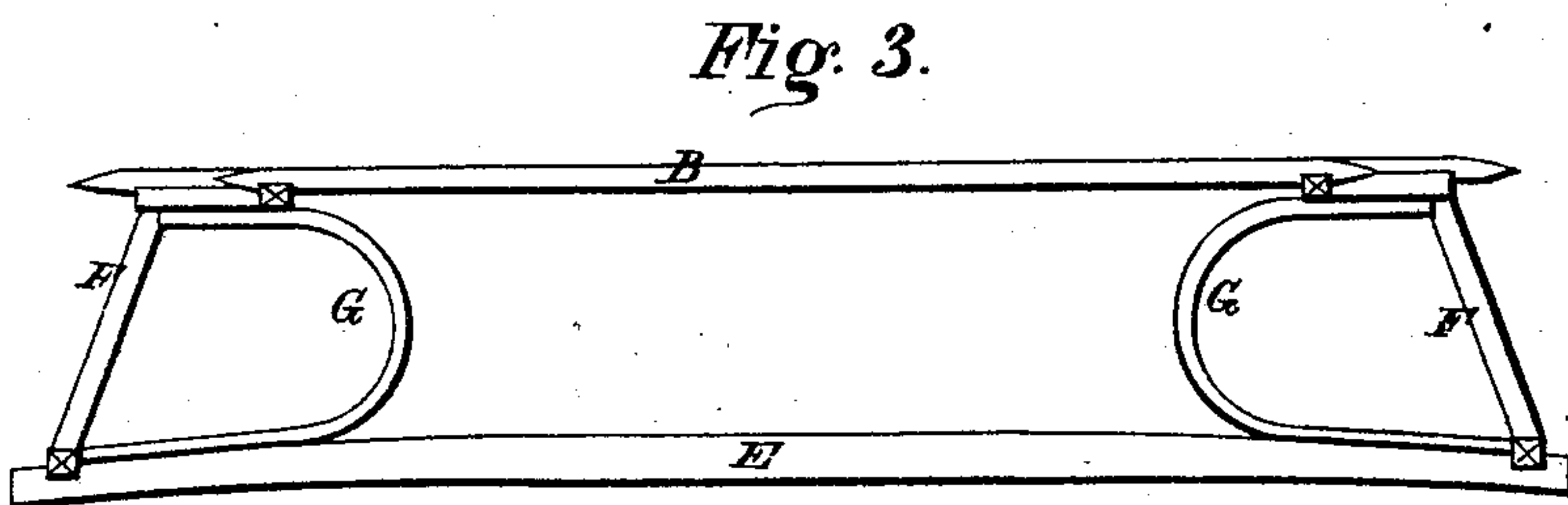
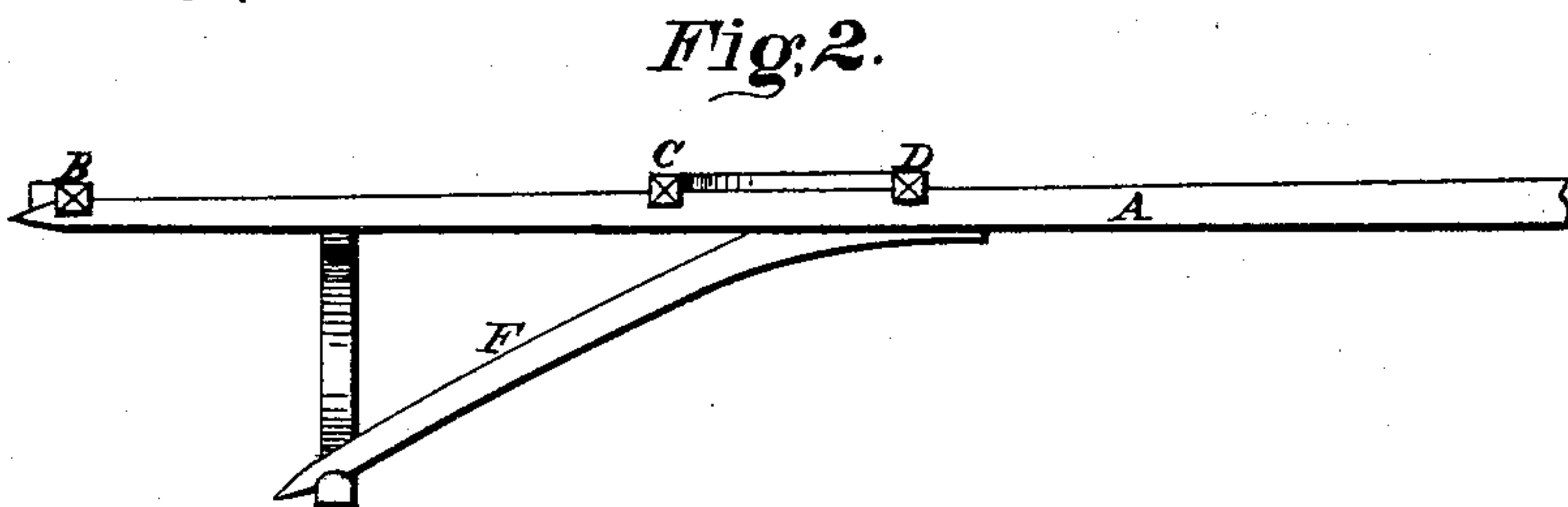
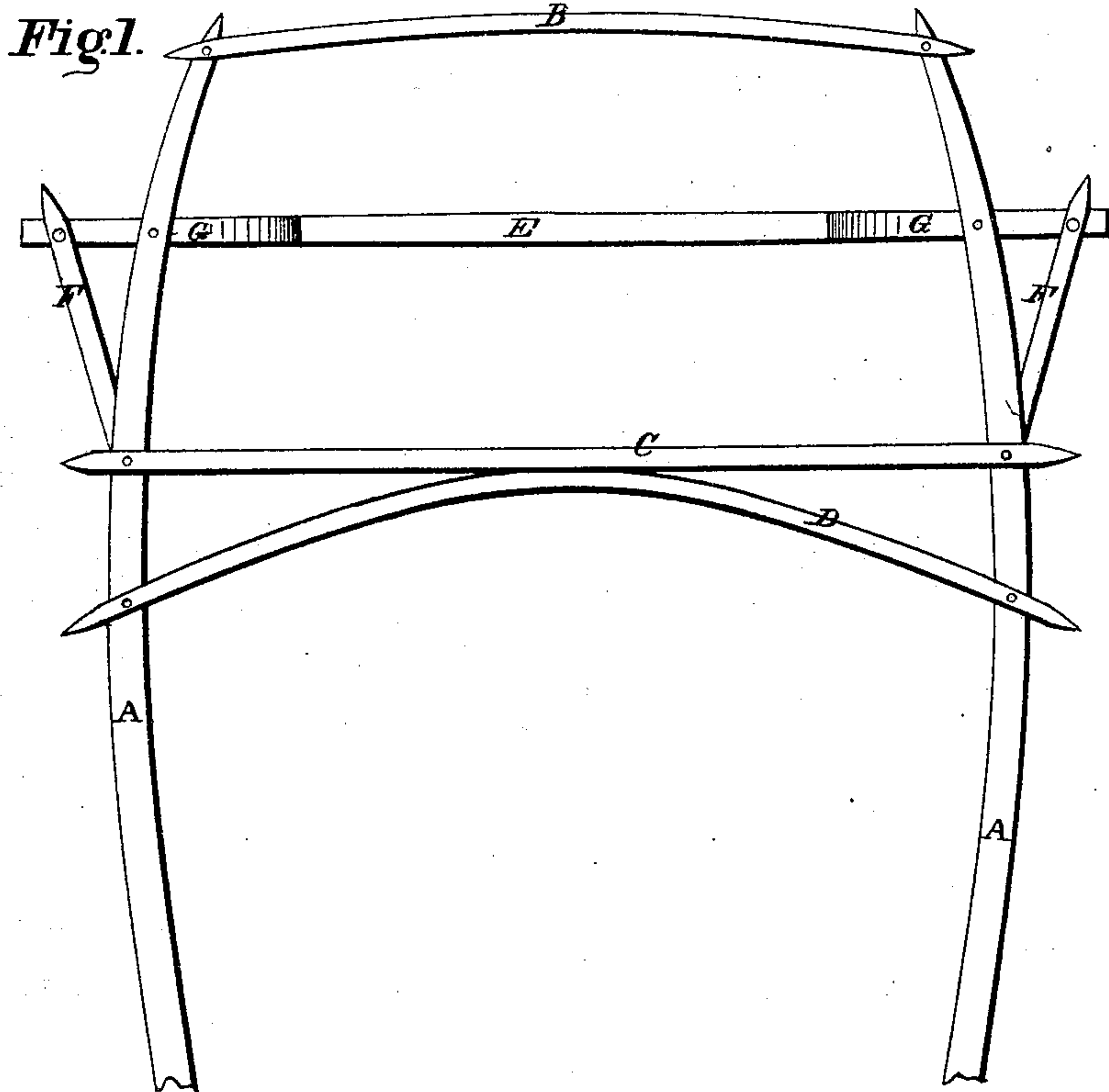


La F. H. JENNISON.  
Sulkies.

No. 144,983.

Patented Nov. 25, 1873.



Witnesses.

A. J. Cornett.  
Charles Hayes

Inventor.  
La Fayette H. Jennison  
Per. Burridge & Co.  
Attys.

# UNITED STATES PATENT OFFICE.

LA FAYETTE H. JENNISON, OF MONROEVILLE, OHIO.

## IMPROVEMENT IN SULKIES.

Specification forming part of Letters Patent No. **144,983**, dated November 25, 1873; application filed October 24, 1873.

*To all whom it may concern:*

Be it known that I, LA FAYETTE H. JENNISON, of Monroeville, county of Huron and State of Ohio, have invented a certain new and Improved Trotting-Sulky, of which the following is a full, clear, and complete description, reference being had to the accompanying drawings making part of the same.

Figure 1 is a plan view of the sulky, or so much thereof embracing the invention. Fig. 2 is a side view of Fig. 1. Fig. 3 is an end view of Fig. 1.

Like letters of reference refer to like parts in the several views.

The object of this invention is to provide a trotting-sulky with springs. The construction and application of the springs to the sulky are as follows:

The general shape of the sulky is similar to those in ordinary use, and which is represented in the drawings. A A are the thills; B C D, the cross ties or bars, and E the axle-tree stock. The thills are attached to the axle-tree, and supported above it by the spring-brackets F. Between the rear end of each of the thills and the axle-tree is interposed a U-shaped spring, G, directly over which is secured the driver's seat. The relative position of the springs to the frame of the sulky is such as is shown in the drawings.

The U-shaped springs referred to are made

of hickory wood. That material, being light, tough, and not liable to break abruptly or short off, is preferred for these springs to metal. Steel springs, however, may be used, if extreme lightness is not to be considered in the construction of the sulky, which, for trotting purposes, is an important point, as the utmost lightness is required consistent with sufficient strength for safety.

The brackets F are also made of wood, which are sufficiently large to support the thills and driver, and at the same time light enough to be serviceable as springs.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The U-shaped springs G, in combination with the thills A A and axle-tree E, substantially as and for the purpose set forth.

2. The spring-brackets F, in combination with the thills A A and axle-tree E, as and for the purpose set forth.

3. The trotting-sulky consisting, essentially, of the thills A A, U-springs G G, spring-brackets F, and axle-tree E, all constructed and arranged in the manner as described, and for the purpose set forth.

LA FAYETTE H. JENNISON.

Witnesses:

J. H. BURRIDGE,  
F. G. MURPHY.