

(No Model.)

J. C. BLOCHER.
TWO WHEELED VEHICLE.

No. 299,105.

Patented May 27, 1884.

Fig. 1

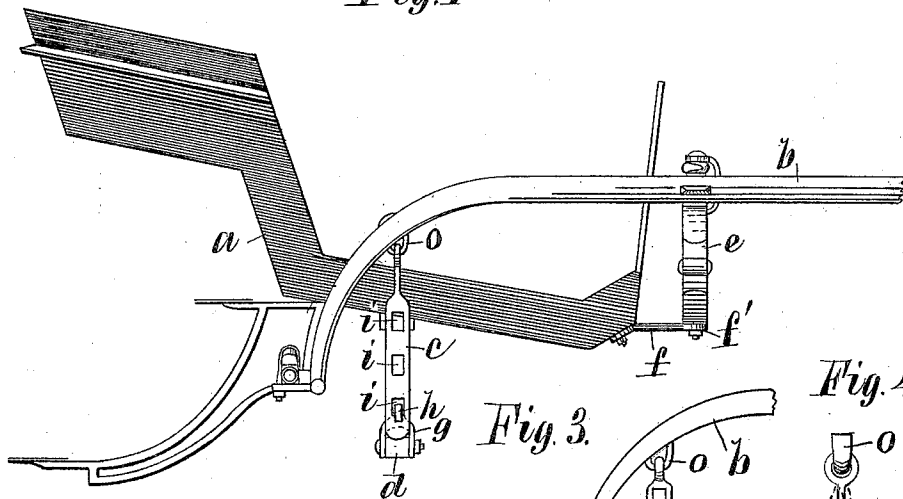


Fig. 3.

Fig. 2

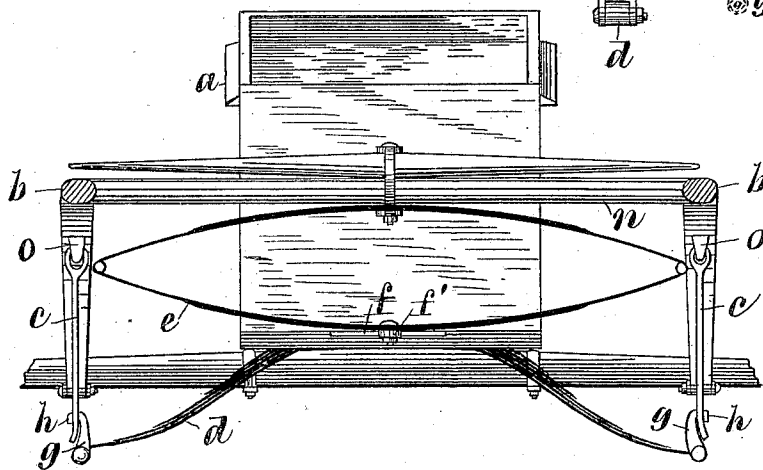
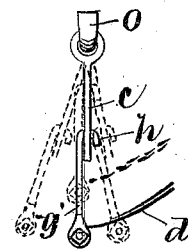


Fig. 4



Attest
Edward Davis
G. M. Gridley

Inventor
John C. Blocher

UNITED STATES PATENT OFFICE.

JOHN C. BLOCHER, OF LIMA, OHIO.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 299,105, dated May 27, 1884.

Application filed February 2, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOHN C. BLOCHER, a citizen of the United States, and a resident of Lima, in the county of Allen and State of Ohio, have invented a new and useful Road-Cart, of which the following is a specification.

My invention is an improvement in the two-wheeled road-carts for pleasure-vehicles now in use, and is designed to overcome the uncomfortable jolting and pitching of the vehicles, and to render them more durable by taking off the strain which attends those where the box and shafts are rigidly attached to each other or to the axle.

Figure 1 is a side view of my invention; Fig. 2, a front view; Fig. 3, a side view of the shaft and equilibrio hanger; Fig. 4, a front view of the hangers, showing the oscillation in dotted lines, and also the vertical adjustment of the hanger to raise or lower the seat, the clip being longer than in Figs. 1 and 2.

a is the buggy-body; *b*, the shaft; *c*, the hanger which suspends the spring and body from the shaft; *d*, the spring on which the rear of the body rests; *e*, the front spring, (elliptical,) to the bottom of which the front of the body is attached by plate *f*, pivoted at point *f'*; *g*, clip connecting spring *d* with hanger *c*; *h*, hook on end of clip *g*, to hold same in position in the holes in hanger *c*; *i*, the holes in hanger *c*, in which the hook *h* fits; *n*, cross-bar connecting the shafts; *o*, staple or ring in which the hanger *c* swings.

The body of the cart rests near the center upon spring *d*, which is swung from the shafts *b* by the hangers *c*, which are free to oscillate in the staples *o*. The front of the body is supported or hung from spring *e* by pivot *f'* in plate *f*, and has a circular reciprocating move-

ment around the pivot. It will thus be seen that by the free suspension of the rear of the body, with the circular movement on the pivot of the front, the jolting or pitching incident to the sudden raising or lowering of either of the wheels is taken up or counteracted by the lateral play of the rear of the seat, while the back-and-forth swinging jogging motion incident to the body where it is simply hung in suspension is prevented by the attachment of the front of the buggy to the spring *e* by pivot *f'*, which prevents the forward movement, but allows it to swing sidewise to take up the shock when one of the wheels runs over an obstruction or drops in a rut.

My straps or hangers *c* have a series of holes, *i*, in which the clips *g* are hung, so that the elevation of the rear of the seat can be adjusted to suit the party using the same.

What I claim is—

1. The body of a road-cart swung freely from the shafts by straps or hangers *c*, and pivoted on a vertical pivot at point *f'*, as and for the purpose set forth.

2. The combination, with the body of a road-cart pivoted on a vertical pivot at the front to the spring *e*, of hangers *c*, clips *g*, and spring *d*, as and for the purpose set forth.

3. The combination, with a road-cart pivoted on a vertical pivot at its front to the spring *f*, of the vertically-adjustable hangers *c* and spring *d*, as and for the purpose set forth.

JOHN C. BLOCHER.

Attest:

C. F. KELLER,
F. KELLOGG.