

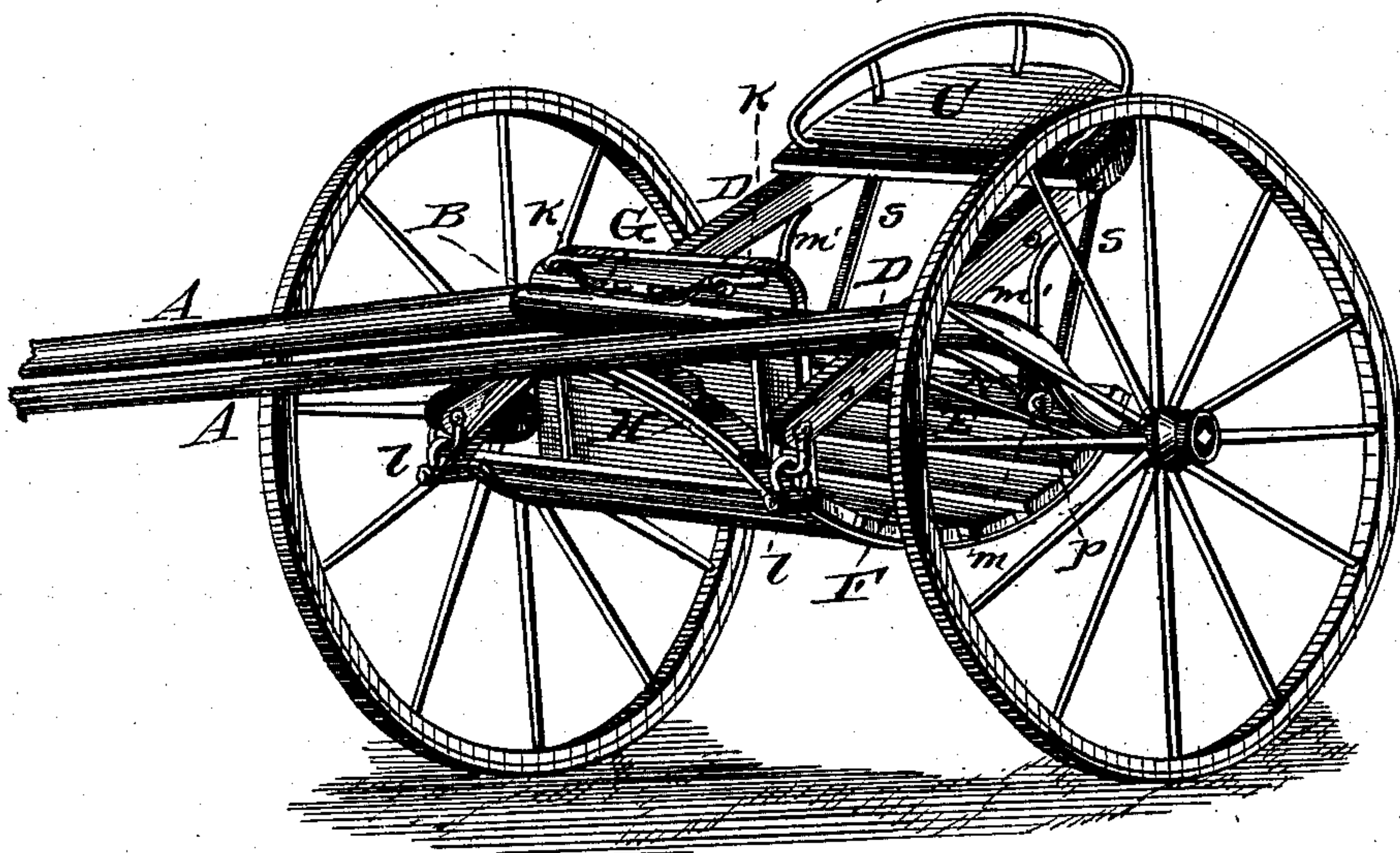
(No Model.)

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SULKY.

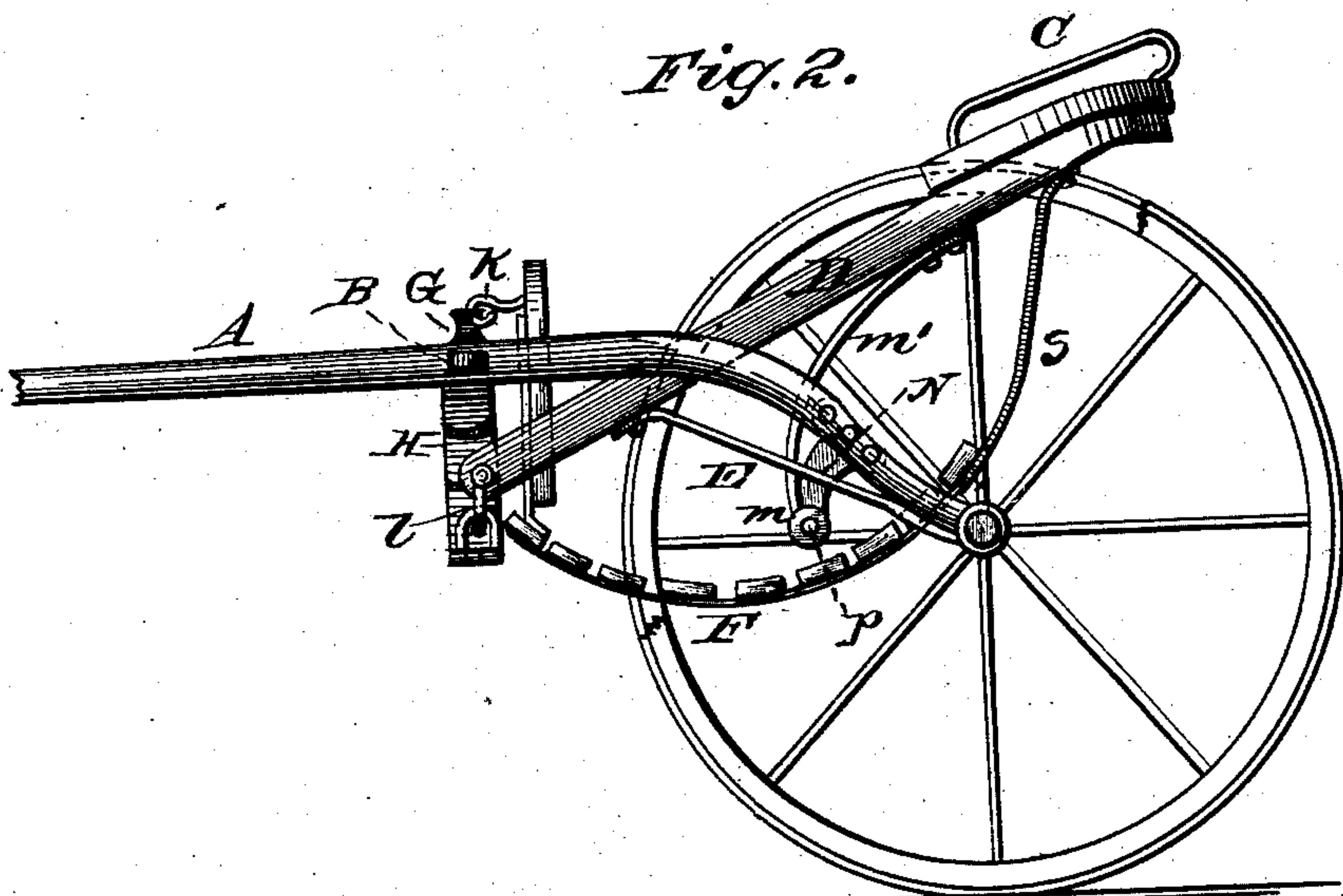
No. 272,397.

Patented Feb. 13, 1883.

*Fig. 1.*



*Fig. 2.*



Witnesses:  
Philip Massi.  
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# UNITED STATES PATENT OFFICE.

WILLIAM YEOMAN AND EDGAR M. DRUM, OF VERSAILLES, KENTUCKY.

## SULKY.

SPECIFICATION forming part of Letters Patent No. 272,397, dated February 13, 1883.

Application filed December 2, 1882. (No model.)

*To all whom it may concern:*

Be it known that we, WM. YEOMAN and E. M. DRUM, citizens of the United States, and residents of Versailles, in the county of Woodford and State of Kentucky, have invented a new and valuable Improvement in Sulkies; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a perspective view of our sulky, and Fig. 2 is a side view of the same.

This invention has relation to sulkies or road-carts; and it consists in the construction and novel arrangement of the upper and lower springs, connected to the cross-bar of the shafts, and respectively supporting the foot-rest or basket and the front ends of the seat-bars, the joint-arms for the seat-bar irons extending downward from the shafts in rear of and in horizontal line with the front attachments of the seat-bars, and the combination, with these devices, of the leather loops, whereby the rear end of the foot-rest is suspended from the seat, all as hereinafter set forth, and particularly pointed out in the claims appended.

In the accompanying drawings, the letter A designates the shafts, and B the cross-bar, connecting them in front of the body portion of the road-cart.

C represents the seat, which is supported on the seat-bars D, which are provided with iron frame-supports E.

F is the foot-rest or basket.

Attached to the cross-bar B, or to a rear plate firmly secured to said cross-bar, are the upper springs or spring, G, and the lower spring or springs, H. These springs may be of spiral or half-elliptic form, the latter, however, being preferred. The upper spring, G, serves to support in an elastic manner the front of the foot-rest or basket, which is connected thereto by means of arms and loops or couplings *k* in any convenient and well-known manner. If spiral springs are employed the couplings of the foot-rest should be connected to eyes at the ends of a transverse bar laid on and secured to the spiral springs.

To the ends of the lower spring, H, are con-

nected, by loops or couplings *l*, the front ends of the seat-bars D.

From the shafts A extend downward the arms N, having at their lower ends bearings *m* for the pivots *p*, which connect said arms to bearings *m'* of the seat-bars or seat-bar frames, forming joints on which said seat-bars have an easy rocking motion. These joints are in rear of and in horizontal line, or nearly so, with the front ends of the seat-bars, the general position of which is inclined downward and forward, as indicated in the drawings.

The rear end of the foot-rest or basket F is suspended from the seat or seat-bars by means of leather loops S, whereby an easy movement of said foot-rest results, avoiding the unpleasant jarring motion which would be set up by a more positive connection.

It is designed, therefore, by this invention to provide a road-cart in which the seat and foot-rest will be cushioned and guarded in an effective manner from the quick jarring motion of the axle and shafts.

Having described this invention, what we claim, and desire to secure by Letters Patent, is—

1. In a road-cart, the upper and lower springs, G H, secured to the cross-bar of the shafts, and respectively supporting the front of the foot-rest or basket and the front ends of the seat-bars, substantially as specified.

2. In a road-cart, the shafts having downwardly-extending arms N, provided with pivot-bearings, in combination with the seat-bars, having arms or frames pivoted to said bearings, substantially as specified.

3. In a road-cart, the combination of the shafts having the dependent arms N, the seat-bars pivoted thereto, the upper and lower springs, G H, attached to the cross-bar or cross-bar plate, the foot-rest, the couplings connecting said springs to the foot-rest and seat-bars, and the leather loops connecting the foot-rest to the seat or seat-bars, substantially as specified.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

WILLIAM YEOMAN.  
EDGAR M. DRUM.

Witnesses:

A. H. SIEVAS,  
H. K. WOOD.