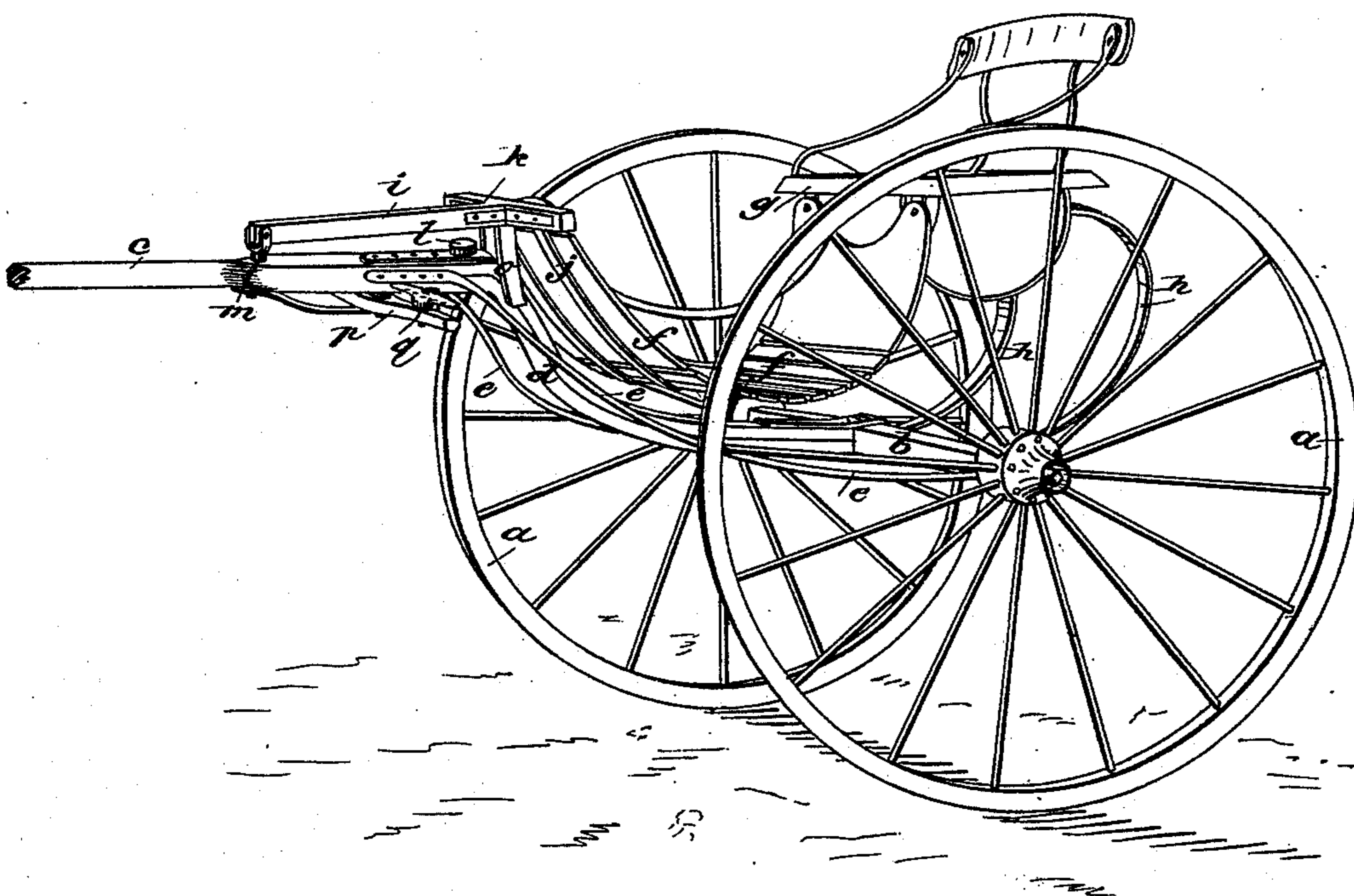


(No. Model.)

W. M. BOYD.
SULKY.

No. 267,140.

Patented Nov. 7, 1882.



WITNESSES:

Otto Beyer
C. Sedgwick

INVENTOR:

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UNITED STATES PATENT OFFICE.

WILLIAM M. BOYD, OF RUSHVILLE, INDIANA.

SULKY.

SPECIFICATION forming part of Letters Patent No. 267,140, dated November 7, 1882.

Application filed August 7, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM M. BOYD, of Rushville, in the county of Rush and State of Indiana, have invented a new and Improved Sulky, of which the following is a full, clear, and exact description.

My invention consists of improvements in sulkies by the attachment of a tongue for hitching two horses thereto, and by the arrangement of a foot-rack in a manner to be independent of the frame of the sulky, and so that, together with a lever contrivance, the springs may be relieved to some extent of the weight when overloaded, as hereinafter fully described.

Reference is to be had to the accompanying drawing, forming part of this specification, in which a perspective view of a sulky contrived according to my invention is shown.

I use ordinary carriage or sulky wheels, *a*, and an ordinary vehicle-axle, *b*, which may be either straight, as herein shown, or curved upwardly in the center, to which I apply a pole, *c*, the front of which is similar to the ordinary two-horse pole to be used with an eveners, *p*, single-trees *q*, and a neck-yoke. The heel *d* of this tongue and its braces *e*, for connecting it to the axle, I arrange in the downwardly-curved form represented in the drawing, in order to enable me to support the foot-rack *f*, above and independently of them by suspending it, in the curved form shown, from a point above the pole at its front and from the seat *g* at its rear end, so as to form a comfortable rest for the feet, and so that said seat being mounted on the *C* or equivalent springs *h* at the rear, the said springs may be relieved of some of the weight, when overloaded, by the foot-rest, tongue, or lever *i*, to which the front end of the foot-rest is attached by its rods or bars *j* and the cross-bar *k*, descending to and resting

on the rubber cushion *l* and shortening the leverage between the point *m*, where said lever *i* is jointed to the pole *c* and said springs *h*, to allow the foot-rest to vibrate independently of the pole. The lever *i* has a couple of strong guide-studs, *o*, projecting downwardly from it under the bar *k*, along the sides of the pole *c*, to prevent lateral thrusts of the foot-rest. The foot-rest may consist of the bent rods or bars *j*, of metal or wood, and cross bars or slats, or bent panels or other approved devices. The buffer, of rubber, *l* is located at a suitable point on the pole to act both as a spring to the foot-rest and a fulcrum to the lever *i*. By these arrangements the rider has a free and easy working seat and foot-rack independent of the pole, and the springs *h* are protected from the excessive strains that an overload would otherwise cause. The springs *h* are located directly over the axle, and may by this arrangement be connected at both ends by shackles or joints.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. In a sulky, the combination, with the seat and tongue or thills, of the foot-rack *f*, arranged above the tongue and connected at the rear with the seat, the rods *j*, the cross-bar *k*, the lever *i*, jointed to pole at *m*, and the rubber cushion *l*, all arranged substantially as described.

2. The guide-studs *o*, attached to lever *i* and arranged with relation to the pole *c* said lever being pivoted to the pole *c* and connected to the rods or bars of the foot-rest, substantially as described.

WILLIAM MARSHALL BOYD.

Witnesses:

ISAAC M. JACKSON,
JOHN FRAIZER.