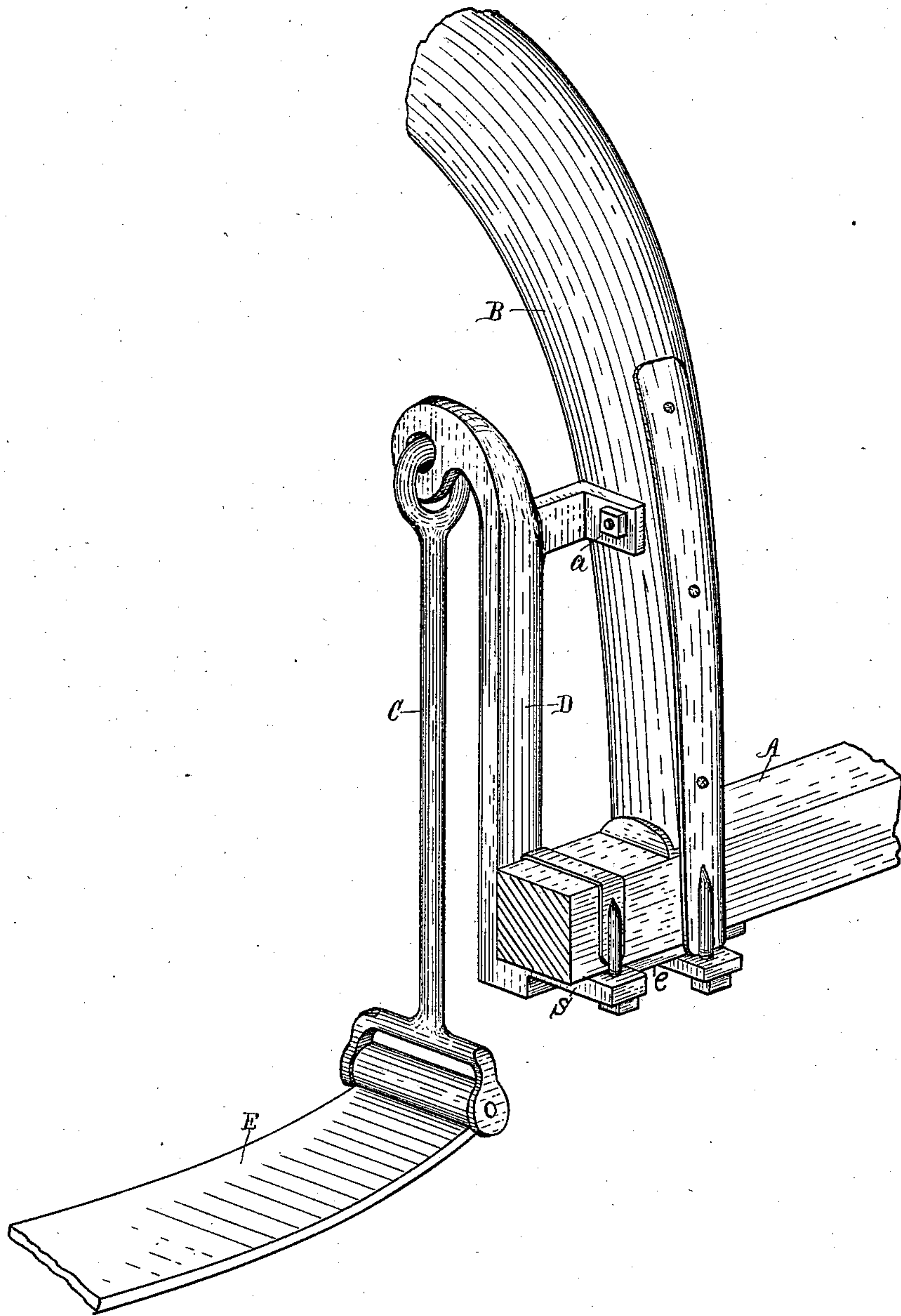


(No Model.)

B. F. RIX.
TWO WHEELED VEHICLE.

No. 376,486.

Patented Jan. 17, 1888.



Witnesses

John C. Perkins.
Horace E. Haines

Inventor

Benjamin F. Rix.
By Lucius C. West
Atty-

UNITED STATES PATENT OFFICE

BENJAMIN F. RIX, OF KALAMAZOO, MICHIGAN, ASSIGNOR TO R. ARTHUR STONE, OF SAME PLACE.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 376,486, dated January 17, 1888.

Application filed July 19, 1887. Serial No. 244,729. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. RIX, 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 more particularly relates to an invention patented to me February 1, 1887, No. 357,156; and it has for its object the below-described improvement, substantially as claimed.

In the drawing forming a part of this specification is shown a perspective view of broken details with the axle in cross-section.

Referring to the letters of reference, A is the axle, B the thill, C the hanger, and E the spring, as in the patent above referred to.

The improvements in the present instance refer to the spring-support D, which has a rearwardly-extending clip-plate, S, beneath the axle integral with said support D, and it may have a plain lateral extension, e, beneath the clip-plate of the thill integral with the clip-plate S. The support D in the present case is extended upward at the side of the shank of the thill. Below the upper eyed end of the support D is a lug, a, extending laterally to

the thill, and thence bent at right angles to fit against the side of the thill B, to which it is bolted. This forms a guide to fix the distance between the thill and support, prevents the weight of the body bearing upon the arched spring E and hanger C from bending the hanger toward the body, and the strain comes lengthwise on the bolt through the thill, and hence there is no danger of splitting the latter. Such a spring-support is safe, cheaply produced, and saves much time and labor in putting up the vehicle.

Having thus described my invention, what I claim is—

In a vehicle of the style referred to, the spring-support comprising as an integral whole the upright body part, the right-angled clip-plate, the upper turned eyed end, and the lug below said end extending laterally, and thence at right angles, substantially as set forth.

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

BENJAMIN F. RIX.

Witnesses:

R. ARTHUR STONE,
N. D. CARPENTER.