

(No Model.)

C. W. & G. H. JEWETT.

TWO WHEELED VEHICLE.

No. 378,791.

Patented Feb. 28, 1888.

Fig. 1

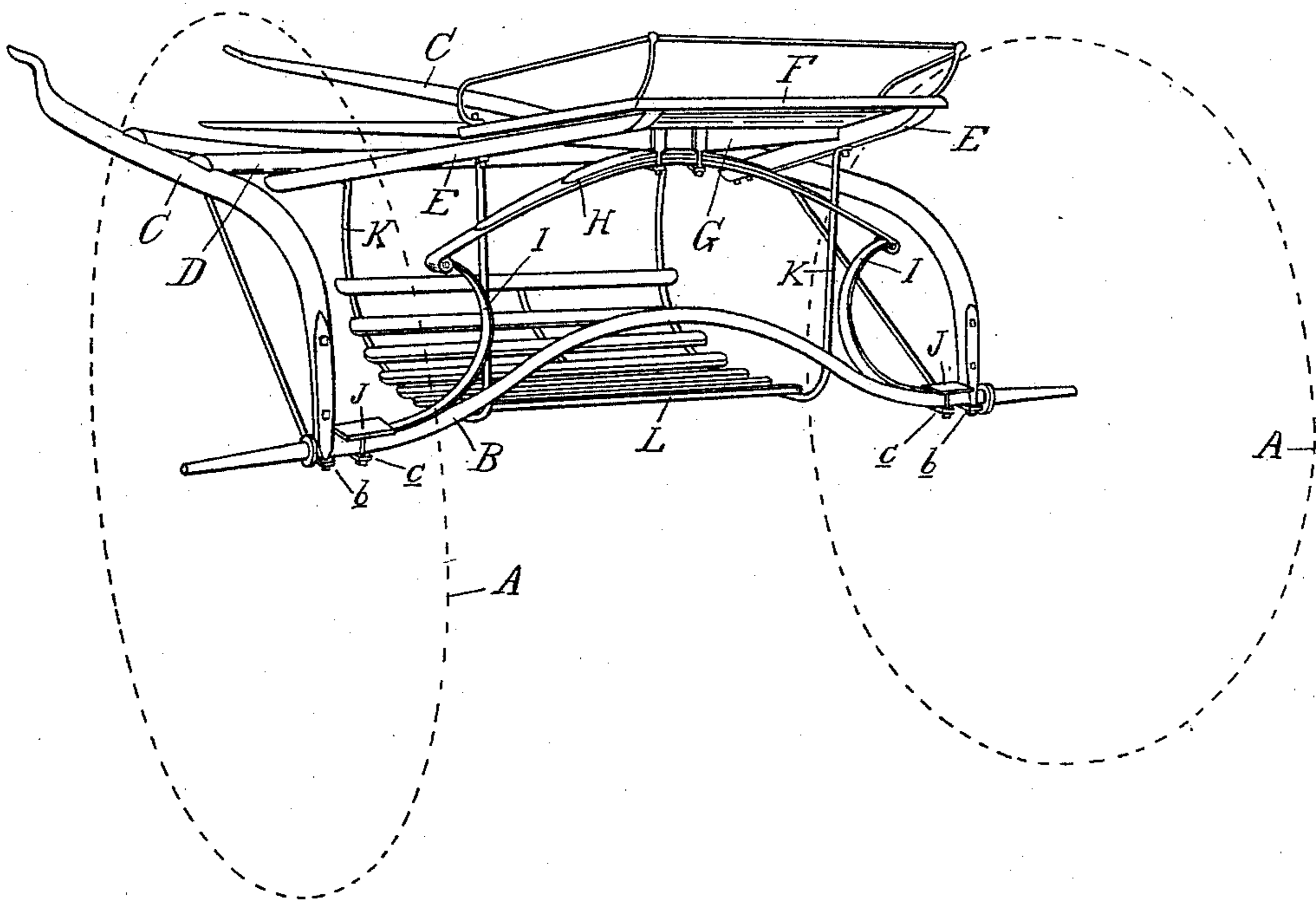
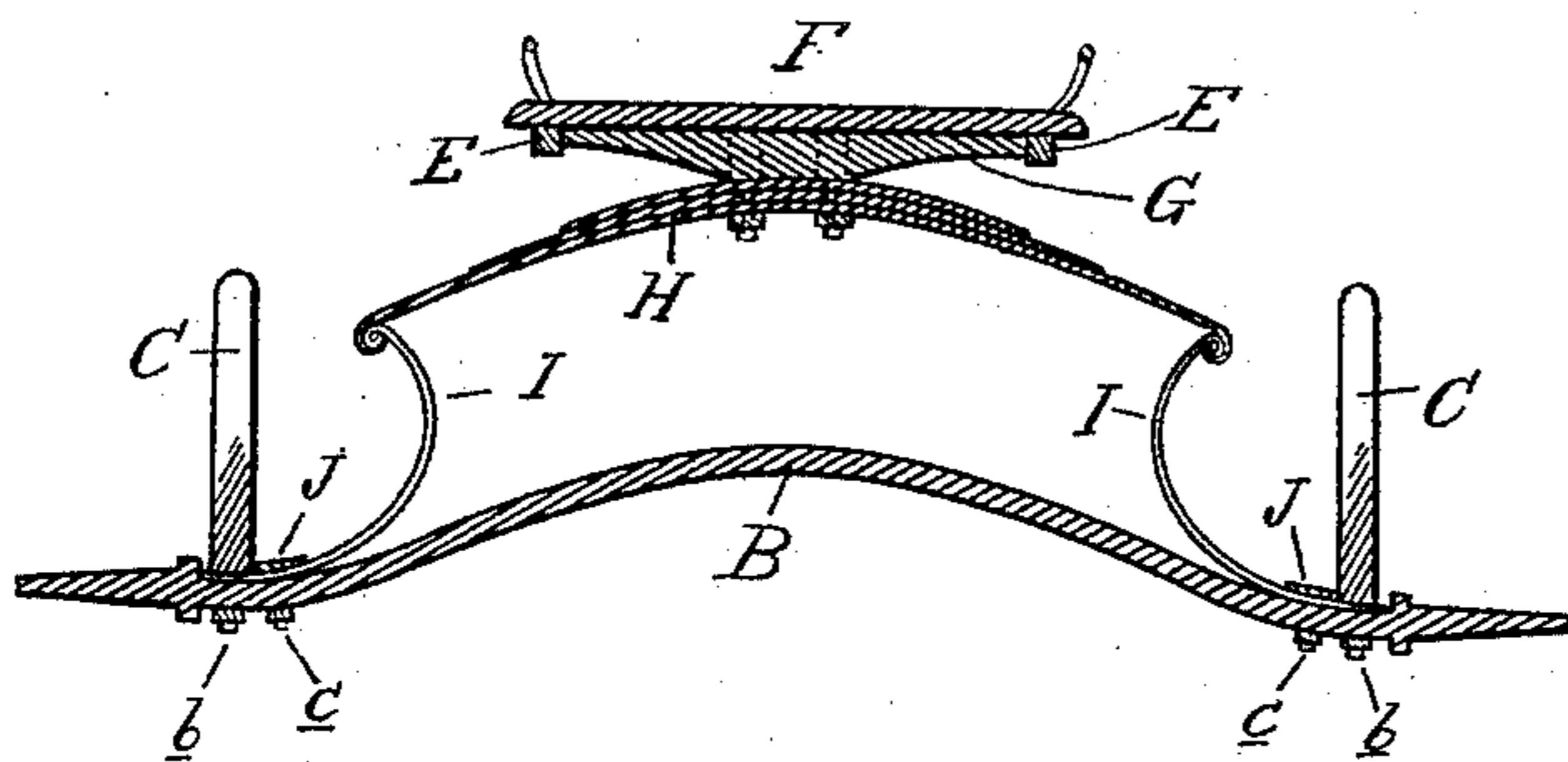


Fig. 2



Witnesses:

R. M. Hulbert.

W. J. Sprague.

Inventor:

Charles W. Jewett.

George H. Jewett.

By *Thos. L. Sprague & Son*
Att'y.

UNITED STATES PATENT OFFICE.

CHARLES W. JEWETT AND GEORGE H. JEWETT, OF JACKSON, MICHIGAN,
ASSIGNORS OF ONE-HALF TO FRED B. CREGO, OF SAME PLACE.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 378,791, dated February 28, 1888.

Application filed October 22, 1887. Serial No. 253,072. (No model.)

To all whom it may concern:

Be it known that we, CHARLES W. JEWETT and GEORGE H. JEWETT, citizens of the United States, residing at Jackson, in the county of Jackson and State of Michigan, have invented certain new and useful Improvements in Two-Wheeled Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to new and useful improvements in road-carts; and the invention consists in the peculiar arrangement and construction of the spring which supports the seat, and also in the combination of the various
15 parts, all as more fully hereinafter set forth.

Figure 1 is a rear perspective of our improved cart. Fig. 2 is a vertical central section through the axle and in the longitudinal direction of the same.

20 In the accompanying drawings, which form a part of this specification, A represents the wheels, which are mounted upon the arched axle B.

C represents the thills, which are rigidly
25 clipped to the axle by means of clips *b*, as in the ordinary manner of building vehicles of this character; and D is the cross-bar of the thills.

E are the seat-bars, the forward ends of which
30 are pivotally connected in any suitable manner to the cross-bar of the thills, and to their rear ends is secured the seat F.

G is a head-block, which is rigidly secured beneath the seat or to the cross-bar. This head-
35 block is securely clipped to the semi-elliptic spring H, the ends of which are pivotally connected to the upper ends of the C-shaped springs I. These latter springs curve inwardly from their point of connection with the spring
40 H, as shown. Their lower ends project downwardly and outwardly and rest upon the axle B, and are secured to the same by clips or other fastenings. We prefer to project the C-shaped
45 springs outwardly to the shoulders *a* of the axle, pass them beneath the ends or heels of the thills, where they are secured in place by the clips *b*, which also secure the thills, as above described, and to further secure the springs upon the axle by means of the clips *c*,

which are also employed for securing the stops
J in place.

K are the side bars of the foot-rest, the forward ends of which are secured to the cross-bar, their rear ends being secured to the seat-bars, as shown.

L are the cross-slats of the foot-rest.

It will readily be seen that by having the seat supported directly from the axle, as herein described and shown, the seat has an easy vertical movement under the imposed weight of
60 the driver. The C-shaped springs being curved inwardly, as shown, admits of the employment of a comparatively short upper or horizontal spring, thus leaving considerable space between the ends of the springs and the
65 thills, to permit of the easy mounting and dismounting of the driver. It will be seen that the driver will not receive a jerky up-and-down motion when passing over obstructions, as the C-shaped springs I are secured to the
70 semi-elliptic spring H pivotally, instead of being secured by a shackle, which necessarily has a jerky motion when the spring passes a common center, which is a great advantage,
75 especially when "speeding."

A further advantage of our construction is that the C-shaped springs connected to the axle support the weight of the driver upon the axle very closely to the hubs of the wheels, thereby greatly lessening any danger of strain-
80 ing, bending, or breaking the axle, from which serious trouble is had where the spring is attached to the axle at or near the middle.

By this construction and arrangement of parts we produce a cart in which is combined
85 lightness with strength, and which possesses a pleasing simplicity.

What we claim as our invention is—

1. In a road-cart, the combination of the thills and axle, seat-bars pivotally secured to
90 the cross-bar between the thills, and a semi-elliptic spring secured to the seat, with inwardly-curved C-shaped supporting-springs connecting the ends of the semi-elliptic spring with the axle, substantially as described.

2. In a road-cart, the combination of the axle B, thills C, seat-bars E, pivotally secured to
95 the cross-bar between the thills and carrying

a seat, F, upon their rear ends, with the semi-elliptic spring H, and the inwardly-curved C-shaped supporting-springs I, connecting said semi-elliptic spring with the axle, substantially as described.

3. In a road-cart, the combination of the axle B, thills C, seat-bars E, seat F, head-block G, semi-elliptic spring H, cross-bar D of the thills, the inwardly-curved C-shaped supporting-springs I, and a foot-rest suspended between the cross-bar of the thills and the seat-bars,

the parts being constructed, arranged, and operating substantially in the manner and for the purposes described.

In testimony whereof we affix our signatures, in presence of two witnesses, this 30th day of September, 1887.

CHARLES W. JEWETT.
GEORGE H. JEWETT.

Witnesses:

B. F. CHAMPLIN,
SARAH KENDRICK.