

UNITED STATES PATENT OFFICE.

DAVID E. CHANDLER AND JAY C. WILLIAMS, OF AURORA, ILLINOIS,
ASSIGNORS OF ONE-HALF TO LUCIUS W. BLAKESLY AND FRANK
J. RANDALL, OF SAME PLACE.

SULKY.

SPECIFICATION forming part of Letters Patent No. 275,143, dated April 3, 1883.

Application filed February 20, 1882. (No model.)

To all whom it may concern:

Be it known that we, DAVID E. CHANDLER and JAY C. WILLIAMS, citizens of the United States, residing at Aurora, in the county of Kane, in the State of Illinois, have invented certain new and useful Improvements in Sulkies, which are fully set forth in the following specification, reference being had to the accompanying drawings, in which—

Figure 1 is a plan view of a sulky provided with our improvements. Fig. 2 is a section on the line *xx* in Fig. 1. Fig. 3 is a detailed section on the line *yy* in Fig. 1. Fig. 4 is a detailed section on the line *zz* in Fig. 1. Fig. 5 is a detailed section on the line *vv* in Fig. 1.

The same letters denote the same parts in all the figures.

Our invention relates to two-wheeled vehicles, and more particularly to the sulky described in Letters Patent No. 238,851, granted to us March 15, 1881; and its object is to make the sulky stronger in construction and more convenient and comfortable for the rider than heretofore.

To this end it consists partly in a mud-shield supported on the shafts, partly in a pivoted seat-top, partly in a dash-board affixed to the shafts instead of to the body of the vehicle, and partly in the several devices and combinations of devices which will be fully described hereinafter, and definitely pointed out in the claims.

In the drawings, A denotes the shafts of the sulky, which are secured to the axle B at their rear ends. In place of the X-shaped cross-bar described in our former patent as supporting the body of the vehicle, we affix to the shafts at the same points as that bar a pair of curved horizontal bars, C and C', tangent to each other at their middle points. We thus provide for the body a support of substantially the same form as that described in the former patent, but of greater strength and simplicity in construction. The body of the vehicle is supported on these horizontal bars by means of the seat-supporting bars D, substantially as shown in the patent already referred to. Instead, however, of the spring-connection there shown, we connect each bar D at its for-

ward end with the forward cross-bar, C, by a corrugated spring, E, such as is described in the application of Silas W. McKay for a patent, filed January 18, 1882, one end of the spring being affixed by a bolt, *e*, to the upper side of the seat-supporting bar, and the other end being affixed by a bolt, *e'*, to the under side of the cross-bar C. We thus obtain a connection of increased strength, simplicity of construction, and economy.

The dash-board F is affixed, near its lower margin, to the cross-bar C', and is nowhere in contact with the body of the vehicle, so that it partakes only of the motion of the shafts, and not of that which the springs allow to the seat. There is thus no danger of its top being depressed with the seat, so that mud will be thrown over it. It may advantageously be composed of sheets of leather stretched on an iron frame, and the margin of the leather may be so far extended below the frame as to prevent dirt being thrown under it into the body of the vehicle. The mud-shields G are likewise affixed to the shafts by means of the rods *g*, and have no contact with the body of the vehicle. All their motion is thus concentric with that of the wheels, and, being curved to correspond with the wheels, they may be put as close to the latter as desired without possibility of interference.

The top H of the seat is pivoted at one end on the vertical rod H', affixed to the bottom of the seat-body, so that the top may be swung entirely to one side, thus giving room at the other side and the back for the rider to get in and out. From the compact arrangement of the seat-body between the two wheels, the top of the seat and the rail surrounding it have heretofore made getting in and out a matter of some inconvenience. This defect is satisfactorily remedied by the device just described. A spring-bolt, *h*, on the free end of the seat-top serves to fasten it in place when the rider is seated. The lower part, I, of the seat may be made in the form of a box, as shown in the drawings, the top H constituting the cover, and the whole being a secure and easily-accessible receptacle.

A pair of lamps, K, may be supported on the dash-board frame, as shown in the drawings.

What we claim as our invention, and desire to secure by Letters Patent, is—

1. In a two-wheeled vehicle, the seat-body, in combination with the shafts independent of the body, and the dash-board mounted on and supported by the shafts independently of the body, substantially as and for the purpose set forth.

2. In a two-wheeled vehicle, the wheels, in combination with the shafts attached to the axle of the wheels, and a mud-shield attached to and carried by the shafts, whereby the shield will always be concentric with the wheel, substantially as and for the purposes set forth.

3. In a two-wheeled vehicle, a seat connected at one end to its support by a pivot which permits the top to swing backward horizontally, substantially as and for the purpose set forth.

4. The hollow seat-body I, in combination with the seat-top H, connected at one end to the body by an upright pivot, H', which permits the seat to swing backward horizontally, and the spring-catch h at the other end of the seat, substantially as and for the purpose set forth.

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Witnesses:

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