(No Model.)

F. WEYANDT, Jr.

TWO WHEELED VEHICLE.

No. 435,374. Patented Aug. 26, 1890.

Fig. 1.

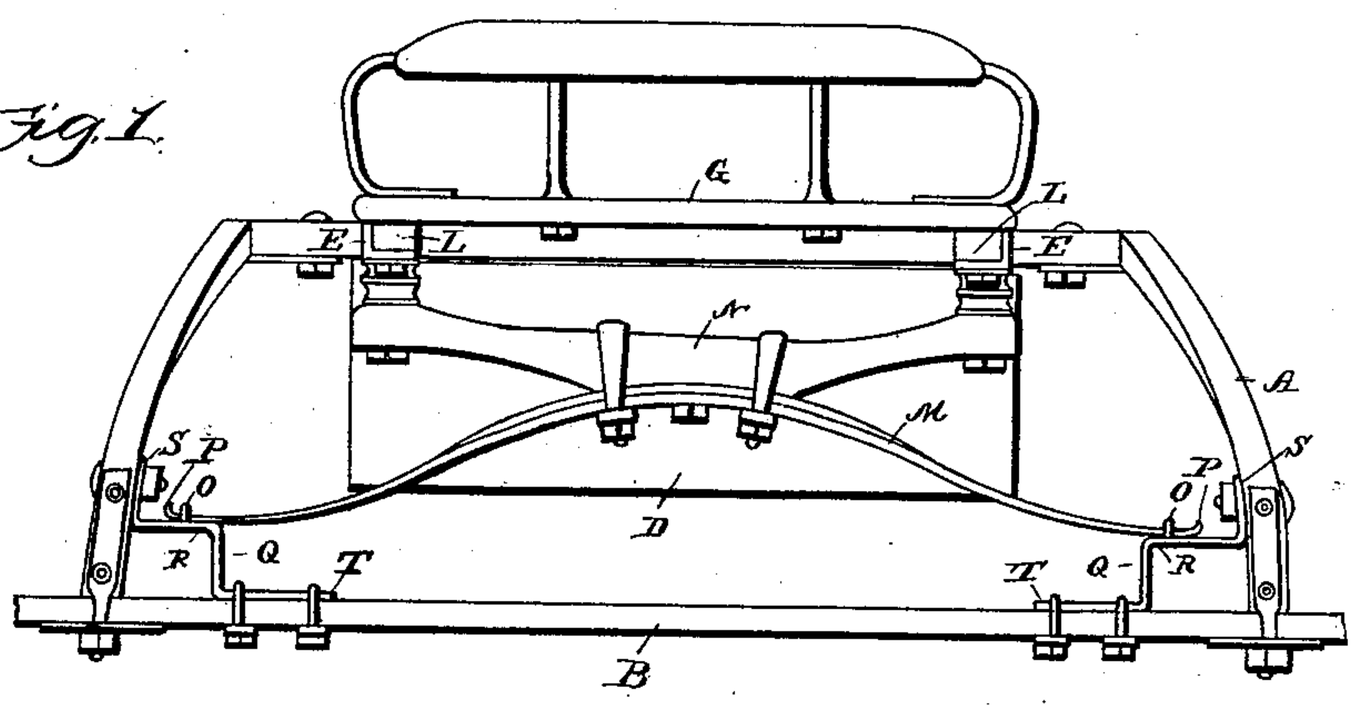

Fig. 2.

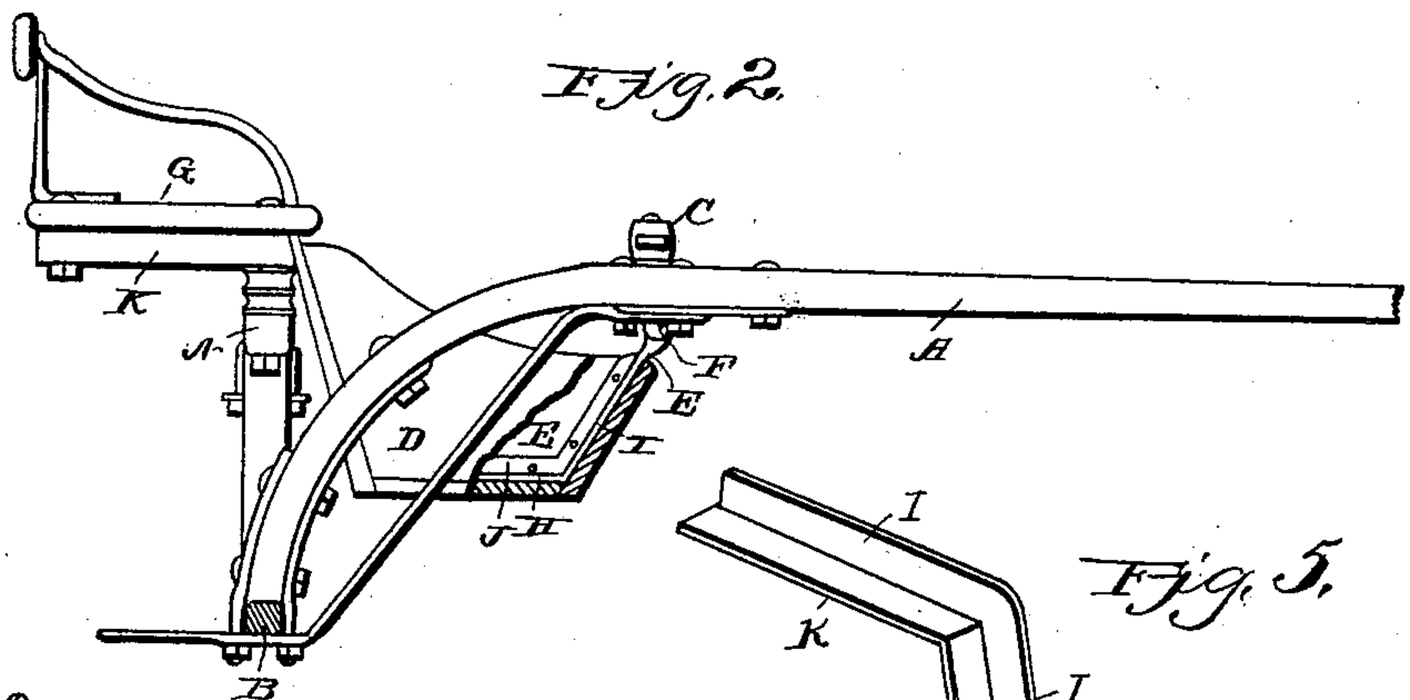

Fig. 5.

Fig. 3.

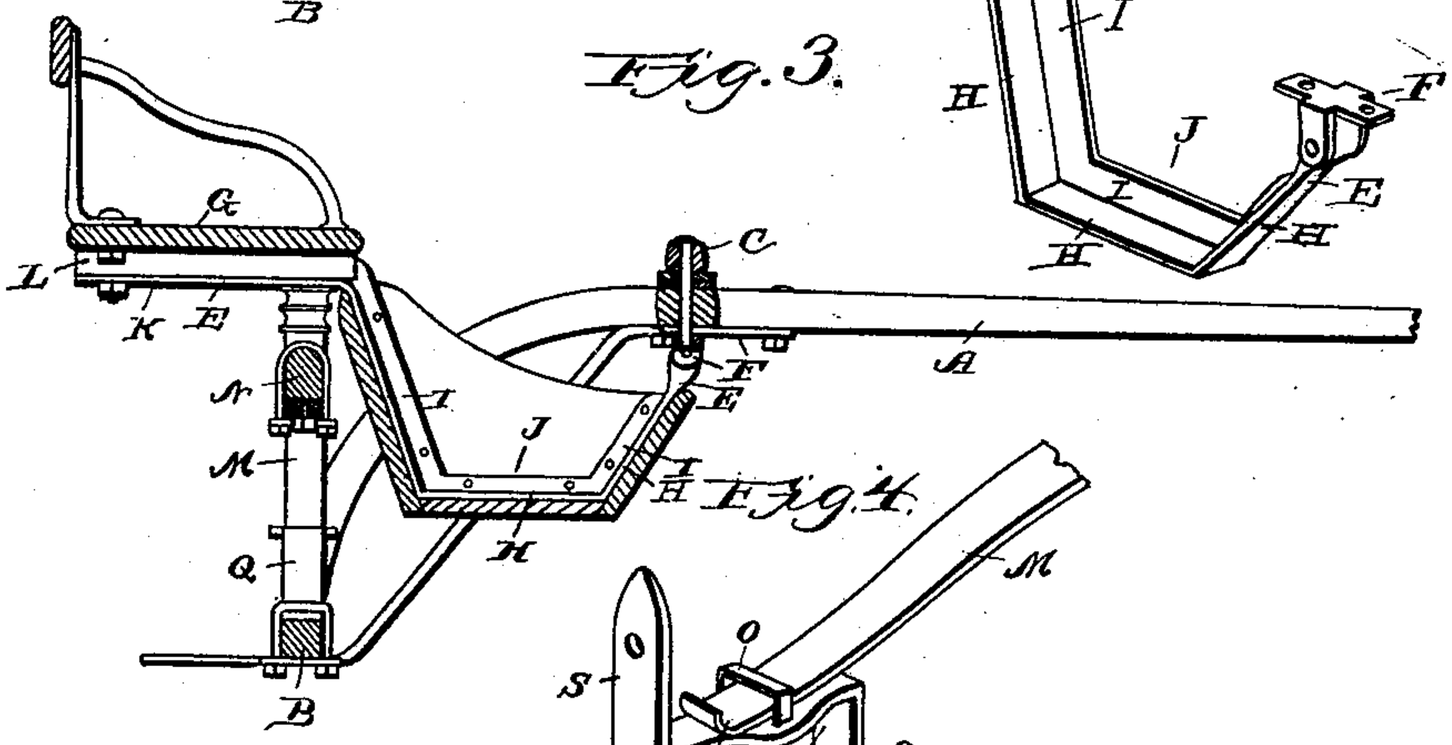

Fig. 4.

Witnesses

E. Wiedemann,

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By his Attorneys, Fred Weyandt, Jr.

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UNITED STATES PATENT OFFICE.

FRED WEYANDT, JR., OF DUNMORE, PENNSYLVANIA.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 435,374, dated August 26, 1890.

Application filed September 25, 1889. Serial No. 325,007. (No model.)

To all whom it may concern:

Be it known that I, FRED WEYANDT, Jr., a citizen of the United States, residing at Dunmore, in the county of Lackawanna and State of Pennsylvania, have invented a new and useful Two-Wheeled Vehicle, of which the following is a specification.

My invention relates to improvements in two-wheeled vehicles; and it consists in certain novel features hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a rear elevation of my improved vehicle. Fig. 2 is a side view of the same with parts broken away. Fig. 3 is a longitudinal section. Fig. 4 is a detail view of the end of the spring and its support. Fig. 5 is a detail view of one of the body-supporting brackets and one of the shackles on the thills.

The shafts A and the axle B are of the usual or any preferred construction, and are secured together in the ordinary manner. The whiffletree-bar extends between the shafts and is rigidly secured thereto, and the whiffletree C is pivotally mounted on the whiffletree-bar. The body D is suspended from the whiffletree-bar by means of the brackets E, which have their front ends pivoted to the shackles F, secured on the whiffletree-bar, and the seat G is secured on the rear ends of the said brackets E. These brackets E consist of metallic bars, which are L-shaped in cross-section, providing the horizontal flanges H and the vertical flanges I, and in side view they present the front U-shaped portions J and the horizontal arms K, extending rearward from the said U-shaped portions. The bottom and the front and rear sides of the body are secured to the horizontal flanges of the brackets, while the ends of the body are secured to the vertical flanges of the same. On the horizontal flanges of the rearwardly-projecting arms K of the brackets I secure the bars L, and the seat is secured to the bracket by means of suitable bolts passed downward through the said bars L and the brackets. The spring M is secured at its center to the spring-bar N, the ends of which are secured rigidly to the brackets K by the same bolts which secure the seat thereon. The ends of the spring M are inserted loosely through the staples or guides O and are turned upward, forming the hooks P, which prevent their withdrawal from the said guides. The ends of the spring rest on the brackets or supporting-irons Q, which are secured to the shafts and the axle, and thereby firmly brace the same, so as to retain them in proper relative positions. These irons Q are of an irregular form, presenting the central L-shaped portion R, on which the ends of the spring rest, and to which the guides or staples O are secured, the vertical arm S projecting upward from said L-shaped portion and secured to the shaft, and the horizontal arm T extending inward from the said L-shaped portion and secured on the axle.

From the foregoing description, taken in connection with the accompanying drawings, it will be seen that I have provided a vehicle in which the body will be firmly supported and the spring will be allowed full play, as it is secured in the middle and has both of its ends free. The pivotal connection of the brackets E with the whiffletree-bar permits the body to vibrate freely as the vehicle is drawn over the inequalities in the road, and the brackets or supporting-irons Q support the springs above the axle, so that the body can have the necessary play without liability of hitting upon the axle, and thereby injuring any of the parts. By employing the supporting-irons, furthermore, I reduce the strain and wear on the axle, so that the cost of repairs is diminished. The brackets E, it will be further observed, provide a secure fastening for the parts of the body and strengthen the same at its corners and edges.

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

1. The combination, with the shafts and the axle, of the angular supporting-irons secured to the shafts and the axle and having the central L-shaped portion R, forming a step or bracket, and the spring supporting the body and having its ends resting on the supporting-irons, substantially as described.

2. The combination of the shafts, the axle, the angular supporting-irons secured to the shafts and the axle and having the central L-shaped portion R, forming a step or bracket, the guides upon the supporting-irons, and the spring supporting the body and having its

ends inserted loosely through the guides and resting on the supporting-irons, substantially as described.

3. The combination of the shafts, the axle, the angular supporting-irons secured to the shafts and the axle and having the central L-shaped portion R, forming a step or bracket, the guides upon said irons, and the spring supporting the body and having its ends inserted through the guides and resting loosely on the supporting-irons and provided with hooks adapted to engage the guides and prevent withdrawal of the spring, substantially as described.

4. The combination, with the shafts and the axle, of the supporting-irons having a central L-shaped portion, a vertical arm extending upward from the L-shaped portion and secured to the shaft, and a horizontal arm extending from the L-shaped portion and secured to the axle, and the spring supporting the body and having its ends resting loosely on the L-shaped portions of the supporting-irons, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

FRED WEYANDT, JR.

Witnesses:
J. H. HOPKINS,
A. C. SISSON.