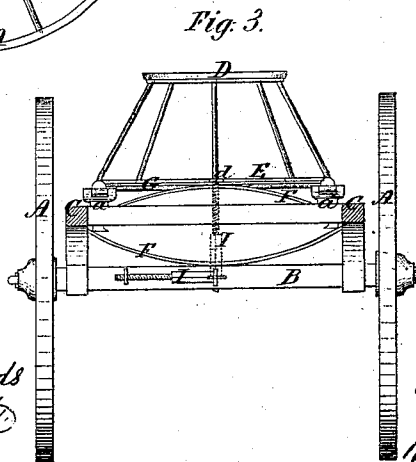
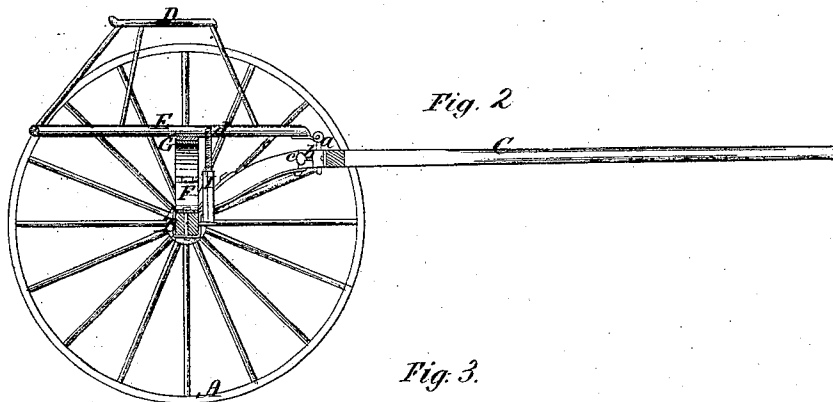
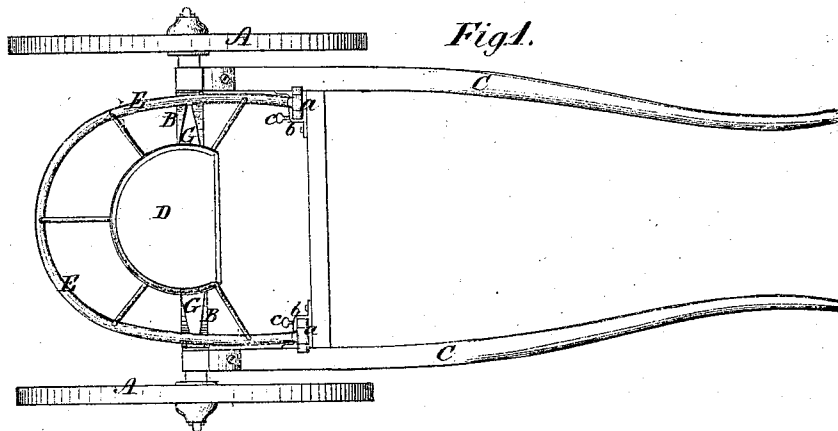


Sulky.

Patented Nov. 1, 1870.



Witnesses.

William H. Goods
Hempstead, N. Y.

Jesse Jenkins,
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UNITED STATES PATENT OFFICE.

JESSE JENKINS, OF SLIGO, MARYLAND.

IMPROVEMENT IN SULKIES.

Specification forming part of Letters Patent No. **108,911**, dated November 1, 1870.

To all whom it may concern:

Be it known that I, JESSE JENKINS, of Sligo, in the county of Montgomery and State of Maryland, have invented a new and useful Improvement in Sulkies; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings of the same, which make part of this specification, and in which—

Figure 1 represents a top view of sulky embracing my improvements. Fig. 2 represents a vertical section, and Fig. 3 a similar section, taken in front of the hinges of the seat-frame.

My improvements relate to the manner of mounting and hinging the seat-frame so as to be adjusted to suit the height of the horse, and also to the manner of converting the vehicle from a road-sulky to a track-sulky, whereby the seat-frame may be either made to spring, or be entirely rigid, at pleasure.

The accompanying drawings represent a sulky in which A are the carrying-wheels, B the axle, and C the shafts, which may be made in any suitable manner. The shafts are fixed directly to the axle, and are curved upward therefrom. The seat D is supported by a frame, E, which is preferably of a horseshoe shape, hinged at each side to the cross-bar of the shafts C by means of metallic slides *a*, fitted vertically into guides *b* secured to said cross-bar, so as to be raised and lowered and clamped, when adjusted, by set-screws *c*, passing through holes in the guides and slides in any suitable way. By this means the seat-frame can be kept level by adjusting it to suit the height of the horse, which is very advantageous in sulkies. The seat frame is supported upon the axle B by a spring, F, which is secured to the axle and a cross-bar, G, of said seat-frame, and the seat is arranged just above the axle. By this arrangement the seat-frame can spring up and down without interfering with the shafts. The seat-frame being hinged at opposite points to the shafts, is thereby braced laterally, so that it cannot have the least side motion, while it is entirely free to spring up and down. This method of supporting and bracing the seat-frame enables me to have it independent of the shafts, and to use, in connection with said frame, a single spring parallel with the axle, instead of one at each end thereof.

The sulky thus described has an easy spring-seat adapted for traveling over roads; but by a very simple device I can convert it into a track-sulky, and render it as effectual as such as if it were made without spring, as required for the track. This I accomplish by an arm, I, pivoted to the axle, so as to be raised to a vertical position in order to lock it with the upper cross-bar, G, of the seat-frame, and thus render the seat-frame perfectly rigid. In the instance shown this is done by forming a screw-thread on the end of said arm I, so as to enter a female screw-thread in a short arm, *d*, on the seat-frame, and for this purpose the locking-arm is also swiveled, so as to be turned to screw and unscrew it with the screw-nut of the seat-frame. When unlocked from the spring, as a road-sulky, the arm is turned down, as shown by dotted lines in Fig. 3, and sustained by a hook.

Instead of a single central locking-arm, each side of the seat-frame may be fastened to the axle by similar or other convenient means.

Having thus described my invention, I claim—

1. A sulky having its seat-frame E arranged and supported so that it may at pleasure be converted from a spring to a rigid seat to adapt it as a road or track sulky, as described.

2. The swiveled locking-arm I, in combination with the spring seat-frame E, for the purpose described.

3. The seat frame E, hinged to the shafts at opposite points, so as to serve as lateral braces to said frame, as described.

4. The seat-frame E, hinged to the shafts, so as to be adjusted vertically to suit different heights of horses, as described.

5. The combination of the seat-frame E, the spring F, and the locking-arm I, the several parts being arranged and operating as described.

In testimony whereof I have hereunto signed my name.

JESSE JENKINS.

Witnesses:

A. E. H. JOHNSON,
T. H. UPPERMAN.