

(No Model.)

2 Sheets—Sheet 1.

F. DOHERTY & E. L. SIES.

TWO WHEELED VEHICLE.

No. 286,184.

Patented Oct. 9, 1883.

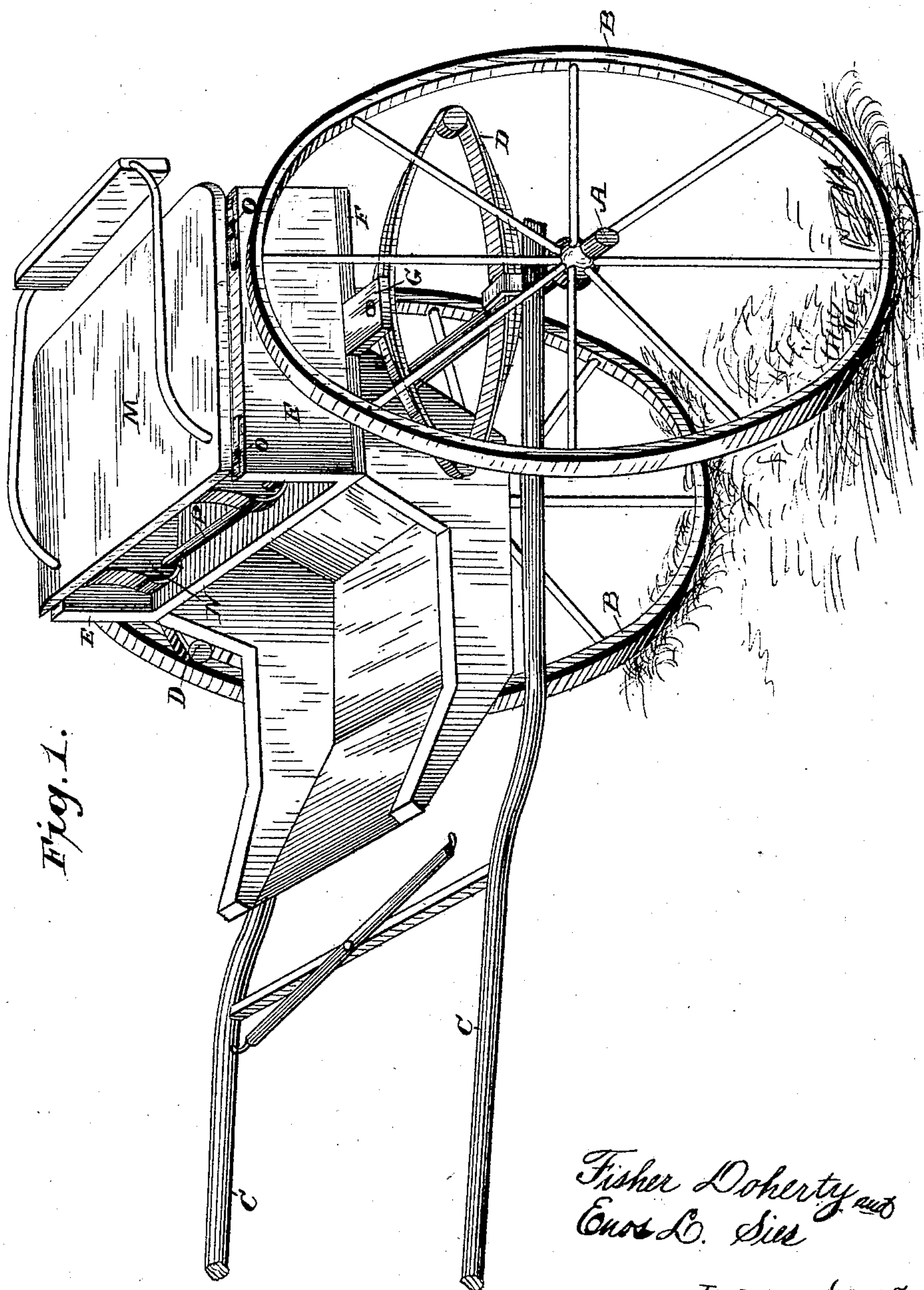


Fig. 1.

Attest

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Inventors.

by C. A. Snow & Co

Atty's

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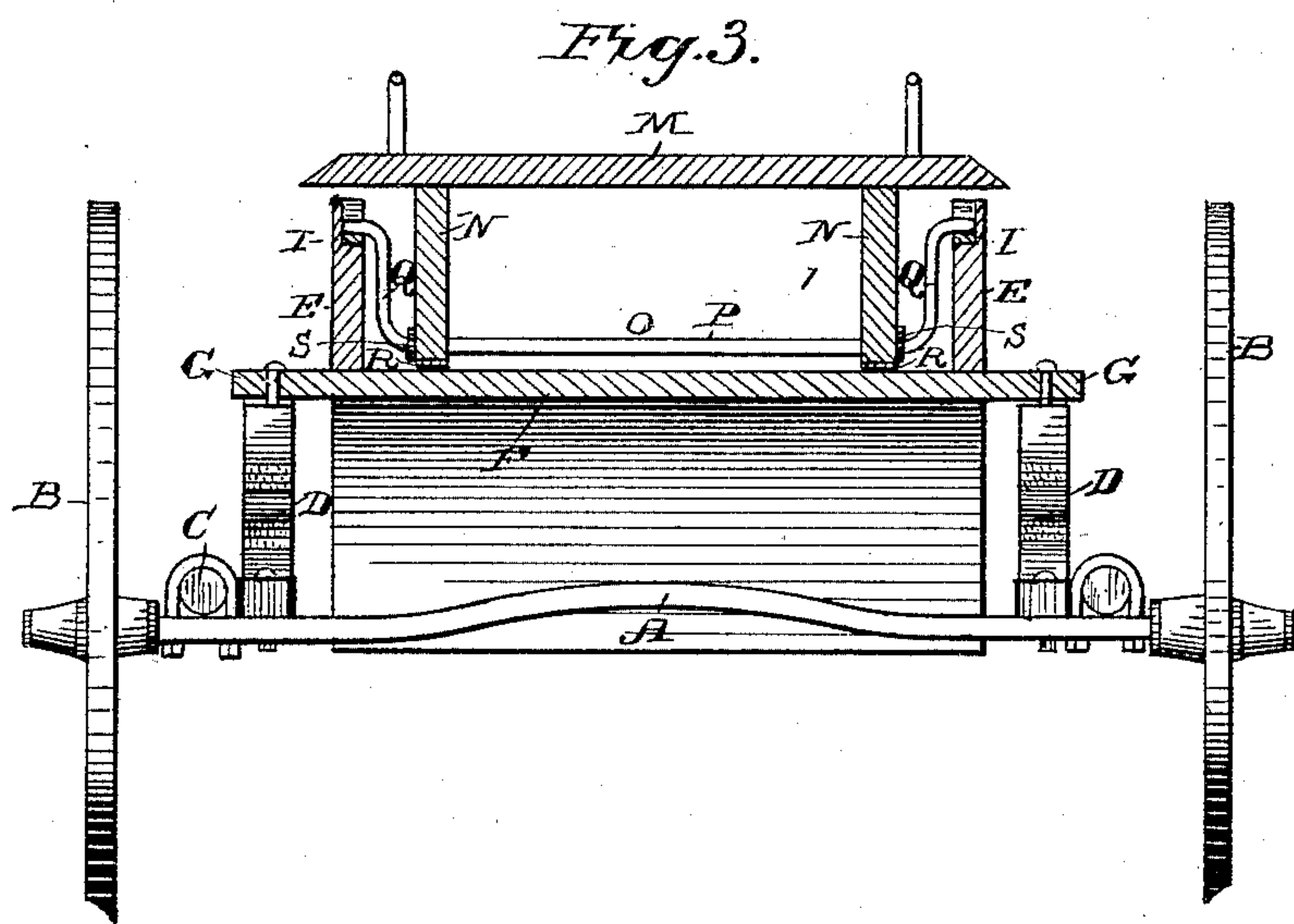
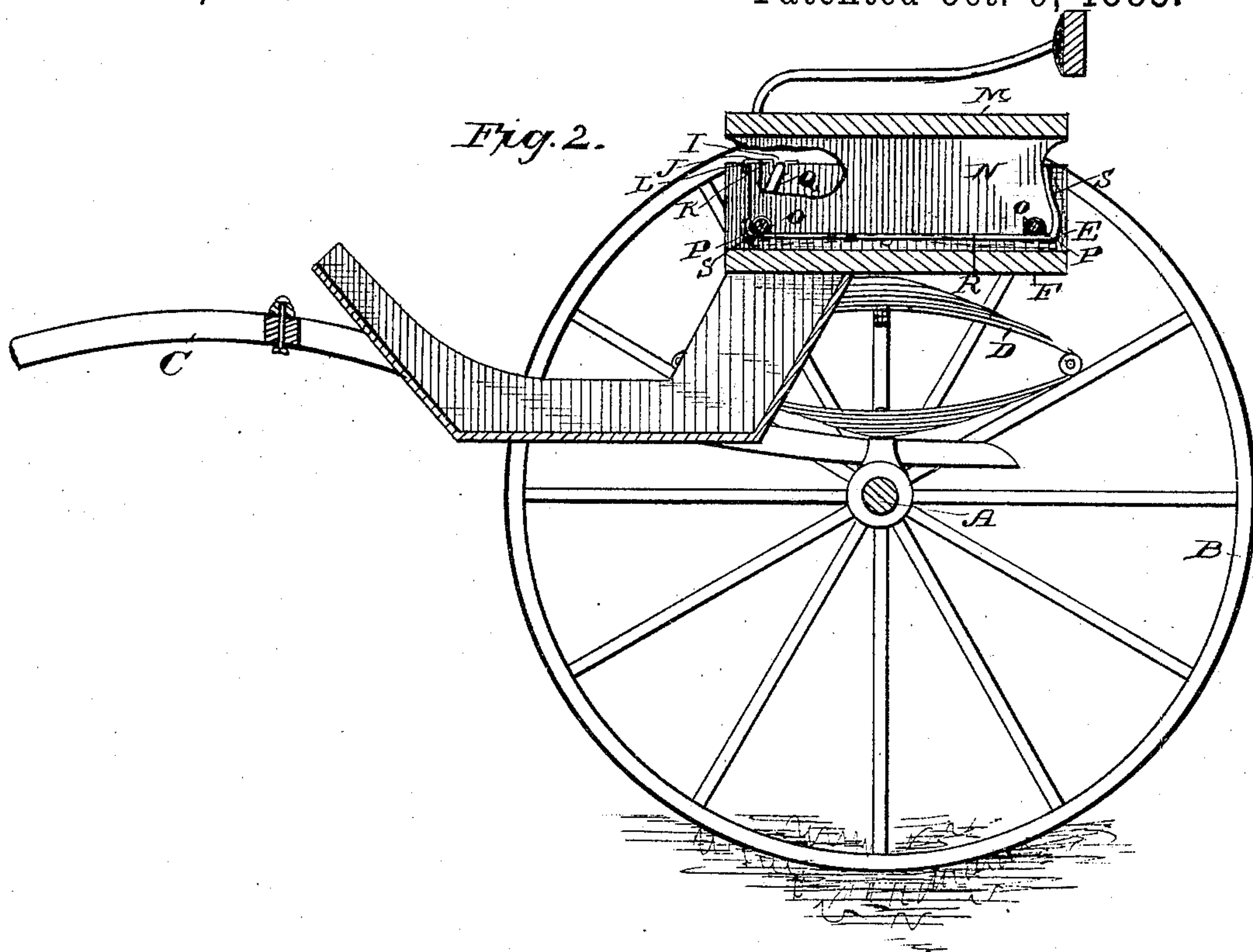
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UNITED STATES PATENT OFFICE.

FISHER DOHERTY AND ENOS L. SIES, OF CRAWFORDSVILLE, INDIANA.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 286,184, dated October 9, 1883.

Application filed July 7, 1883. (No model.)

To all whom it may concern:

Be it known that we, FISHER DOHERTY and ENOS L. SIES, citizens of the United States, residing at Crawfordsville, in the county of Montgomery and State of Indiana, have invented a new and useful Sulky, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to sulkies or road-carts; and its object is to provide a simple, durable, inexpensive, and efficient vehicle of this class, in which the seat will be so arranged that the motion of the horse will not be communicated to the occupant of the sulky.

To this end it consists, broadly, of disconnecting the movement of the foot-rest and seat, the former being supported on the main springs, while the seat has a free independent swinging motion, so that the feet are on the main springs and the body is independently supported on the swing.

In the drawings, Figure 1 is a perspective view of our improved sulky. Fig. 2 is a vertical longitudinal sectional view of the same. Fig. 3 is a transverse vertical sectional view.

Referring to the drawings, A designates the axle of the vehicle, which carries the wheels B B, and to which the thills C are connected. The axle also carries side springs, D D, on which are mounted vertical side pieces, E E, either directly to the springs or by means of a transverse bottom board, F, as herein shown, having side extensions, G G, that are bolted to the springs and carry the said sides E E.

H is the foot-rest, which is secured at its rear end, either to the sides E E or to the bottom board, F, the latter being the arrangement herein shown. In the top edge of each side E E are provided bearings I I, that preferably do not extend entirely across the edge, and are re-enforced by metal plates J, having an extension, K, formed with a downturned flange, L, that enters the top edge of the side and serves to retain the plate in position.

M is the seat, which is provided on its under side with longitudinally-disposed strips N N, corresponding to the sides E E, and having bearings O O at their ends for transverse swing-rods P P, which have angular upturned ends Q Q, that bear in the bearings

I I. The rods P P may be retained in their bearings O by spring-plates R, and may be provided with flanges S, adjacent to the said bearings, to retain the rods from displacement transversely in relation to the sulky.

It will be understood that numerous modifications may be made without departing from the spirit of our invention. For instance, the seat may be swung by various means equivalent to that herein shown, the bottom F may be dispensed with and the sides secured direct to the springs, and the swing-rods can be secured so that they will work outside the sides E E.

The operation and advantages of the invention will be readily understood and appreciated. By this arrangement the feet are taken off the swing, so that only the body is supported on the latter and the feet will be on the springs. Thus the motion of the horse, which is sometimes very disagreeable in these two-wheel vehicles, will only be imparted to the foot-rest, while the seat that supports the body will freely swing and obviate the motion of the horse being felt by the occupant of the vehicle. If the whole body of the vehicle were swung so that both the feet and body are on the swing, the motion of the horse will not be obviated entirely, as if, as in this invention, the feet are on the springs while the body of the person is alone on the swing.

We claim as our invention—

1. As an improvement in sulkies, the combination, with the body having the foot-rest and secured in fixed position by attachment to the springs, of the seat swung or pivoted to the body at its sides, so as to have a free and independent swinging movement on the fixed body from front to rear, substantially as and for the purpose set forth.

2. The combination of the sides E E of the body, having the sockets I I in their top edges, the bearing-plates J, fitted in these sockets, and having the extension K and downturned flange L, seat M, strips N N on the under side of seat, and formed with bearings O O at their ends, plates R, having flanges S, and the transverse swing-rods P P, having angular upturned ends Q Q, seated in said bearings, all arranged and operating as set forth.

3. The combination of the axle, the supporting-springs arranged thereon, vertical side pieces supported on the springs and having bearings, the seat, and the swing-rods
5 bearing on the seat and having bearings in the sides, substantially as and for the purpose set forth.

4. The combination of the axle, the springs arranged thereon, the vertical sides supported
10 on the springs and having the bearings in their top edge, the foot-rest connected with said sides and supported by the springs by reason of this attachment with the sides, the seat having the strips arranged on its under

side and provided with the end bearings, and 15 the angular swing-rods connected with the seat in the said bearings and having their ends bearing in the sides, substantially as and for the purpose set forth.

In testimony that we claim the foregoing as 20 our own we have hereunto affixed our signatures in presence of witnesses.

FISHER DOHERTY.
ENOS L. SIES.

Witnesses:

MARY ISABELLA ROBB,
J. W. SHAVER.
N. S. HAMILTON.