

(No Model.)

A. RASMUSSEN.
TWO WHEELED VEHICLE.

No. 272,322.

Patented Feb. 13, 1883.

Fig. 1.

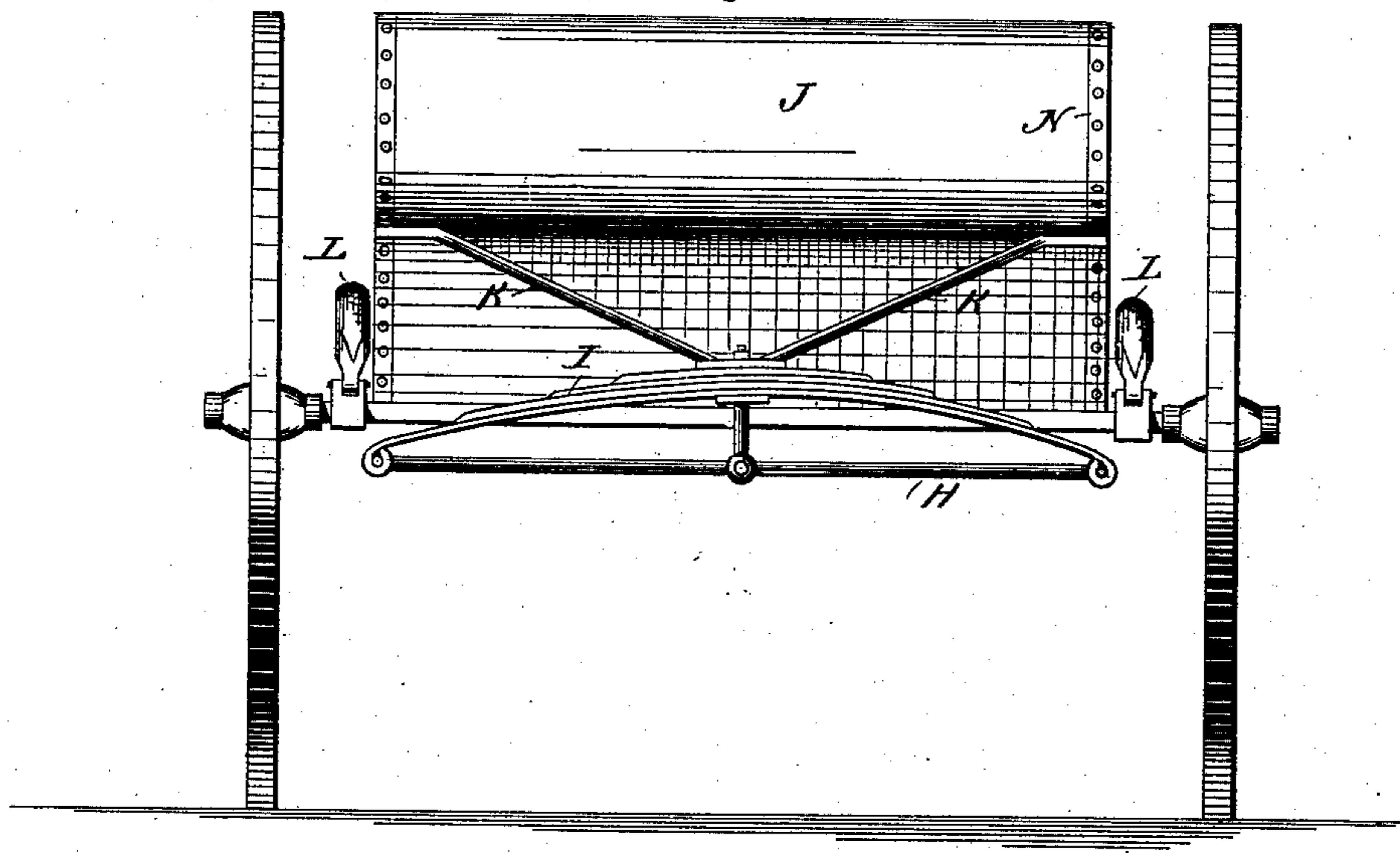


Fig. 2.

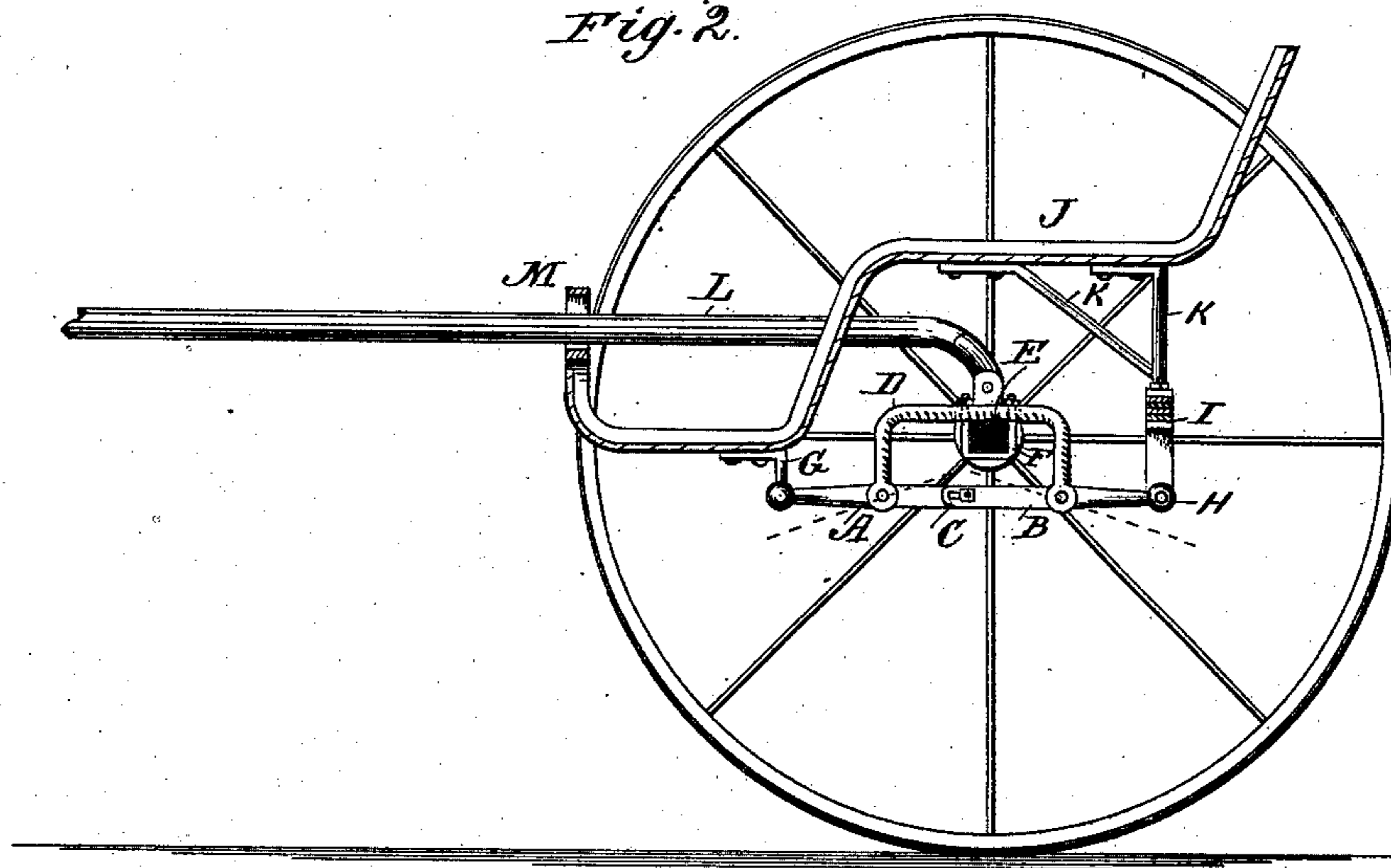
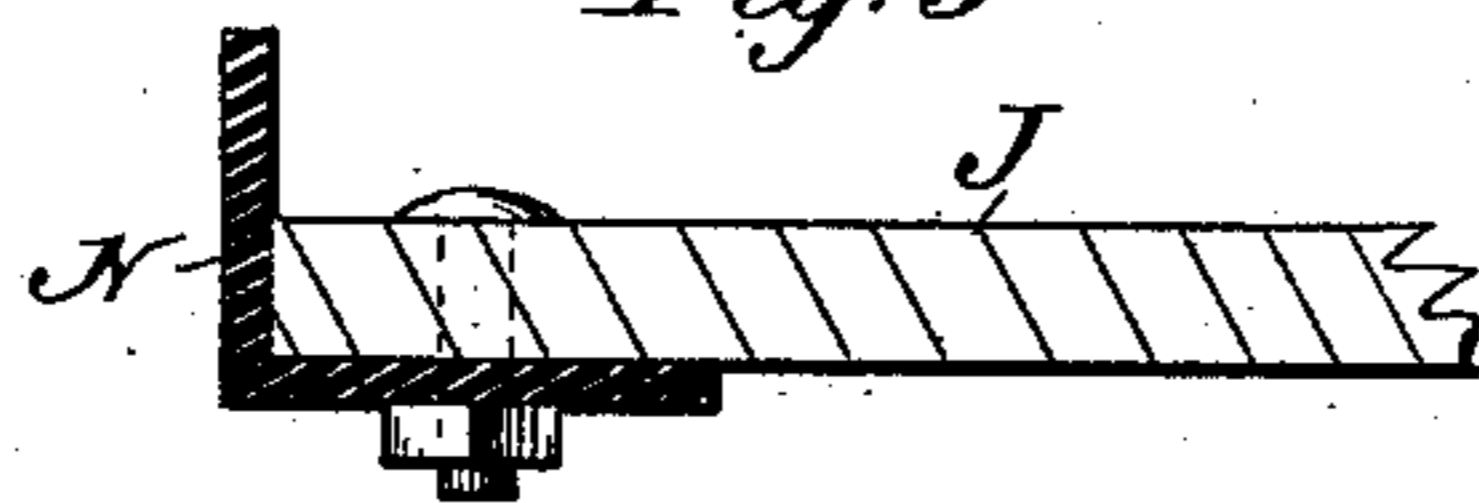


Fig. 3.



WITNESSES:

H. B. Brown
A. G. Lyne.

INVENTOR:

A. Rasmussen

BY

Wm. F. C.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

ANDERS RASMUSSEN, OF OSHKOSH, WISCONSIN, ASSIGNOR OF ONE-HALF
TO JOHN J. PARSONS, OF SAME PLACE.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 272,322, dated February 13, 1883.

Application filed September 30, 1882. (No model.)

To all whom it may concern:

Be it known that I, ANDERS RASMUSSEN, of Oshkosh, in the county of Winnebago and State of Wisconsin, have invented a new and useful Improvement in Two-Wheeled Vehicles, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, forming part of this specification.

10 The object of this invention is to provide an equalizing device whereby the body of a two-wheeled gig or cart shall always be kept level, regardless of the weight upon the seat; and the invention consists of the novel features of construction hereinafter described and claimed.

15 In the drawings, Figure 1 is a rear elevation of a gig embodying my invention. Fig. 2 is a longitudinal vertical section of the same, and Fig. 3 is a detail sectional view.

20 The equalizer consists of two levers, A B, connected together end to end by a sliding joint, C, and pivoted near their centers to the ends of a rectangular bar, D. The bar D is bolted to the axle E by means of a clip, F, inclosing the axle and passing up through perforations in the bar D, which rests on top of the axle. The equalizer is placed at the center of the axle, and its forward end is secured to a bracket, G, on the body of the gig, while
30 its rear end is secured to a rod, H, connecting the ends of the spring I. The body J of the

gig is supported upon the braces K, which are secured to the spring I.

To prevent the body J of the gig from rocking sidewise, the front part of the body is connected to the shafts or thills L by means of loops M, through which the thills project. With this construction, weight upon the seat of the vehicle will cause the outer ends of the levers A B to be depressed equally, whereby the downward pressures thus exerted both at the front and the rear of the body will counterbalance each other and allow the body to retain its level position.

N indicates an angle-iron for banding the body of the vehicle.

I am aware that it is not broadly new to provide an equalizer consisting of two rocking bars connected together end to end by a sliding joint, and I therefore do not broadly claim such a construction.

What I claim is—

The combination of the axle E, the bar D, secured thereto, the body J, having bracket G, the rod H, and spring I, with the levers A B, constructed and arranged as described, for the purpose set forth.

ANDERS RASMUSSEN.

Witnesses:

JOHN W. HUME,
GEO. B. MCC. HILTON.