 2.

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Fig. 3.

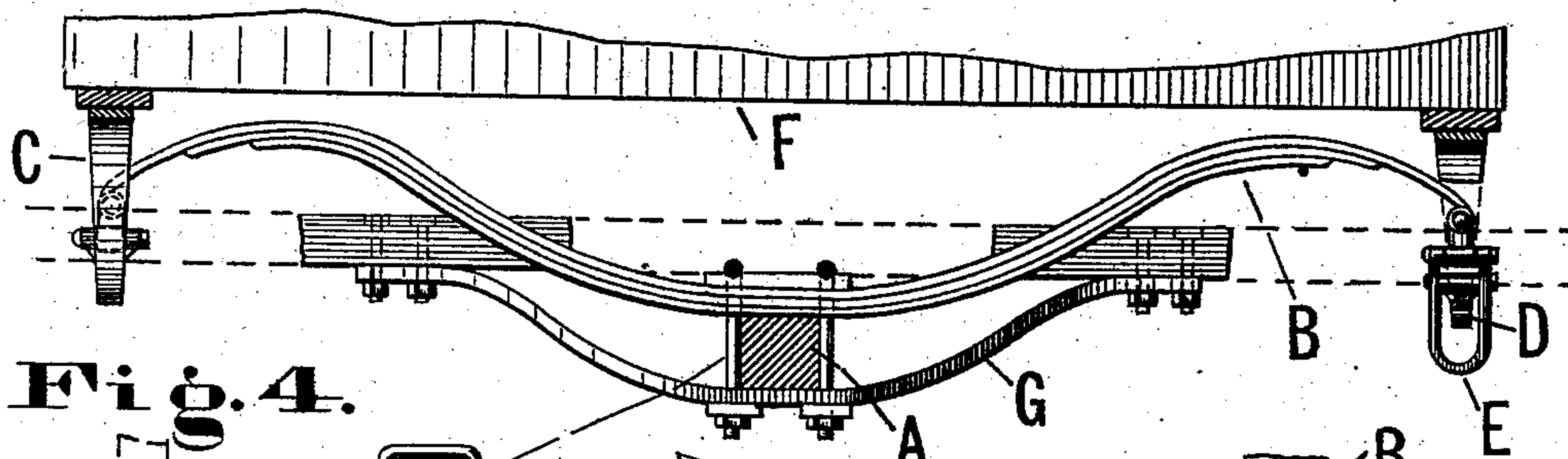


Fig. 4.

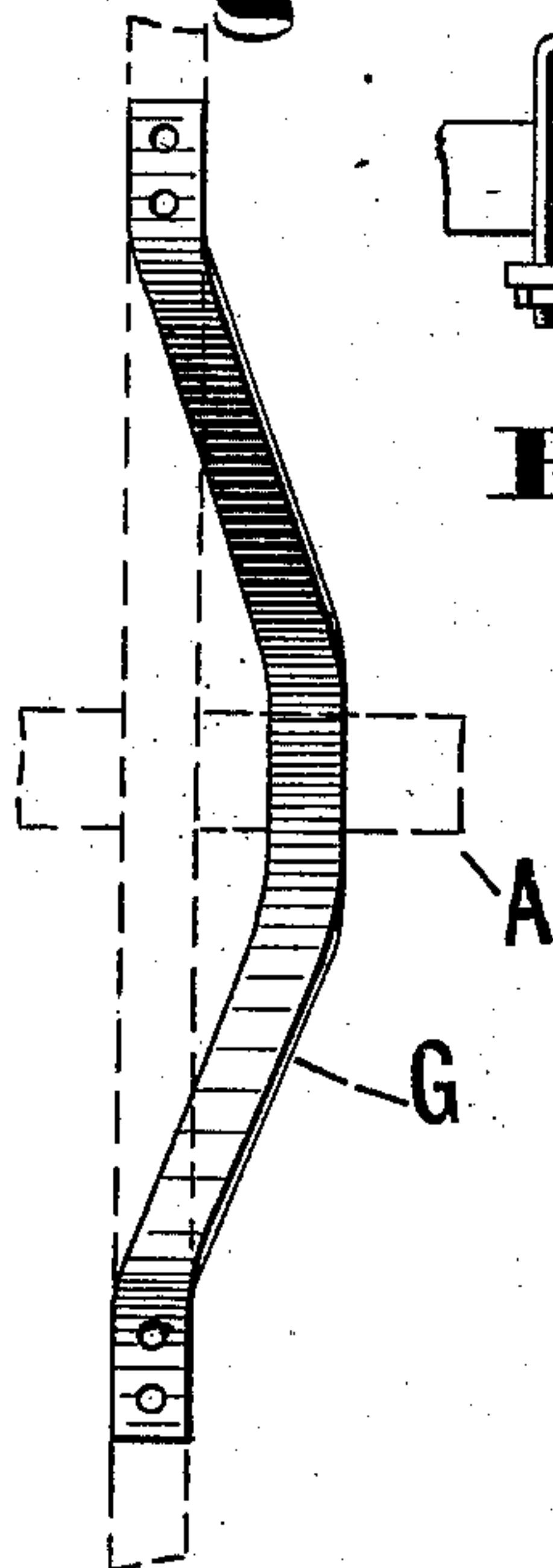


Fig. 5.

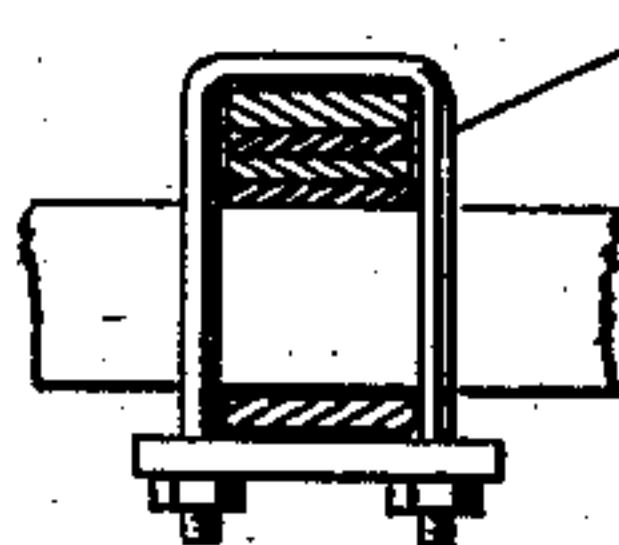


Fig. 6.

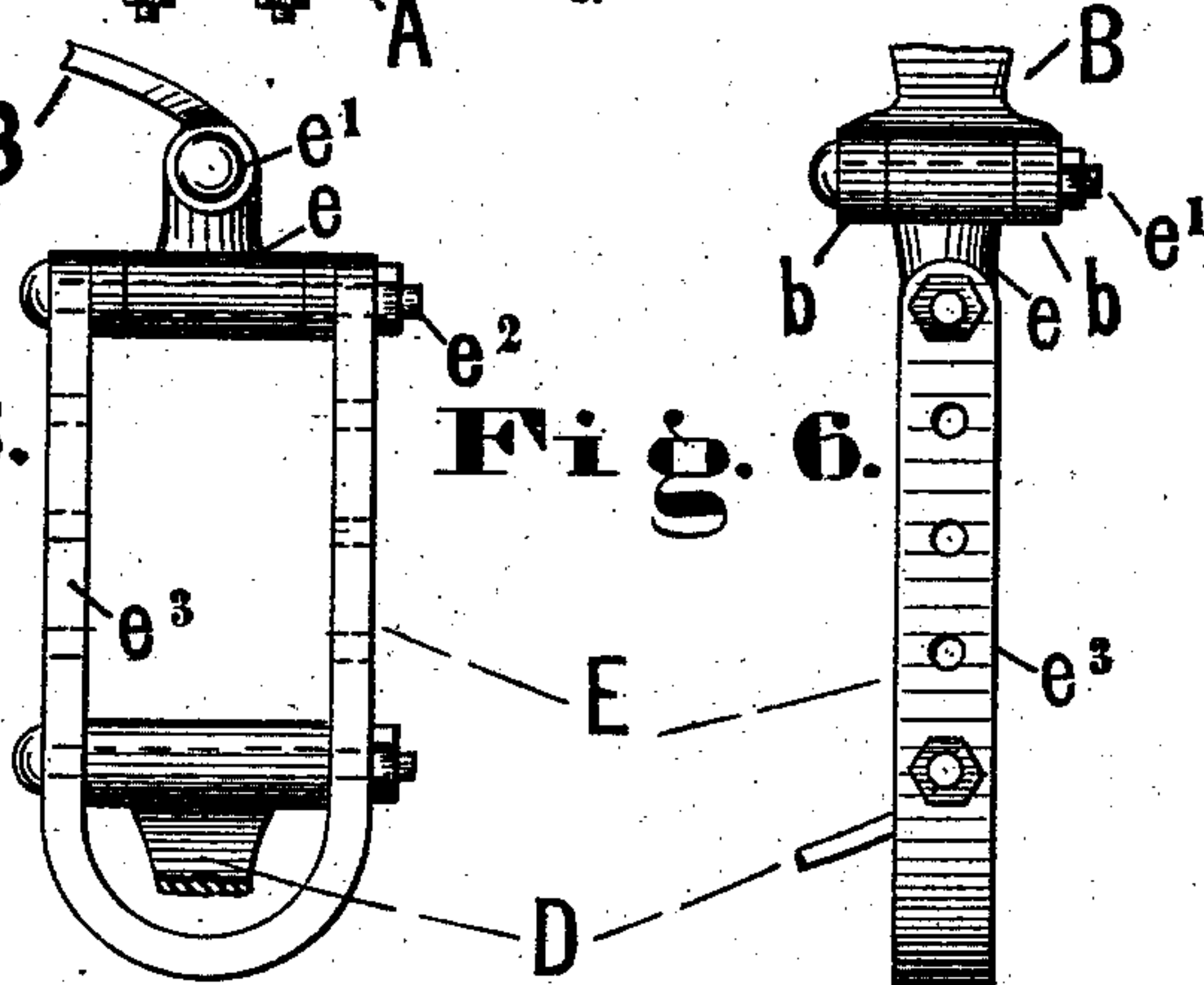
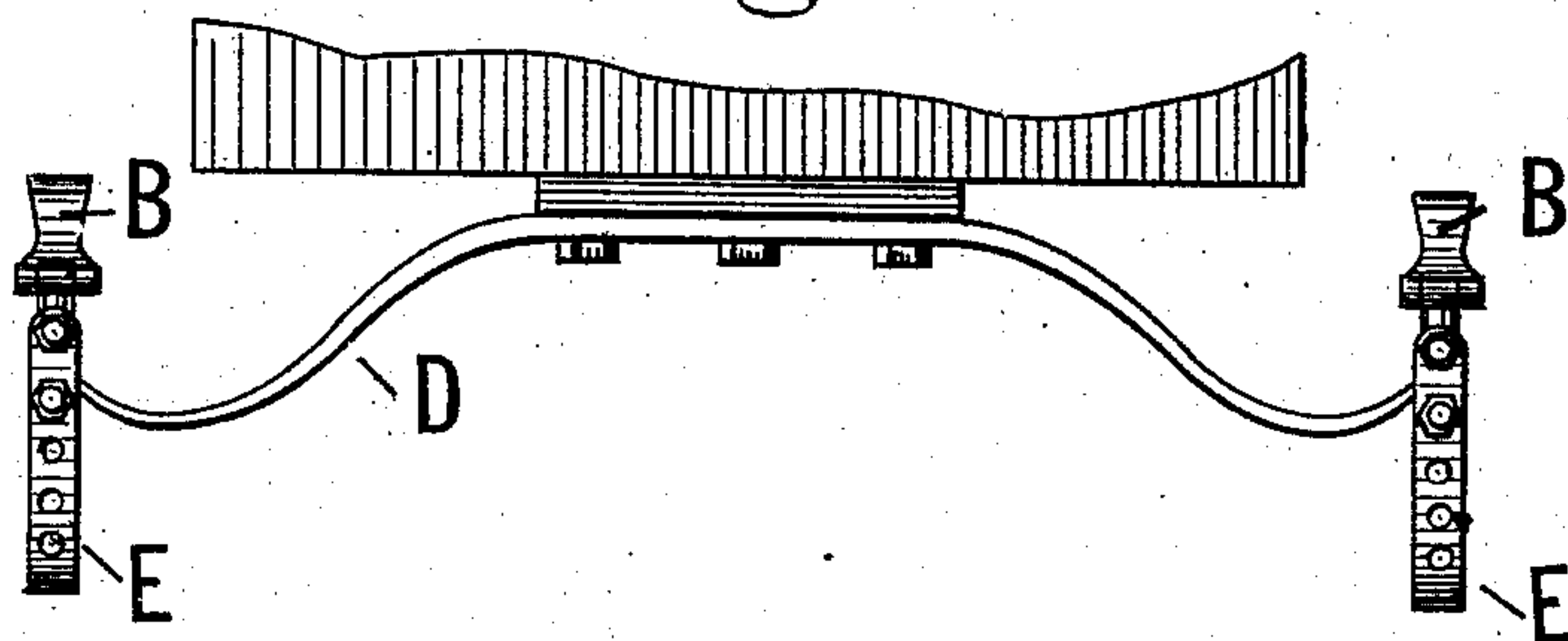


Fig. 7.



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UNITED STATES PATENT OFFICE.

HARVEY A. MOYER, OF SYRACUSE, NEW YORK.

PLEASURE-CART.

SPECIFICATION forming part of Letters Patent No. 293,664, dated February 19, 1884.

Application filed June 4, 1883. (No model.)

To all whom it may concern:

Be it known that I, HARVEY A. MOYER, of Syracuse, county of Onondaga, and State of New York, have invented new and useful Improvements in Pleasure-Carts; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

10 This invention consists in the combination of a shaft system supported from the lower side of the axle with a special spring system supported from the upper side of the axle, and having a capacity for adjustment at one
15 end, as will be fully described hereinafter.

In the drawings, Figure 1 represents a vertical longitudinal section of my improved cart; Fig. 2, a plan view; Fig. 3, an enlarged vertical longitudinal section; Fig. 4, a plan
20 view of the axle, one shaft, and its supporting-bar; Figs. 5 and 6, detail views of the adjustable shackle and its connections; and Fig. 7, a front view of the cross-spring and the adjustable shackles.

25 To enable others skilled in the art to make my improved cart, I will proceed to describe fully the construction of the same.

A represents the axle of a two-wheeled vehicle, having the usual supporting-wheels,
30 as shown.

B B represent leaf-springs—one upon each side of the vehicle—which are centrally secured to the axle at the proper points by means of clip plates and bolts, in the manner
35 well understood.

C represents the rear cross-spring, the ends of which are united to the rear ends of the springs B B by a shackle of any proper construction.

40 D represents the front cross-spring, the ends of which are united to the front ends of the springs B B by shackles E E of special construction, which will now be described.

b b, Fig. 6, represent ears formed at the
45 front ends of the springs B B, and e an iron consisting of two hollow cylinders attached together at right angles, as shown, the openings through which are adapted to receive, first, the bolt e', by means of which the iron
50 e is attached to the ears b b of the side spring,

B; and, second, the bolt e², by means of which the iron e is attached to the U-shaped shackle-iron e³, having a series of openings, as shown.

d represents an ear formed in each end of 55 the cross-spring D, by means of which and any proper bolt this cross-spring is properly secured to the shackle-iron, as shown.

F represents the body of the vehicle, which is strongly secured to the upwardly-curved 60 central portion of the cross-springs in any proper manner. By means of this system of springs the body is perfectly supported without any connection whatever with the shafts. By means of the adjustable shackles which 65 unite the ends of the front cross-spring to the front ends of the side springs, B B, the body of the vehicle may be adjusted at any desired inclination for the purpose of accommodating horses of different heights, or for 70 other purposes. These shackles are preferably located at the front end of the vehicle; but, if desired, they may be located at the rear end of the same, the same general result being obtained in each case. 75

G G represent the supporting-bars for the shafts—one on each side—as shown. Each of these bars is secured at its center to the axle at the proper point by the same clip-plates and clips that secure the side springs. From 80 the central part of attachment these bars curve outward and upward the proper distances, and are secured at their extreme ends to the shaft in any proper manner. By means of this system of bars the shafts are perfectly 85 supported without any connection whatever with the body. By means of this combination of the shaft system G, supported from the lower side of the axle, and the spring system B B C D supported from the upper side of 90 the axle, having a capacity for adjustment E E, it is possible to adjust the body supported by the springs at any desired angle relatively to the shafts. By means of the combination of the said spring with the peculiar shackle E, 95 a ready means of adjustment is offered.

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

1. The combination of the shaft system G, 100

supported from the lower side of the axle, and the spring system B B C D, supported from the upper side of the axle, with the shackles E E, as described.

- 5 2. In combination with the side springs, B B, and end spring, D, the shackles E E, having the iron e, bolts e' e², and iron e³, as described.

This specification signed and witnessed this 16th day of May, 1883.

HARVEY A. MOYER.

Witnesses:

J. A. ALLIS,

JAMES HARVEY.