

(No Model.)

J. H. CLOYES.  
TWO WHEELED VEHICLE.

No. 377,849.

Patented Feb. 14, 1888.

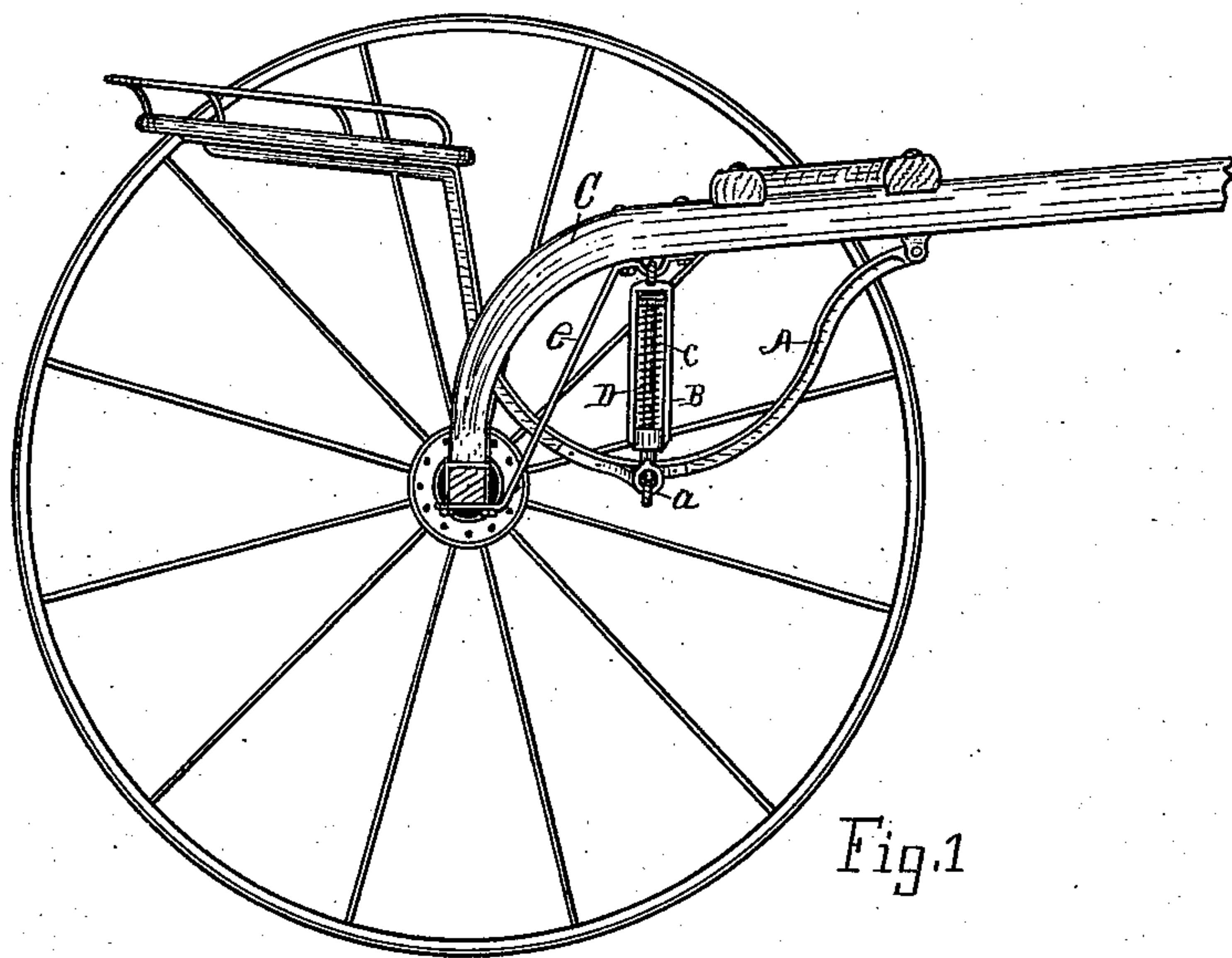


Fig. 1

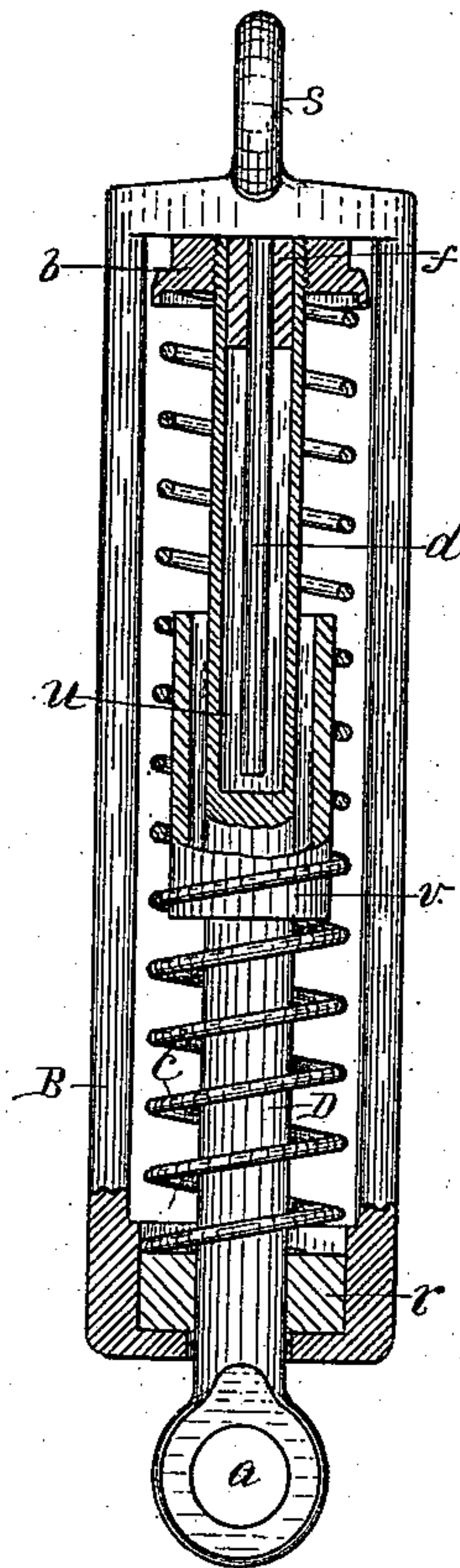


Fig. 2

Witnesses.

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# UNITED STATES PATENT OFFICE.

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## TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 377,849, dated February 14, 1888.

Application filed October 31, 1887. Serial No. 253,909. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES H. CLOYES, a citizen of the United States, residing in Des Moines, county of Polk, State of Iowa, have  
5 invented a new and useful Two-Wheeled Vehicle, of which the following is a specification.

This invention relates to elastic "hangers" employed to suspend the fulcrumed body or seat-bars of a vehicle from the thills or other  
10 suitable support; and it has for its object certain improvements in the construction of the hanger, substantially as below described and claimed.

In the drawings, forming a part of this specification, Figure 1 is a side elevation of a two-wheeled vehicle in which the hanger is employed, one wheel being removed; and Fig. 2  
15 is an enlarged view of the hanger in Fig. 1, parts being in vertical section.

20 It will of course be understood that both sides of the vehicle are like the side here shown.

Referring to the lettered parts of the drawings, A is the ordinary style of vehicle-body or seat-bars fulcrumed to the thills C and suspended over the axle by elastic hangers, the upper eye, S, in this instance being attached to a loop in the upper end of the thill-braces  
25 e, and the eye end a of the rod D being attached to the body A, Fig. 1.

Referring to Fig. 2, the lower end of the frame B of the hanger is provided with a pocket in which is placed a block of wood r or other suitable material. Through the block  
35 r and through the end of the frame B is a hole in which the rod D is inserted loosely enough to play endwise in said hole. The rod D also passes through a spiral spring, c, which spring sits on the block r at the lower  
40 end. The upper end of the rod D is internally cored or hollow at u. A plug, f, of wood or other suitable material, having a hole through it is driven into the hollow end of said rod D. A cap, b, having a threaded hole,  
45 is screwed onto this end of the rod D, and said cap rests against the end of the spring c. Pendent from the upper end of the frame B is a guide-rod, d, which rod is loosely passed through the hole of the plug f and into the  
50 hollow u of the rod D.

In the operation, when the body A is borne down, the pocket end of the frame and the cap f

are drawn toward each other, and thus compress the spring from each end. The block r and plug f prevent the unpleasant noise  
55 heretofore experienced, caused by the vibration and friction of metal against metal. A further precaution may be taken to obviate danger of noise by placing a tube, v, of leather, rubber, or the like, between the rod D and the  
60 spring c, as in Fig. 2.

The use of the terms "upper" and "lower" ends and "pendent" (guide-rod) merely refer to the position of parts in Fig. 2, it being obvious that the hanger may be used either end  
65 up or at other angles.

The hanger may be put to other uses than the one here shown.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of  
70 the United States, is—

1. The hanger consisting of the frame having the end pocket provided with the perforated block, and the guide-rod, the rod having the internally-cored end, a cap on said end,  
75 and the perforated plug in said end, and the spiral spring, all arranged substantially as set forth.

2. The hanger consisting of a frame having the perforated block at one end and the guide-rod at the other end, the internally-cored rod  
80 passed through said block, and provided with the perforated plug through which the guide-rod is passed, a cap at this end of the cored rod, the spring between the cap and block,  
85 and a flexible tube between the latter-named rod and spring, substantially as set forth.

3. In a vehicle, the combination of the thills, fulcrumed body or seat-bars, and hangers consisting of the frame having the guide-rod at  
90 one end, the perforated block at the other end, the rod having the hollow end, the perforated plug in said end through which the guide-rod is passed, the cap on the end of said rod, and the spiral spring between the block  
95 and cap, substantially as set forth.

In testimony of the foregoing I have hereunto subscribed my name in presence of two witnesses.

JAMES H. CLOYES.

Witnesses:

JOHN C. PERKINS,  
FRANK SCOTT.