

(No Model.)

R. W. MAYHEW.
TWO WHEELED VEHICLE.

No. 362,642.

Patented May 10, 1887.

Fig. 1.

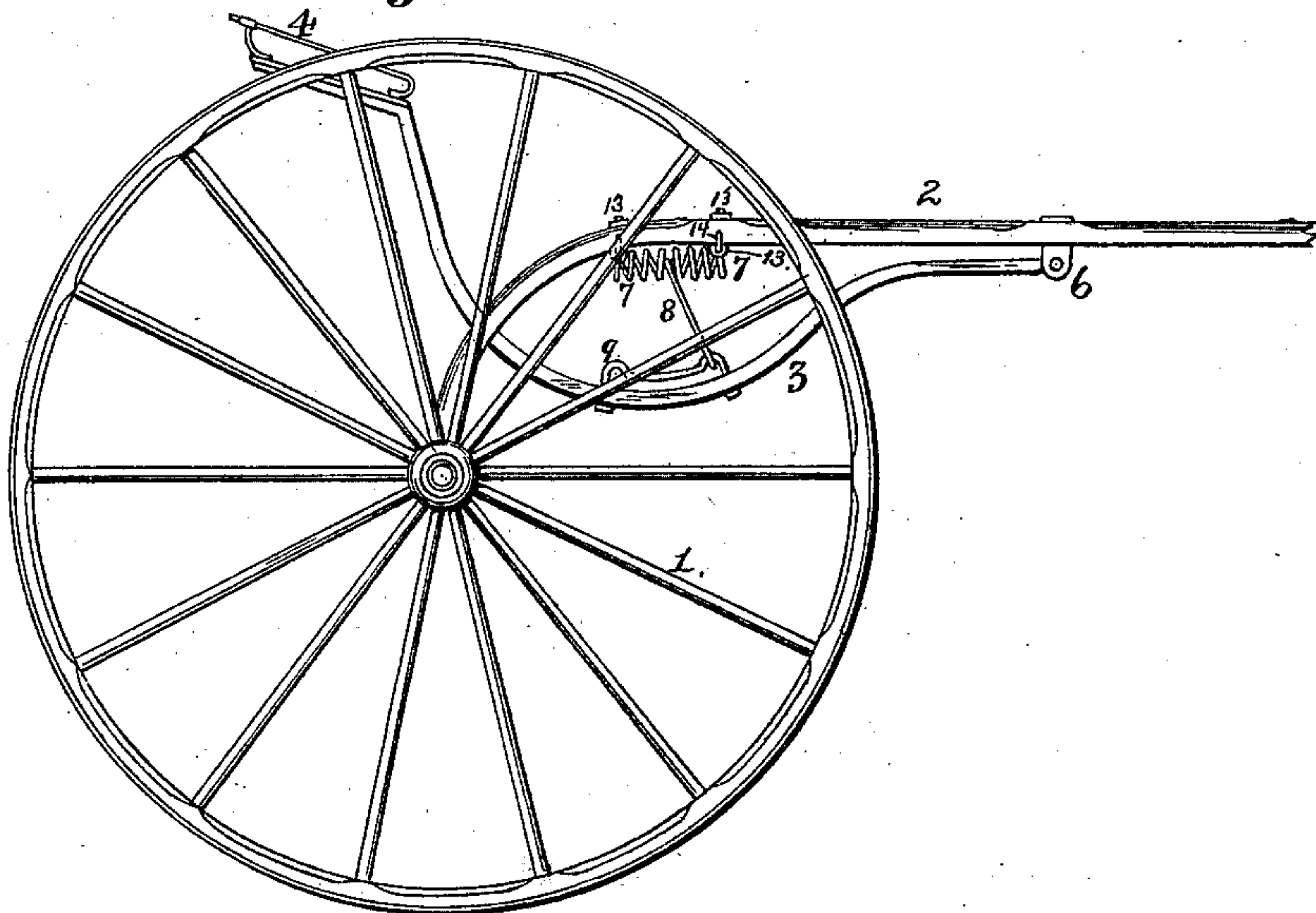


Fig. 2.

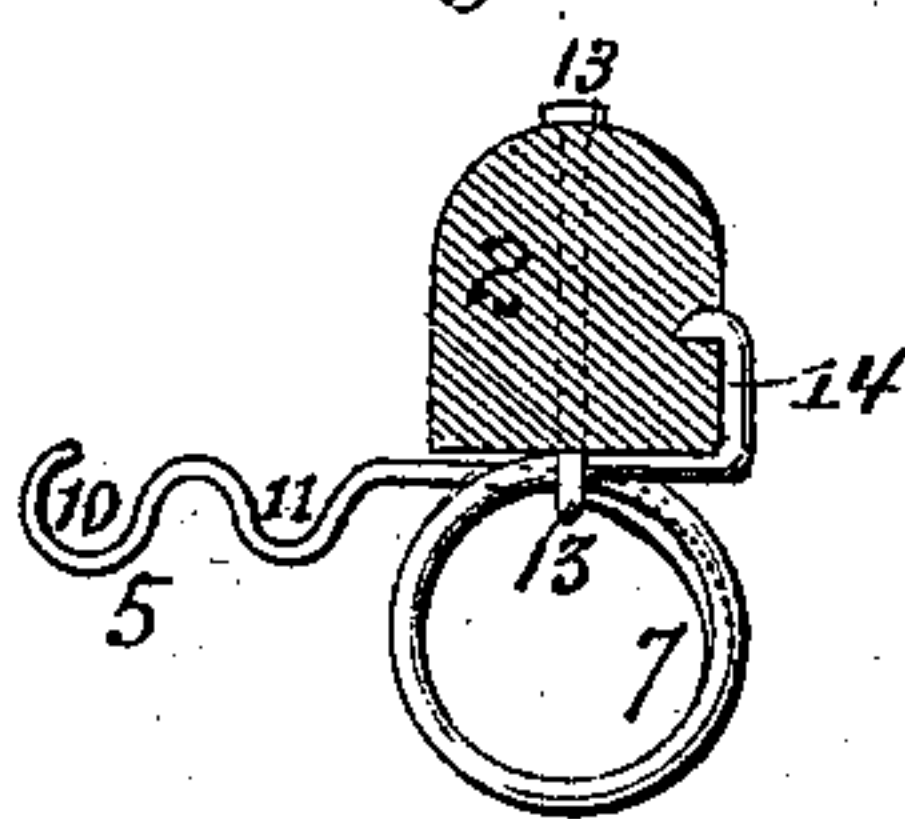


Fig. 3.

Fig. 3.

Attest:

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UNITED STATES PATENT OFFICE.

REUBEN W. MAYHEW, OF CORTLAND, NEW YORK, ASSIGNOR TO THE
HITCHCOCK MANUFACTURING COMPANY, OF SAME PLACE.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 362,642, dated May 10, 1887.

Application filed January 22, 1887. Serial No. 225,160. (No model.)

To all whom it may concern:

Be it known that I, REUBEN W. MAYHEW, a citizen of the United States, residing at Cortland, in the county of Cortland and State of New York, have invented certain new and useful Improvements in Two - Wheeled Vehicles; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

Figure 1 represents a side elevation of a road - cart to which I have applied my improvements. Fig. 2 is a cross section of one of the shafts or thills, showing my improved spring attached thereto. Fig. 3 shows in detail the lever end of the spring broken away.

My invention relates to two-wheeled road-carts, although the spring of my invention may have a broader application.

The object of my invention is to provide a double-coil spring, which is connected to the body or seat of the road-cart so as to be adjustable in its tension according to the load the cart has to carry.

In the drawings, 1 represents the wheels.

2 are the thills or shafts.

3 represents the pivoted body of the cart.

4 is the seat, attached to the rear of body 3.

6 is the pivot or hinge to which the front of the body 3 is attached.

7 is a double-coiled spring secured to the thills on both sides of the road-cart.

8 represents a link secured at one end to a lever projecting from the coiled spring and at the other to the body of the cart.

9 is a rail, fastened to body 3, and to which the lower end of link 8 is adjustably fastened.

13 are eyebolts which securely fasten the outer ends of the double-coil spring to the thills 2.

5 is a lever made of the same steel from which the spring 7 is formed, and made so as to project from the center of the spring.

10 is a hook formed on the outer end of lever 5, and 11 a similar hook or depression formed nearer the spring on the lever.

14 represents one of the outer ends of the double-coiled springs, it being turned at right angles, so as to lie along the side of the thills 2, and the extreme end of which is preferably provided with a clip or projection entering the side of the thill.

The double springs 7 7 and lever 5 are made in one piece. The spring is coiled from the end in one direction to the center of the double spring, and from there the steel rod or wire is bent outwardly and doubled upon itself (see Fig. 2, and detail, Fig. 3) and carried backwardly, when it is again coiled in the same or an opposite direction to complete the spring.

The operation of the spring is as follows: When the road-cart is heavily loaded, the upper ends of links 8, connecting the springs with the hinged body, are placed within the inner hook or catch, 11, of the lever 5 of the spring, whereby less purchase or leverage power is exerted upon the springs. In addition, the lower ends of the links 8 may be shifted to the catches at either end of the rail 9, to give an increased or diminished leverage.

When the cart is carrying a light load, the upper ends of links 8 may be shifted to the outer hook, 10, of lever 5, so as to give increased flexibility to the springs.

What I claim is—

1. A vehicle-spring coiled in one piece and having the central portion of the spring formed into a projecting lever having hooks or catches within which a link may be adjustably secured.

2. A coiled vehicle-spring having a lever, a link adjustable upon said lever, and a vehicle-body secured to said link, all in combination, as set forth.

3. A coiled vehicle-spring having a lever, a link adjustable upon said lever at its upper end, a vehicle-body, and a rail or catch upon the body on which the lower end of said lever is adjustable, all combined as set forth.

In testimony whereof I affix my signature.

REUBEN W. MAYHEW.

Witnesses:

H. S. HUDSON,

JOHN J. ARNOLD.