(No Model.) 2 Sheets—Sheet 1.

J. WESELY.

TWO WHEELED VEHICLE.

No. 310,760. Patented Jan. 13, 1885.

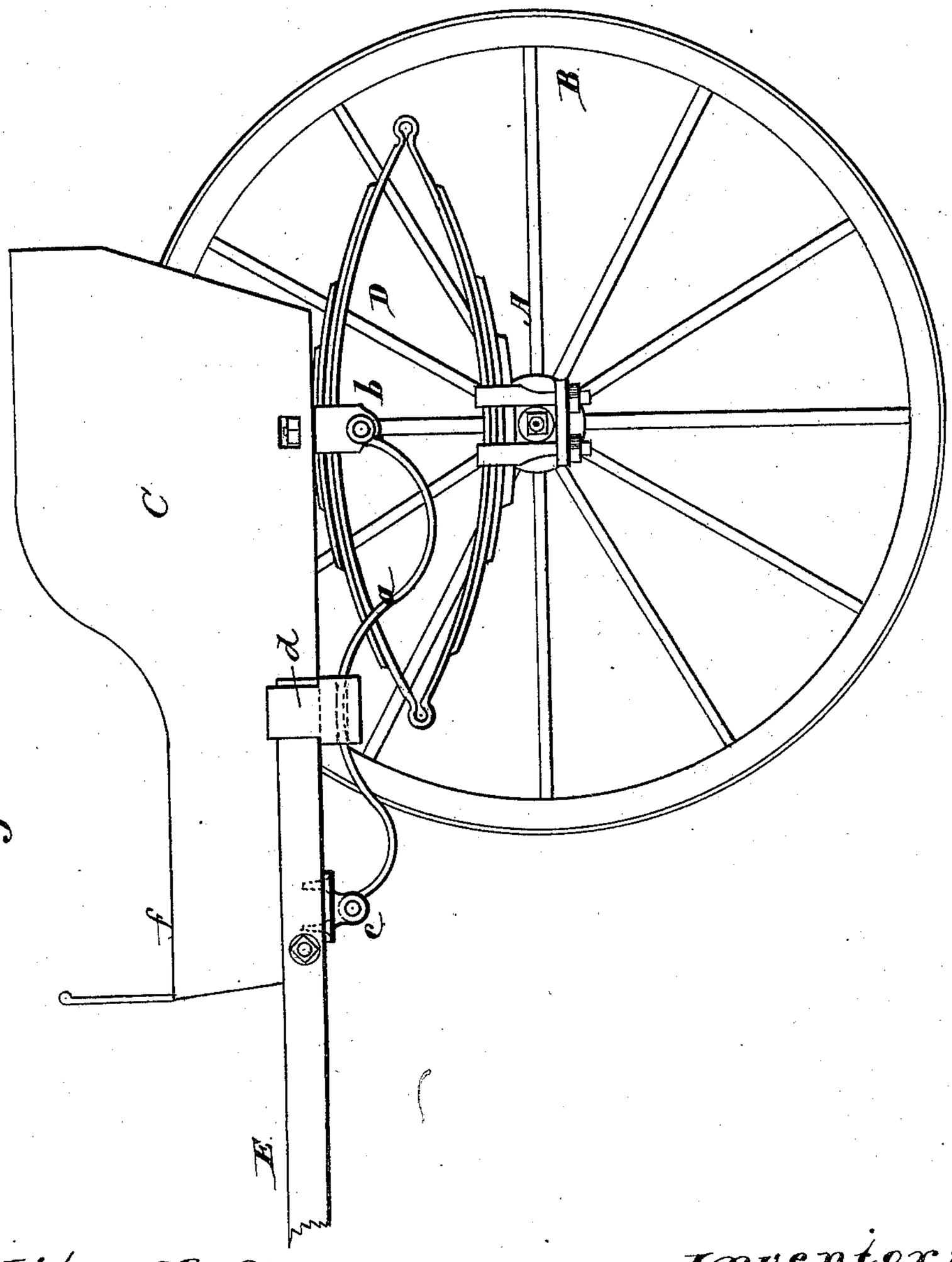

Fig. 1.

Witnesses:
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Inventor:
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(No Model.) 2 Sheets—Sheet 2.

J. WESELY.

TWO WHEELED VEHICLE.

No. 310,760. Patented Jan. 13, 1885.

Fig. 2.

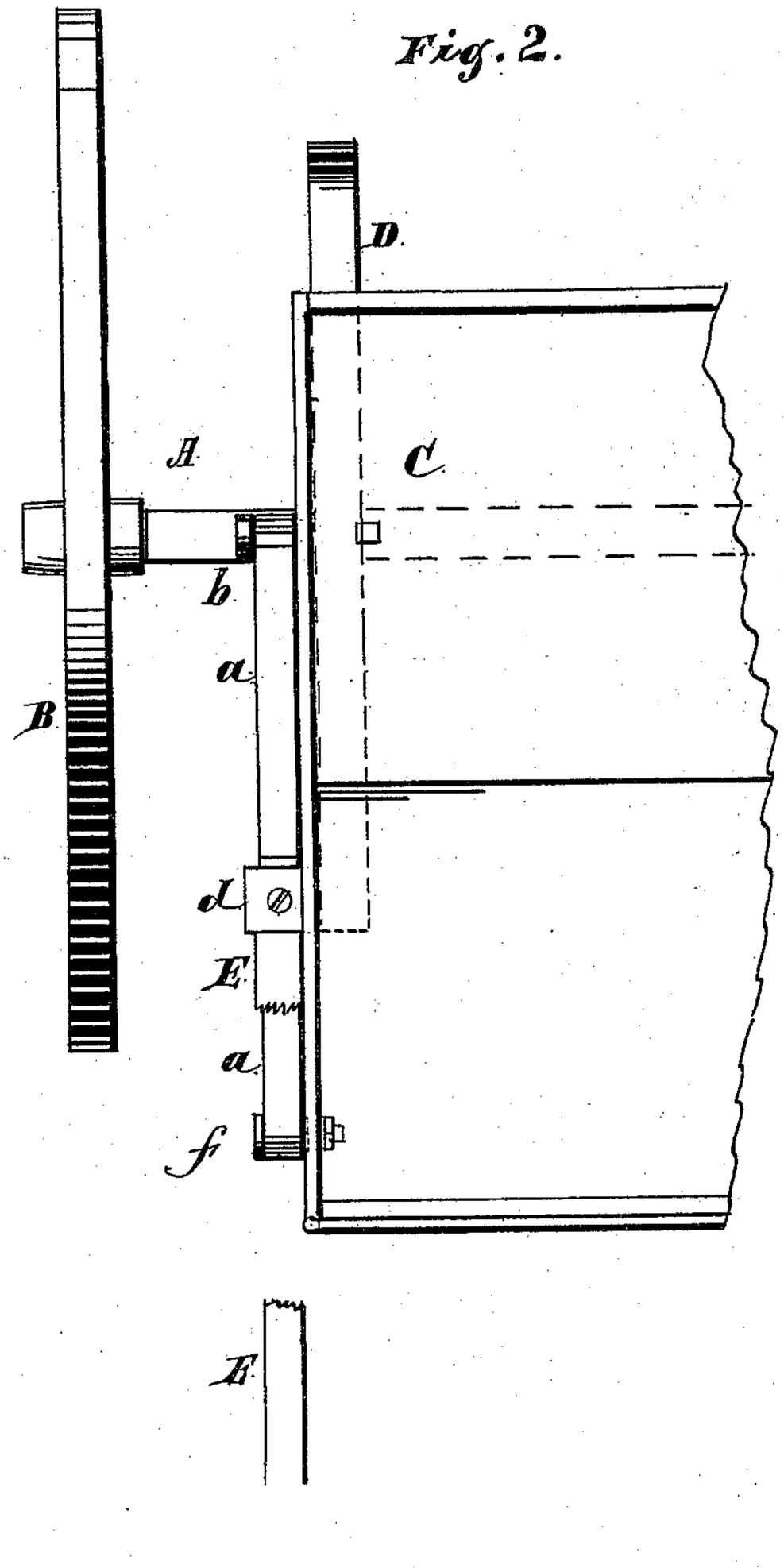

Fig. 3

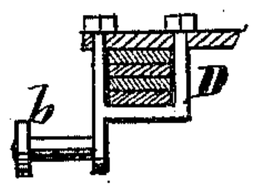

Fig. 4.

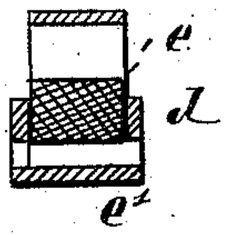

Fig. 5.

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UNITED STATES PATENT OFFICE.

JOHN WESELY, OF CHICAGO, ILLINOIS.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 310,760, dated January 13, 1885.

Application filed August 5, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOHN WESELY, residing at Chicago, in the county of Cook and State of Illinois, and a citizen of the United States, have invented certain new and useful Improvements in Sulkies, of which the following is a full description, reference being had to the accompanying drawings, in which—

Figure 1 is a side view with the near wheel removed; Fig. 2, a plan view of one side; Figs. 3, 4, and 5, details.

The object of this invention is to relieve the body or seat of the sulky, which is mounted on elliptic or other springs supporting the body direct from the axle, of what is called the "horse-motion," or the up-and-down movement of the thills when in use; and its nature consists in the several parts and combinations of parts hereinafter more fully described and claimed as new.

In the drawings, A indicates the axle; B, the wheels; C, the body, box, or seat; D, elliptic springs; E, thills; *a*, spring; *b*, clip with pivot-bolt for the rear end of the spring *a; c*, pivoted bracket for the front end of the spring; *d*, bracket or coupling for connecting the rear ends of the shafts with the spring; *e e'*, cushions; *f*, pivot-bolts for connecting the front end of the box or body with the thills.

The axle A, wheels B, box C, and springs D may be made in the ordinary form, and the body C may be simply a seat or a complete body, as shown, or of any other convenient form, and the spring D may be attached to the body and clipped to the axle in any ordinary or well-known way. The thills E are of the ordinary form, and are pivoted to the front end of the body at *f*, and extend back into or through the coupling or bracket *d*. As shown, the pivot *f* passes through the thill, but it may be placed below the thill by the use of a suitable casting applied for that purpose; or the bracket *c* may be enlarged and so formed as to be used for that purpose, as well as for the attachment of the front end of the spring, and an ordinary cross-bar for connecting the shafts or thills and attaching the whiffletree is to be applied in front of the box C, in the usual manner. The coupling or bracket *d* is made as shown at Fig. 4, and it is provided with a cushion, *e*, which is located between the end of the thill and a spring, *a*, which gives the end of the shaft an elastic support and prevents rattling; and in order to further prevent rattling an additional rubber spring or cushion, *e'*, may be located within this coupling below the spring; but ordinarily it will not be necessary, as the cushion or spring *e* will hold the spring *a* down. The bracket or clip *b* is formed as shown at Fig. 3, and is used for attaching the elliptic spring D to the body C, and is provided at its side with a pin or arm for attaching the rear end of the spring *a* to it. The pins *f*, which form the pivots of the shafts, may be made in the form shown at Fig. 5, or they may be formed on the ends of a rod passing entirely through or across the body, so as to make both of one piece or rod of iron. The bracket *c* is simply a plate provided with ears for receiving and holding the pivot-bolt by which the front end of the spring *a* is attached to the thill. These brackets or couplings may be attached by means of screws or bolts, as shown, or by clips, as may be preferred. The spring *a* is a simple bar of spring-steel, with its ends bent around to form eyes for the pivots *b c*, and it passes through the coupling or bracket *d*, as shown, and, as shown, it has a double curve, which form I prefer; but it is evident that its action or operation will be substantially the same if it is made nearly straight or other or different curve or curves are given to it. By this arrangement the weight of the body C and of the persons riding is mainly carried by the elliptic springs D, and the horse relieved therefrom, while a sufficient portion to give the vehicle steadiness is carried through the pivots *f* on the springs *a;* and as the shafts are pivoted to the body at *f* and connected with the springs *a* between their ends, these springs *a* take off what is called "horse-motion," and the body C is thus maintained in an easy steady position.

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

1. The combination of the vehicle-body,

the pivoted thill, the front and rear brackets, *c* and *b*, the intermediate bracket, *d*, connected with the thill, and the spring *a*, connected at its ends, respectively, with the front and rear brackets, and between its ends with the intermediate bracket, substantially as described.

2. The bracket *d*, having the cushion *e*, in combination with the shaft E and spring *a*, substantially as set forth.

JOHN WESELY.

Witnesses:
ALBERT H. ADAMS,
HARRY T. JONES.