(No Model.)

C. W. NOYES.

TWO WHEELED VEHICLE.

No. 361,317. Patented Apr. 19, 1887.

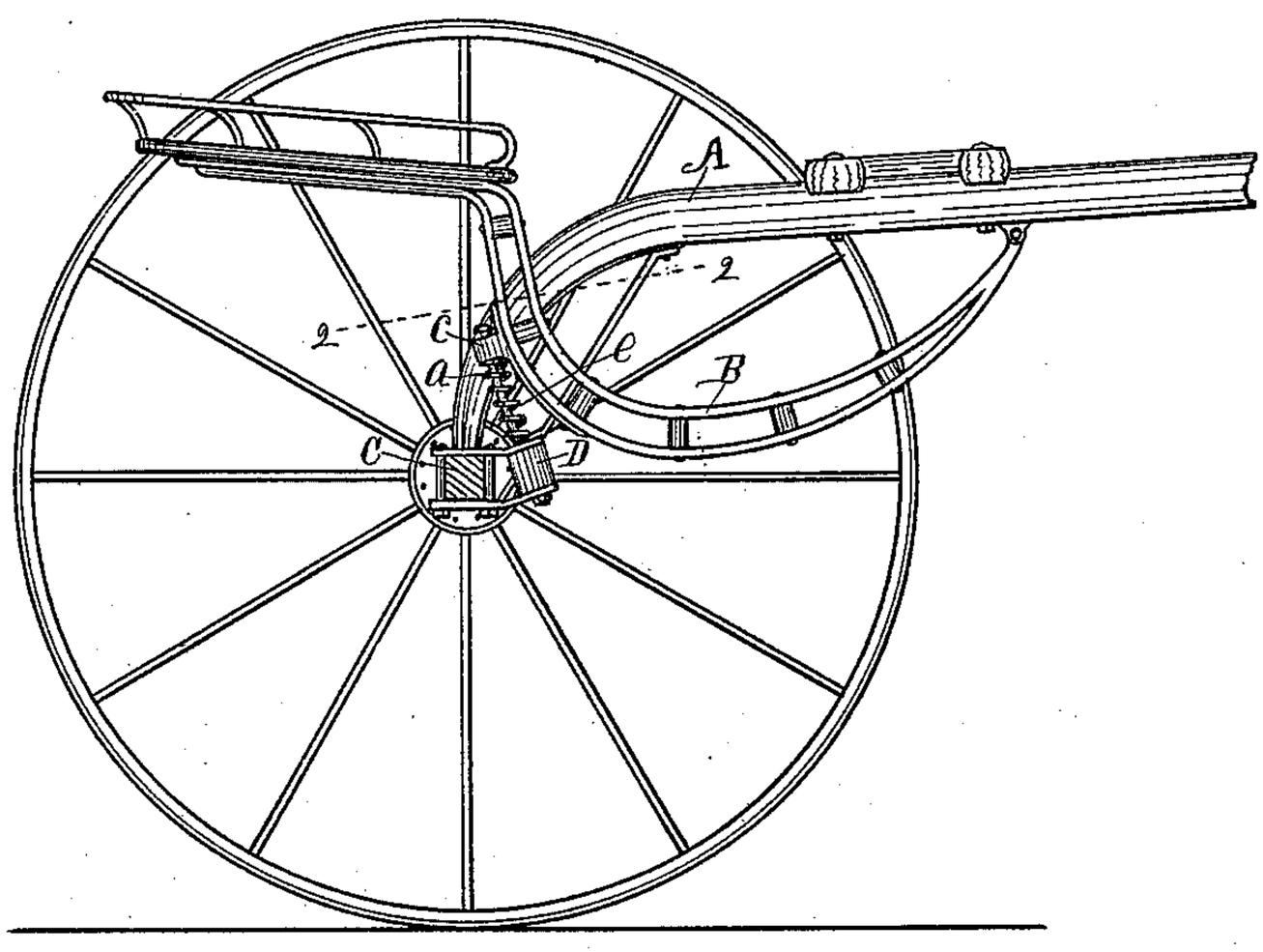

Fig. 1

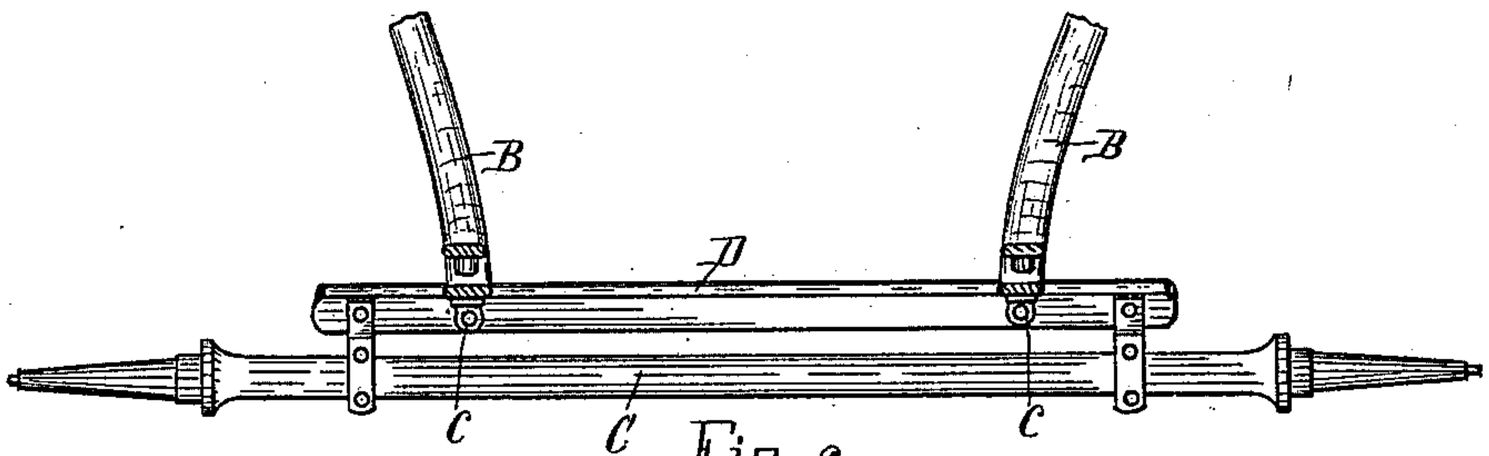

Fig. 2

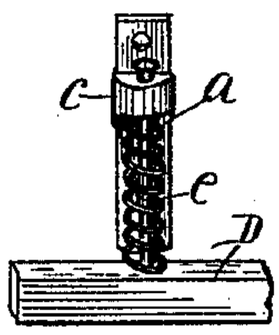

Fig. 3

Witnesses.
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UNITED STATES PATENT OFFICE.

CHARLES W. NOYES, OF KALAMAZOO, MICHIGAN.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 361,317, dated April 19, 1887.

Application filed December 27, 1886. Serial No. 222,654. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. NOYES, a citizen of the United States, residing at Kalamazoo, county of Kalamazoo, State of Michigan, have invented a new and useful Two-Wheeled Vehicle, of which the following is a specification.

This invention relates to the ordinary style of two-wheeled vehicles, the seat-bars or body of which is pivotally attached at the forward end to the thills or cross-bar of the thills and is supported over the axle.

This invention consists in the construction below described and claimed, whereby the rear end of the body is supported over the axle by spiral springs.

In the drawings, forming a part of this specification, Figure 1 is a side elevation with one wheel removed; Fig. 2, a plan of parts in Fig. 1 with portions in section on line 2 2 in Fig. 1, and Fig. 3 is a rear view of one of the springs and its connections.

The thills A, body B, fulcrumed at the forward end to the thills, and the axle C are the same as heretofore used and are well understood.

A bar, D, is supported from the axle, and parallel therewith spiral springs *a*, on a guide-rod, *e*, are mounted on the bar D, at each side of the vehicle. The guide-rods *e* pass loosely through the perforated lugs *c c*, attached to the rear of the body on both sides. The rods are preferably curved on a plane with the swing of the body, so that when the body swings up and down the lugs *c* will not bind on the rods *e*. When the body or seat-bars are borne downward, the lugs *e* bear down upon the springs *a*, compressing them.

Of course the springs in some instances may be supported by the axle direct, so long as they form a part of the combination shown.

Having thus described my invention, what I claim as new is—

1. The combination of the axle, a seat supporting body fulcrumed at its forward end, spiral springs supporting the rear end of said body, and guide-rods within the springs curved on a plane described by the swing of the body, substantially as set forth.

2. The combination of the axle, a body or seat-bars, the spring-supporting bar supported from the axle and provided with the curved guide-rods, and spiral springs on said rods supporting the rear end of the body, substantially as set forth.

In testimony of the foregoing I have hereunto subscribed my name in presence of two witnesses.

CHARLES W. NOYES.

Witnesses:

JOS. A. FRANKLIN,

SAMUEL BOLZ.