(No Model.)

C. FOURNIER.

VEHICLE.

No. 582,854. Patented May 18, 1897.

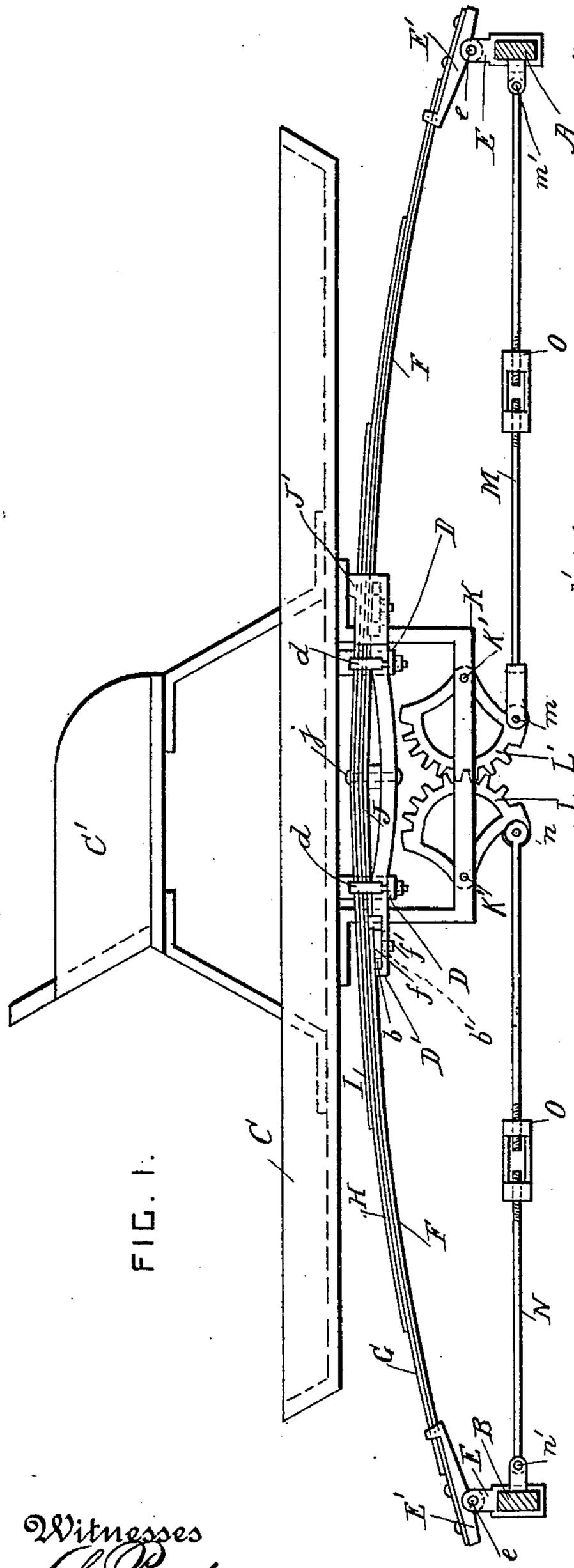

FIG. 1.

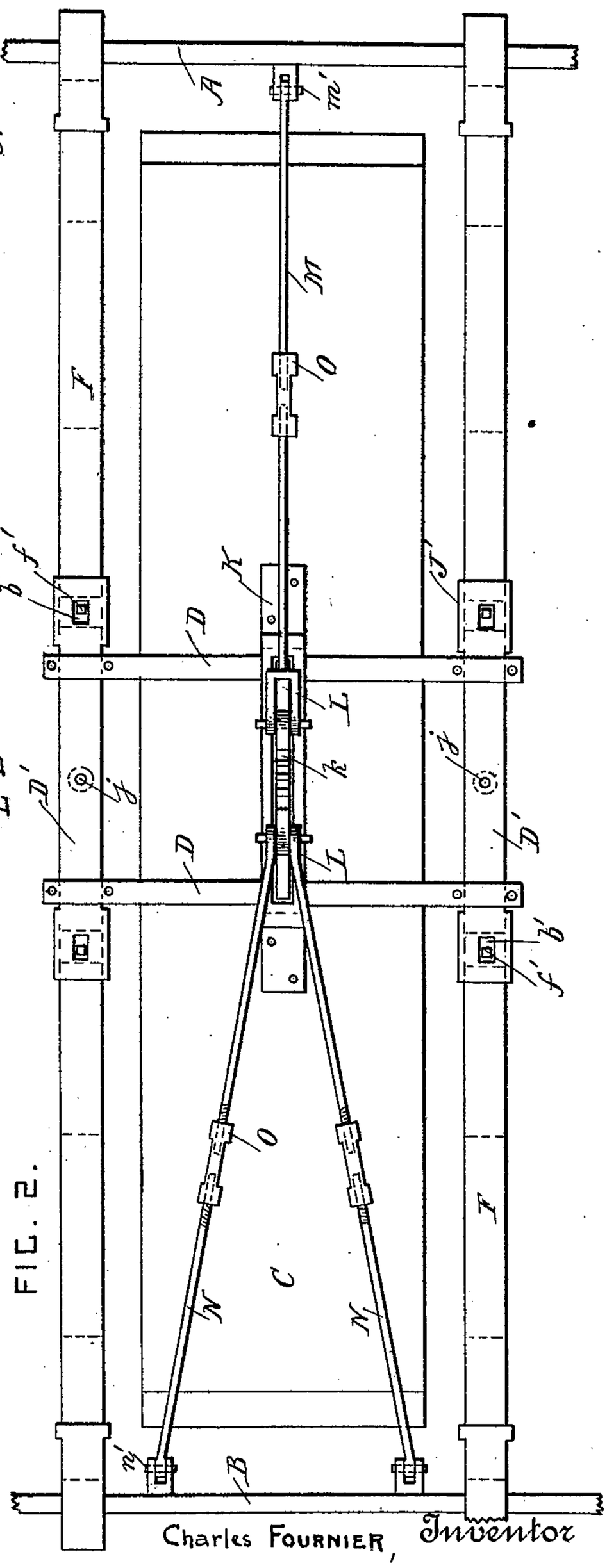

FIG. 2.

Witnesses
A. Page.
R. Hunt.

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By Attorney J. V. Marion

UNITED STATES PATENT OFFICE.

CHARLES FOURNIER, OF DANVILLE, CANADA.

VEHICLE.

SPECIFICATION forming part of Letters Patent No. 582,854, dated May 18, 1897.

Application filed December 10, 1896. Serial No. 615,092. (No model.) Patented in Canada October 7, 1896, No. 53,684.

To all whom it may concern:

Be it known that I, CHARLES FOURNIER, a citizen of the Dominion of Canada, residing at Danville, in the county of Richmond, Province of Quebec, Canada, have invented certain new and useful Improvements in Vehicles, (for which I have obtained a patent in Canada, No. 53,684, dated October 7, 1896;) and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to vehicles; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of the vehicle with one of the caps removed. Fig. 2 is a plan view of the same from below.

A is a front cross-bar, and B is a rear cross-bar. These cross-bars are carried by axles and wheels of any approved construction, and the cross-bars may constitute the axles of the wheels, if desired.

C is the body or platform of the vehicle, and C′ is the seat for the driver. The vehicle is provided with compensating mechanism for holding the platform in a substantially horizontal position when unequally loaded.

D are cross-bars secured to the under side of the platform, and D′ are plates secured to the projecting ends of the cross-bars parallel with the platform by means of clamps *d*.

E are brackets secured to the cross-bars A and B, and E′ are sockets pivoted to the brackets E by pins *e*.

F are spring-bars which have their outer ends secured rigidly to the brackets E, and *f* are blocks secured to the inner ends of the bars F and provided with projections *f′* on their under sides. The blocks *f* are slidable in the recesses *b* in the end portions of the plates D′, and the projections *f′* engage with slots *b′* in the said plates.

G, H, and I are spring-bars arranged above the adjacent ends of the pairs of spring-bars F and one above another.

J is a spring-bar arranged below the bar G between the ends of the bars F. The bars G, H, I, and J are all secured together and to the plate D′ by the clamps *d*, and they are also secured by the central rivets or bolts *j*.

J′ are caps secured to the plates D′ and extending over the tops of the spring-bars F.

The platform is supported on the spring-bars, and the blocks *f* slide longitudinally in the recesses *b* as the platform moves up and down.

K is a bracket secured centrally under the platform and provided with a slot *k*.

L L′ are two toothed segments journaled on pins *k′*, which pass through the bracket K. The segments gear into each other.

M is a rod pivoted to the lower side of the segment L′ by a pin *m* and pivotally connected to the front cross-bar A by the pin *m′*.

N are rods pivoted to the lower side of the segment L by a pin *n* and pivotally connected to the rear cross-bar B by pins *n′*. The rear ends of the rods N are spread apart, as shown in Fig. 2, to take up side strains.

O are turnbuckles inserted in the rods M and N for the purpose of adjusting their lengths. When a weight is placed on either end of the platform, the other end of it will also be depressed by means of the rods and toothed segments.

What I claim is—

1. In combination the cross-bars, the body, the side springs extending longitudinally of said body pivotally secured to said bars, the means for loosely connecting said body to said springs whereby said body may shift in relation thereto, and the compensating device arranged between the body and said cross-bars, substantially as described.

2. In combination the cross-bars, the body, the plates secured to the bottom of said body, the springs having one of their ends pivotally connected to said cross-bars and their opposite ends slidably held by said plates, and the compensating device.

3. In combination the cross-bars, the body, the plates secured to the bottom of said body, the springs having one of their ends pivotally connected to said cross-bars and their opposite ends slidably held by said plates, the bracket depending from said body, the intermeshing segments pivoted in said brackets, and the rods pivotally connected at one of their ends to the segments below the pivots thereof and at their opposite ends to said cross-bars.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES FOURNIER.

Witnesses:
JAMES BUCHANAN,
AVERY W. DENISON.