

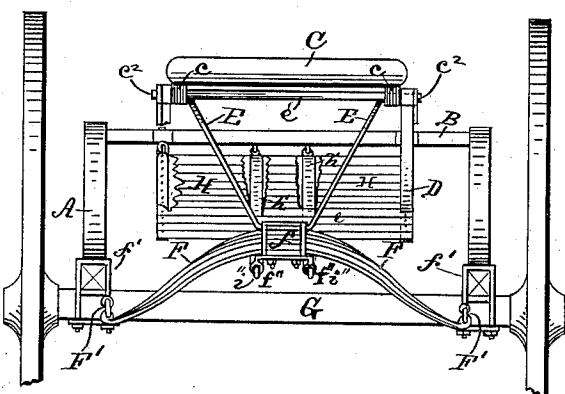
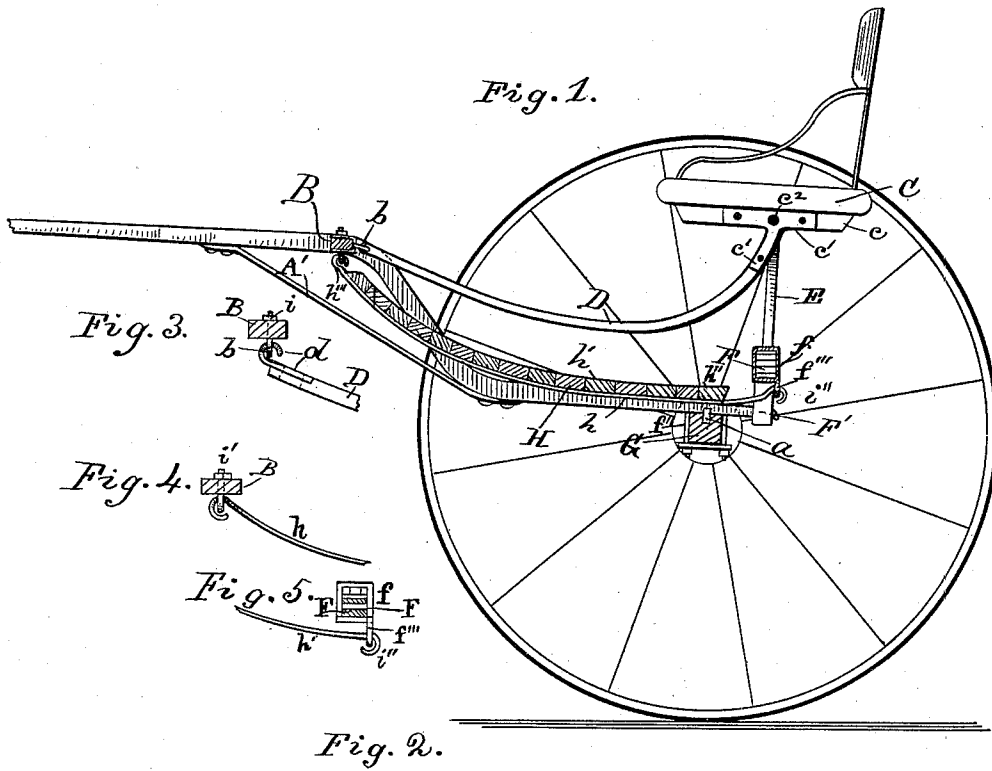
(No Model.)

G. BEEBE.

TWO WHEELED VEHICLE.

No. 383,207.

Patented May 22, 1888.



Witnesses:
 Tho^s. Houghton.
 W. A. Short.

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 Per W^m. R. Singleton,
 Atty.

UNITED STATES PATENT OFFICE.

GEORGE BEEBE, OF PENN YAN, NEW YORK.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 383,207, dated May 22, 1888.

Application filed February 14, 1888. Serial No. 263,947. (No model.)

To all whom it may concern:

Be it known that I, GEORGE BEEBE, a citizen of the United States, residing at Penn Yan, in the county of Yates and State of New York, have invented certain new and useful Improvements in Sulkies; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in sulkies, which will be hereinafter more fully described, and pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a longitudinal elevation, partly in section, of a sulky with my improvements therein. Fig. 2 is an end elevation of Fig. 1 in the rear. Figs. 3, 4, and 5 are details which will be described hereinafter.

A A are the shafts, which are bent as shown in Fig. 1, the rear ends thereof extending a short distance beyond the axle G for the support of the ends of the spring.

B is the back bar, framed into the shafts in the usual manner.

C is the seat-board, having at each end, underneath, a wooden cleat, *c*.

D D are braces of bent wood for the seat, extending from the cleats *c c* to the back bar B. The seat ends of the braces D are secured to the cleats *c* by iron straps *e'*, T shape, as in Fig. 1, having in the middle a hole, *e''*. These straps *e'* are secured to the cleats *c* and braces D by bolts. The other ends of the braces D are attached loosely to the back bar, B, by eyes *b* and a hooked strap, *d*, which eyes *b* can be secured to the back bar in any suitable manner, either by clips or by a bolt, *i*, passing through the back bar, as shown in Fig. 3.

Under the seat C is a standard, E, made of bar-iron in one piece in the form shown in Fig. 2. The lower bar, *e*, is secured to the spring F by the clips *f f*, as seen in Fig. 2. The upper bar, *e'*, has at each end a pivot, *e''*, which is to be fitted in the hole *e''* in the cleat *c* and iron strap *e'*. By this construction of the braces D, being loosely hung to the shafts and pivoted in the seat-bearings, there is an easy motion to the seat.

The spring F is swung at each end by a shackle, F', as shown in Fig. 2. This shackle F' is pivoted to the clips *f'* on the ends of the shafts A in the rear of the axle G. In fastening the shafts A on the axle G, in addition to the usual clip, *f''*, for securing them together, I use a short metal dowel-pin, *a*, which is let into a hole drilled in the top of the iron axle, and also a hole bored into the lower side of the shaft A, which pin *a* will prevent any lateral movement of the two.

The foot-rest H is constructed as follows: The two outside curved metal bars or supports, *h*, are hung at the upper ends to the back bar, B, by a hook on its end passing through an eye of the bolt *i'*, Fig. 4. The lower ends of these bars *h* are merely bolted or otherwise secured to the bottom board, *h''*. The two interior bars, *h'*, are loosely hung at their lower ends, which are bent into hooks *i''*, to eyes *f'''* on the under side in the rear of the spring-clips *f f*, as shown in Fig. 5. The upper ends of bars *h'* are bolted to the top board of the foot-rest H. By this construction of the foot-rest H there is a spring motion to make it pleasant for the rider.

Under the rear end of the shafts A there is a straining-rod, A', which is secured by bolts to the shaft, and which extends back nearly to the axle, so that the pull or strain on the shaft is more direct than it would be by the curvature of the shaft alone.

Having described the improvement, what I claim is—

1. In a sulky, the combination of the seat, the supporting-bracket having pivot-bearings, the side braces, D, and T-pieces, and the main spring supported at the ends upon the ends of the shafts in the rear of the axle, as described.

2. The foot-board H, supported by bars loosely hooked to the back bar and by other bars loosely hooked to the spring-clips, the other ends of said bars being secured to the top and bottom boards correspondingly, as described.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE BEEBE.

Witnesses:

JOHN LOCKIE,
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