(No Model.)

S. ROWE.

TROTTING SULKY.

No. 497,894. Patented May 23, 1893.

Fig I

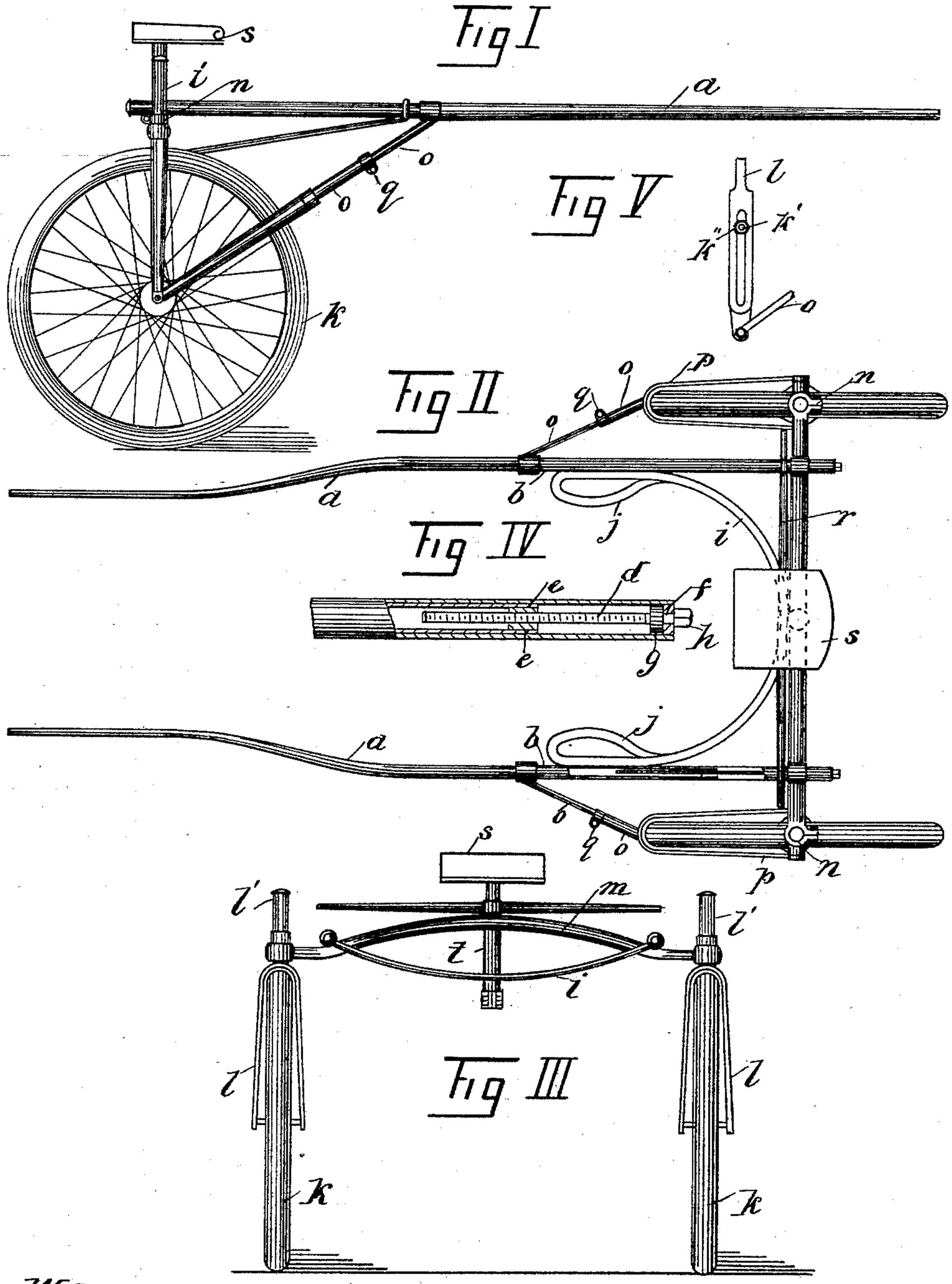

Fig V

Fig II

Fig IV

Fig III

Witnesses
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SAMUEL ROWE, OF LONDON, ENGLAND.

TROTTING-SULKY.

SPECIFICATION forming part of Letters Patent No. 497,894, dated May 23, 1893.

Application filed February 23, 1893. Serial No. 463,468. (No model.) Patented in England December 19, 1892, No. 23,335.

To all whom it may concern:

Be it known that I, SAMUEL ROWE, a subject of the Queen of Great Britain, residing at 28 The Pavement, Clapham Common, London, in the county of Surrey, England, have invented new and useful Improvements in the Construction of Trotting-Sulkies, (for which a patent has been granted to me in Great Britain, No. 23,335, bearing date December 19, 1892,) of which the following is a specification.

This invention relates to those vehicles known as "trotting sulkies" which are constructed of metal tubes and are fitted with rubber or inflated tired wheels and the object of my present invention is to provide a means whereby such "sulkies" may be adjusted to suit the size and height of the animal drawing the same. Now according to this invention I make the shafts, seat pillar and stay rods telescopic. The shafts also I attach to the frame in such a manner as to enable the distance of the shafts from the axes of the wheels to be adjusted to suit the height of the animal drawing the vehicle so that one "sulky" may be used for horses or ponies of different heights.

In order that my said invention may be fully understood I will proceed to explain the same with reference to the accompanying sheet of drawings, in which—

Figure 1 shows an elevation of a "trotting sulky" constructed according to this invention. Fig. 2. is a plan of same; Fig. 3. an end view of same. Fig. 4. is a detailed section of a portion of the shaft showing means of adjustment hereinafter referred to. Fig. 5. shows an alternative method of adjusting the height of the shafts.

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

a. a are the shafts which are made of steel tubes or other suitable material.

b. b. are tubular sockets in which the shafts *a. a* slide. The length of the shafts from the end of the sockets is adjusted by means of the screw *d* working in a nut *e* at the end of the shaft *a*.

At the end of the socket *b* is a bearing *f* in which the screw *d* rotates.

g. is a collar to prevent longitudinal motion of the said screw, and *h* is a hexagon or other suitably shaped head to receive a wrench or key for rotating the screw. This arrangement is clearly shown in section at Fig. 4.

i is a curved tube or bar to tie the sockets together and form at *j j* foot rests for the driver.

k. k. are the wheels of the ordinary construction for cycles having pneumatic or other suitable tires thereon. Each wheel is carried in a fork *l* secured to the tube or rod *m* by means of the clips *n n* or other suitable gripping device. The sockets *b* are also secured to the tube or rod *m* so that by securing the said tube or rod at the proper distance along the portions *l' l'* of the forks *l l* the height of the shafts from the ground may be adjusted to suit the height of the animal drawing the vehicle.

The device shown and described for adjusting the length of the shafts may also be applied to secure the bar or tube *m* to the forks *l l*.

o. o. are telescopic stays attached to the forks *p p*.

q. q. are clips for clamping the two portions of the stays in any desired position.

r is the draft bar to which the traces are attached.

s. is the driver's seat secured to a telescopic pillar *t*.

Instead of adjusting the shafts to any desired height by means of the device shown at Figs. 1. 2 and 3. I may use the means illustrated by Fig. 5. which shows the lower portion of the fork *l* flattened and carried down below the axis *k'* of the wheel *k* which axis is secured in the slot by the nut *k''*. The stays *o. o* need not in this case be made telescopic. Or I may make the fork *l. l.* telescopic or otherwise capable of adjustment and in some cases I may make the framework of the "sulky" non adjustable and attach the sockets *b* to the tube or rod *m* by means of a suitable device for regulating the height of the shafts above the axis of the wheels.

I do not confine myself to the precise details shown on the drawings as these may be varied within wide limits without departing from the nature of my invention, but,

Having now particularly described and ascertained the nature of my said invention and

in what manner the same is be performed, I declare that what I claim is—

1. In a trotting sulky the combination of telescopic or sliding shafts with a means of adjusting the height of the same above the axis of the wheels substantially as and for the purpose stated.

2. In a trotting sulky the combination of the forks *l l* having pillars *l' l'* attached thereto with a bar *m* and clamping or adjusting devices for securing the said bar to the pillars *l' l'* at any required point substantially as described.

3. In a trotting sulky the combination of a screw *d* rotating in a socket *b* with a nut *e* attached to the shaft *a* substantially as and for the purpose stated.

4. In a trotting sulky the telescope stays *o o* attached to forks *p p* the said stays being provided with a clamping device all substantially as described.

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Witnesses:
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