

(No Model.)

C. F. HADLEY.
VELOCIPÈDE.

No. 464,300.

Patented Dec. 1, 1891.

Fig. 1

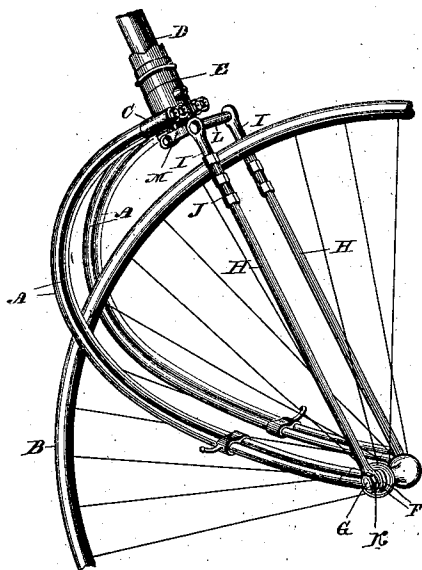


Fig. 3

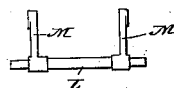
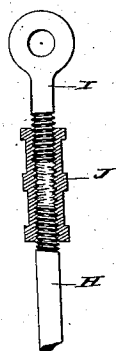


Fig. 2



Witnesses:

Chas B. Shumway,
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Inventor

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By *George D. Seymour*
Att'y.

UNITED STATES PATENT OFFICE.

CHARLES F. HADLEY, OF CHICOPEE, ASSIGNOR TO THE OVERMAN WHEEL COMPANY, OF BOSTON, MASSACHUSETTS.

VELOCIPEDE.

SPECIFICATION forming part of Letters Patent No. 464,300, dated December 1, 1891.

Application filed March 18, 1889. Serial No. 303,643. (No model.)

To all whom it may concern:

Be it known that I, CHARLES F. HADLEY, residing at Chicopee, in the county of Hampden and State of Massachusetts, have invented certain new and useful Improvements in Velocipedes; and I do declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to an improvement in velocipedes, the object being to adapt them to absorb vibration and thus increase their comfort and durability.

With these ends in view my invention consists in the combination, with a wheel-fork forming a resilient connection between the wheel and the machine-frame, of adjustable stays flexibly connecting the wheel and frame, so as to accommodate the vertical action of the fork, and in certain details of construction and combinations of parts, as will be more fully described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view of a yielding fork-stay embodying my invention. Fig. 2 is a sectional view through one of the adjustable sectional stay-rods, and Fig. 3 is a detached view of the coupler.

As herein shown, the yielding fork is composed of four heavy independent bowed spring-rods A, separated at each end and placed side by side, with a sufficient space between the inner rods for the wheel B to run in. The upper ends of the said rods are attached at equal distances apart to a horizontal cross-head C, rigidly secured to the lower end of the steering-rod D, which is mounted in the steering-head E, forming a part of the frame of the machine. The lower ends of the rods have eyes F, by means of which they are connected with the ends of the wheel-axle G, which is made larger than usual.

The stay, as herein shown, consists of two rigid rods respectively located on opposite sides of the wheel and each consisting of sections H and I, united by a right and left hand screw J, whereby the rods may be adjusted in length as may be necessary to true up the wheel when the machine is first assembled or after it has been used. The lower ends of the sections H are provided with eyes

K for their attachment to the wheel-axle G, before mentioned. The upper ends of the respective sections I are hinged to the opposite ends of a horizontal coupler L, which unites the stays at a point above the wheel. The said coupler is provided with two rigid arms M M, extending in the same direction parallel with each other and respectively hinged to the opposite ends of the cross-head C. The hinge connections above referred to are confined in their play to vertical movement, and thus, while accommodating the stay to the vertical action of the fork, do not interfere with the function of the stay in securing a uniform action of the fork on both sides of the wheel and re-enforcing the fork against twisting strains.

I would have it understood that I do not limit myself to the use of the specified form of fork or stay or flexible connection between the stay and frame, my invention comprehending, broadly, the adjustment of the stay for the purpose described.

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

1. In a velocipede, the combination, with a wheel-fork forming a resilient connection between a wheel and the frame of a velocipede, of a fork-stay adapted to accommodate the vertical action of the fork and made longitudinally adjustable, substantially as set forth.

2. In a velocipede, the combination, with a wheel-fork forming a resilient connection between a wheel and the frame of a velocipede, of a fork-stay having sectional adjustable stay-rods, substantially as set forth.

3. In a velocipede, the combination, with a wheel-fork forming a resilient connection between a wheel and the frame of a velocipede, of a fork-stay having sectional rods the sections whereof are united by right and left hand sleeves, whereby the rods are made longitudinally adjustable, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

CHARLES F. HADLEY.

Witnesses:

M. A. WARNER,
LUTHUR WHITE.