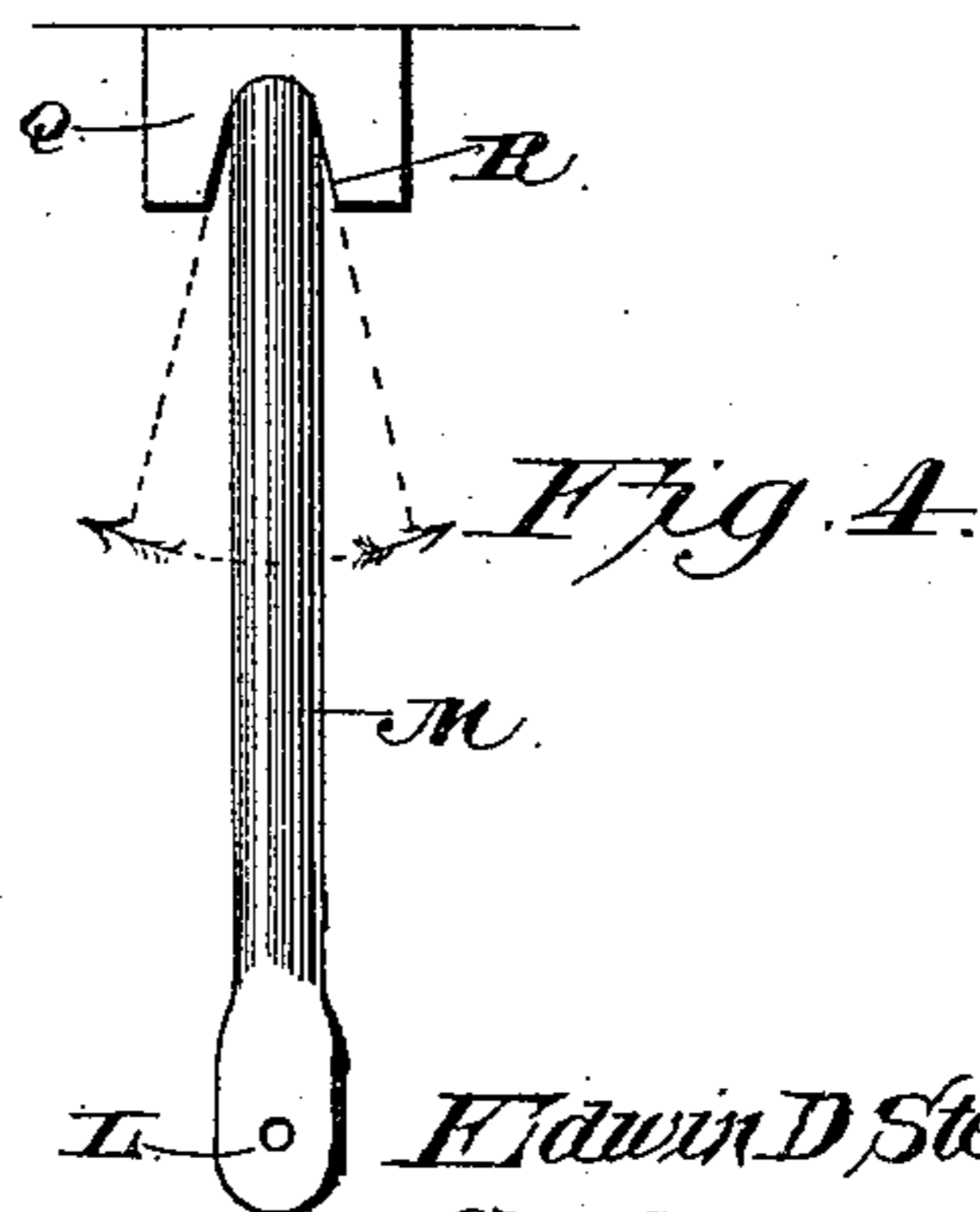
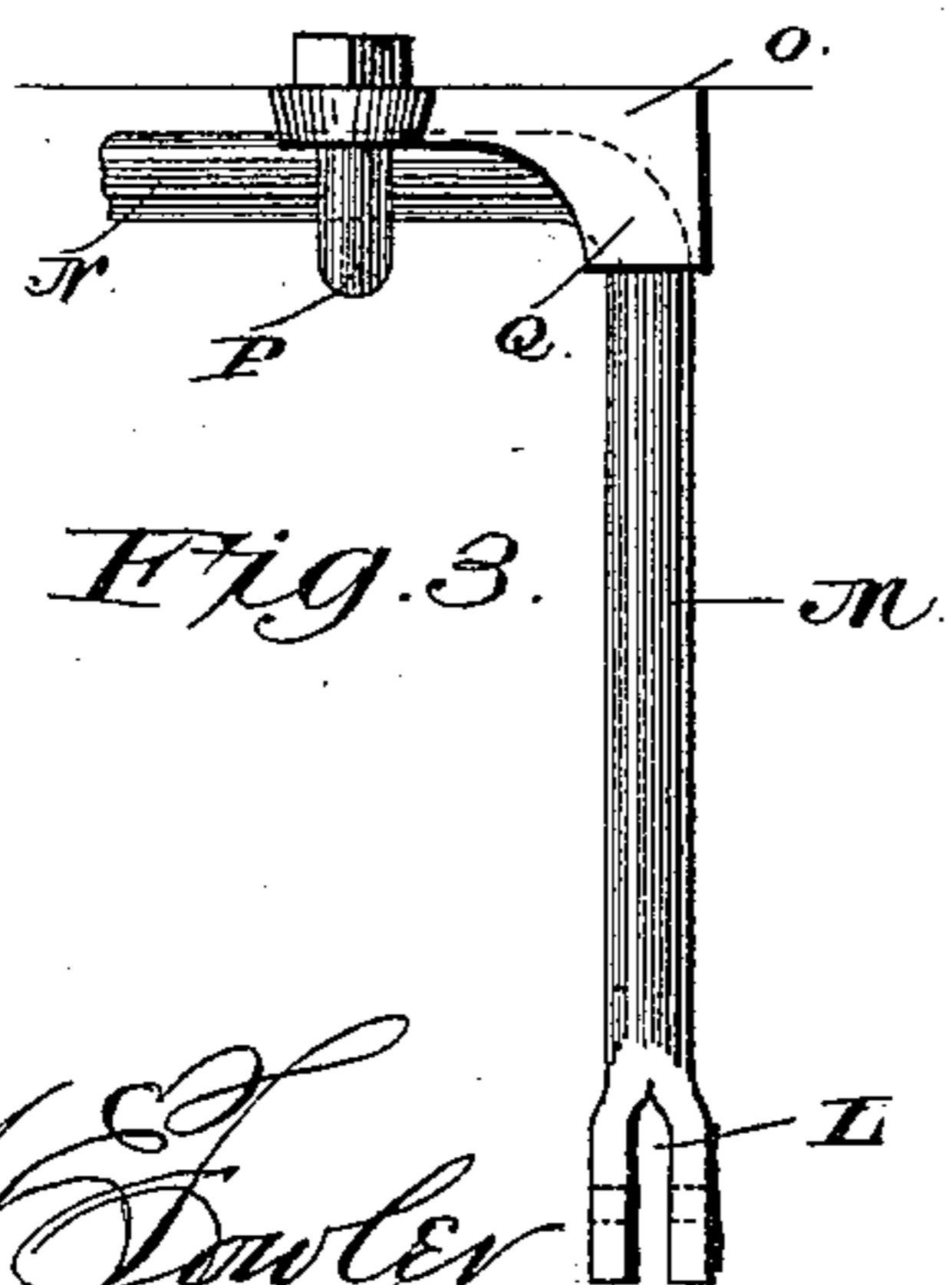
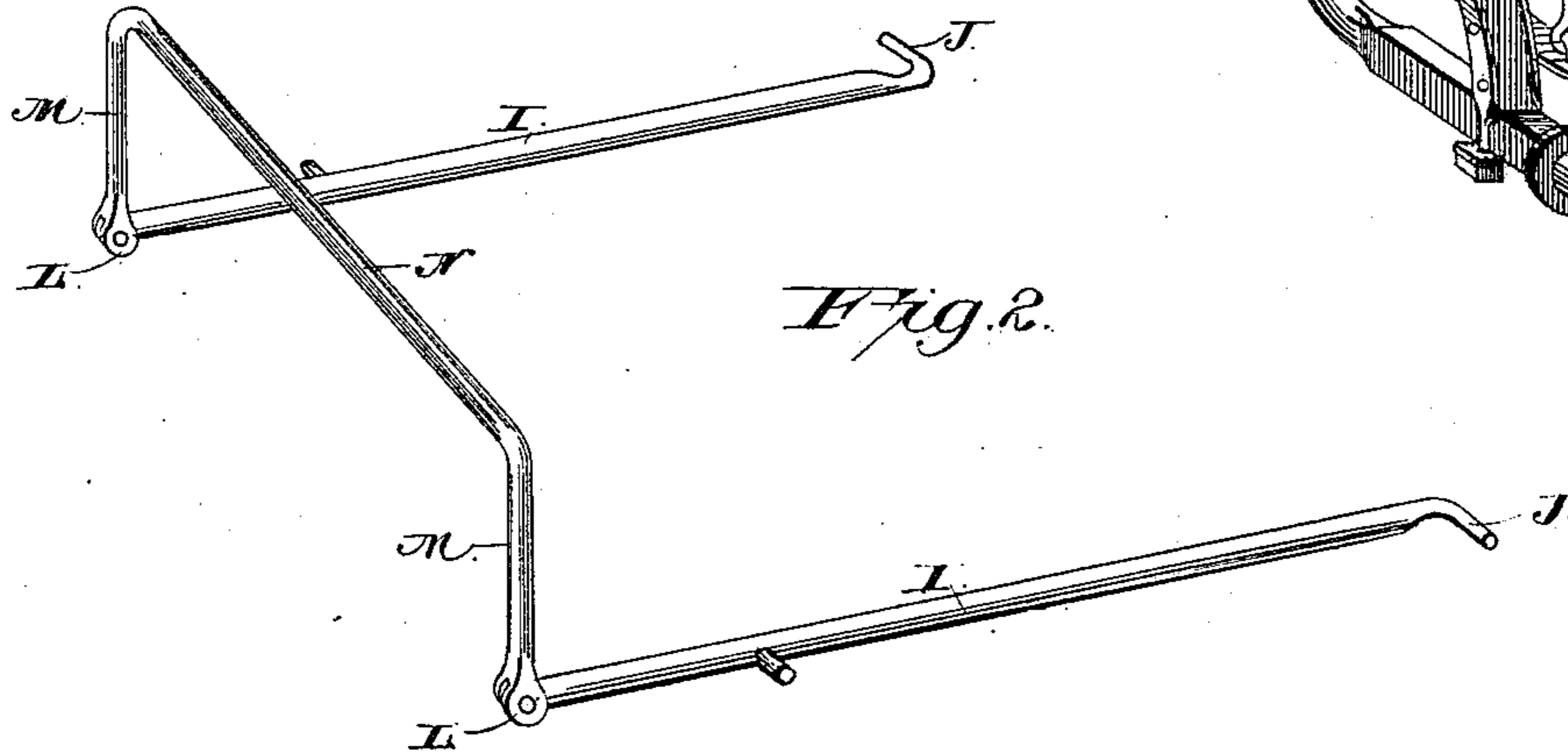
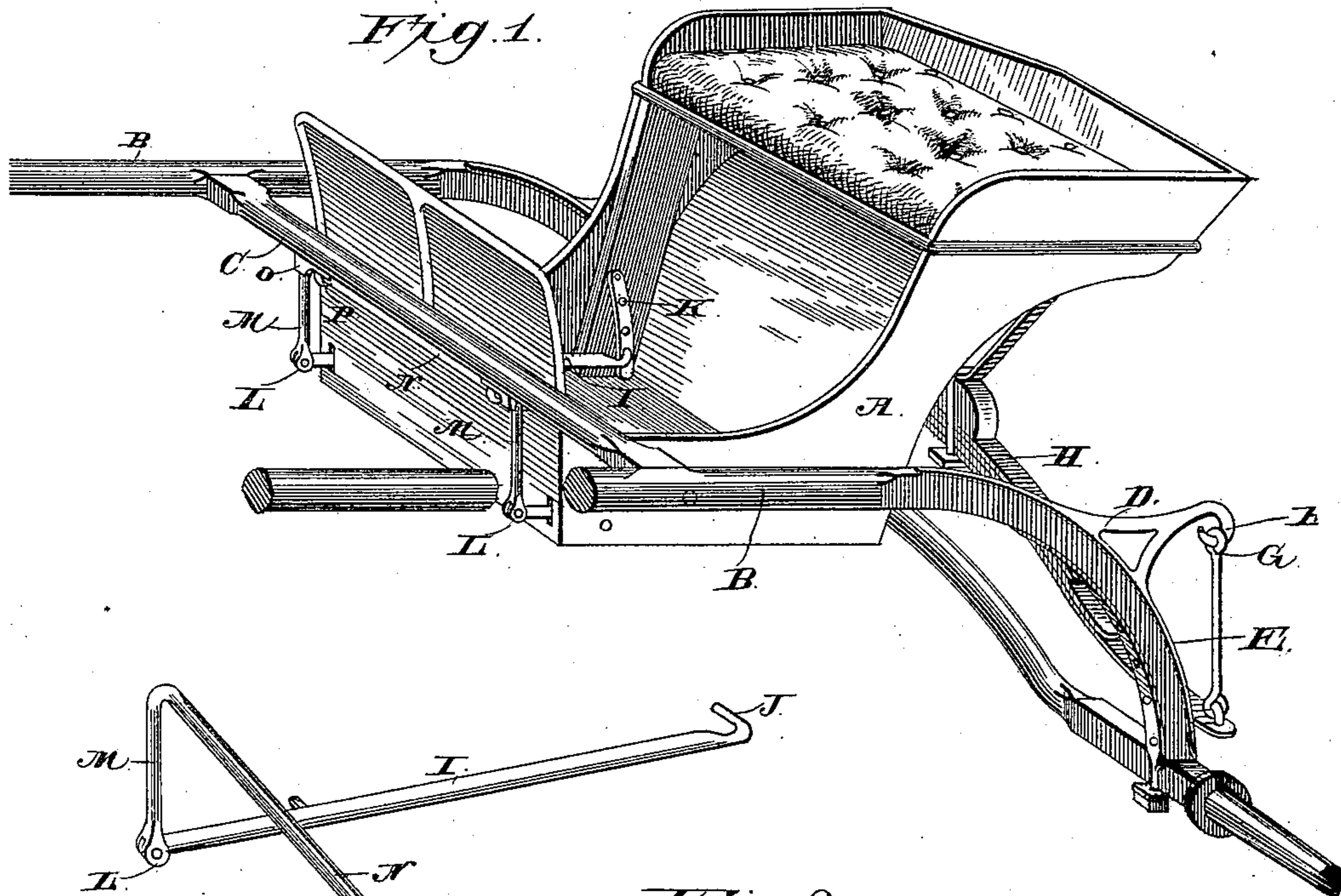


(No Model.)

E. D. STEVENSON & C. WERTZ.  
TWO WHEELED VEHICLE.

No. 426,874.

Patented Apr. 29, 1890.



Witnesses

Inesses  
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# UNITED STATES PATENT OFFICE.

EDWIN D. STEVENSON AND CHARLES WERTZ, OF WADSWORTH, OHIO.

## TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 426,874, dated April 29, 1890.

Application filed January 8, 1890. Serial No. 336,301. (No model.)

*To all whom it may concern:*

Be it known that we, EDWIN D. STEVENSON and CHARLES WERTZ, citizens of the United States, residing at Wadsworth, in the county of Medina and State of Ohio, have invented a new and useful Two-Wheeled Vehicle, of which the following is a specification.

Our 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 perspective view of a portion of a two-wheeled vehicle, showing our improvements applied thereto. Fig. 2 is a perspective view of the body lifting and supporting device, and Figs. 3 and 4 are detailed views showing the connection of the rock-shaft and the cross-bar of the thill.

The body A and the thills B are of the usual or any preferred construction, and the thills are connected by an ordinary cross-bar C in advance of the body, as clearly shown. To the thills, at the rear end of the same, we secure the castings D, which have the downwardly-extending arms E, which form a part of the clip by which the thill is secured to the axle, and are further provided with the hooks F, which are engaged by the upper ends of links G, the lower ends of which are secured to the spring H, by which the body is supported.

On the inner sides of the body near the front end of the same we pivot the levers I by their rear ends, which are formed into pins or hooks J, adapted to engage openings or sockets K in the sides of the body, and thereby enable the same to be set higher or lower. The front ends of these levers are pivoted in the bifurcations L at the lower ends of crank-arms M, which are formed integral with the ends of the rock-shaft N. This rock-shaft N is mounted on the under side of the cross-bar C, connecting the thills, and is permitted to have a slight movement by means of the castings O, in which it is seated, and which are secured to the cross-bar. The rock-shaft is held in the said castings by the clips P, so that it is free to turn, and the castings are provided with the lugs Q, having downwardly-flared inner sides, as shown most clearly at R

in Fig. 4, so as to limit the movement of the rock-shaft.

From the foregoing description, taken in connection with the accompanying drawings, it will be seen that we have provided a two-wheeled vehicle which will have a light draft, and in which the body will readily accommodate itself to the motion of the horse and to inequalities of the road. The links G permit the rear end of the body to swing freely, while the rock-shaft will have sufficient movement to cause the body to swing longitudinally, and thereby take up the motion of the horse, while the connection of the levers to the body is such that the body can be set either higher or lower without the driver alighting.

The device is extremely simple and efficient, and its advantages are thought to be obvious.

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

1. The combination of the cross-bar C, the rock-shaft mounted thereon, the body, and the levers secured to the body and to the rock-shaft, as set forth.

2. The combination of the body provided with a series of recesses K, the levers centrally pivoted to the body and having their rear ends engaging said recesses and their front ends extending through the dash, and connections between said front ends and the thills, substantially as described.

3. The combination of the body provided with a series of recesses K, the levers centrally pivoted to the body and having their rear ends engaging said recesses and their front ends extending through the dash, and connections between said front ends and the thills, with spring-connections between the body and the rear ends of the thills, substantially as specified.

4. The combination of the cross-bar C, the castings secured thereto and having lugs provided with downwardly-flared inner sides, the rock-shaft mounted in said castings, and connections between the rock-shaft and the body, as set forth.

5. The combination of the cross-bar C, the castings secured thereto and having lugs pro-

vided with downwardly-flared inner sides, the rock-shaft mounted in said castings, and the levers I, pivoted to the body and pivotally connected with the rock-shaft and having their rear ends adjustably connected to the body, as set forth.

6. In a road-cart, the cross-bar of the thills, combined with the rock-shaft N, mounted thereon, the side levers I, pivotally connected to the rock-shaft, and also pivotally attached

to the body, and the adjusting means for the free ends of the levers, as set forth.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

EDWIN D. STEVENSON.  
CHARLES WERTZ.

Witnesses:

CHAS. A. CALHOUN,  
EDWIN FARR.