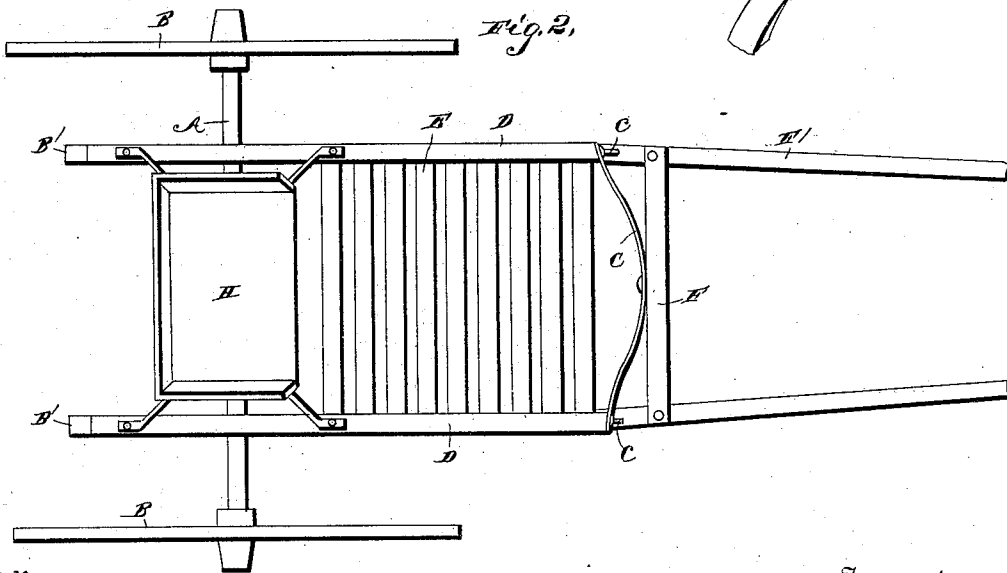
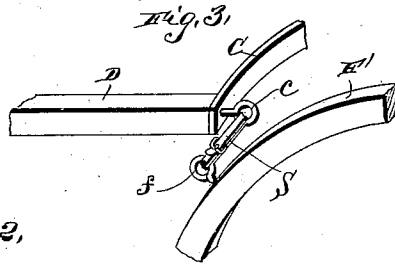
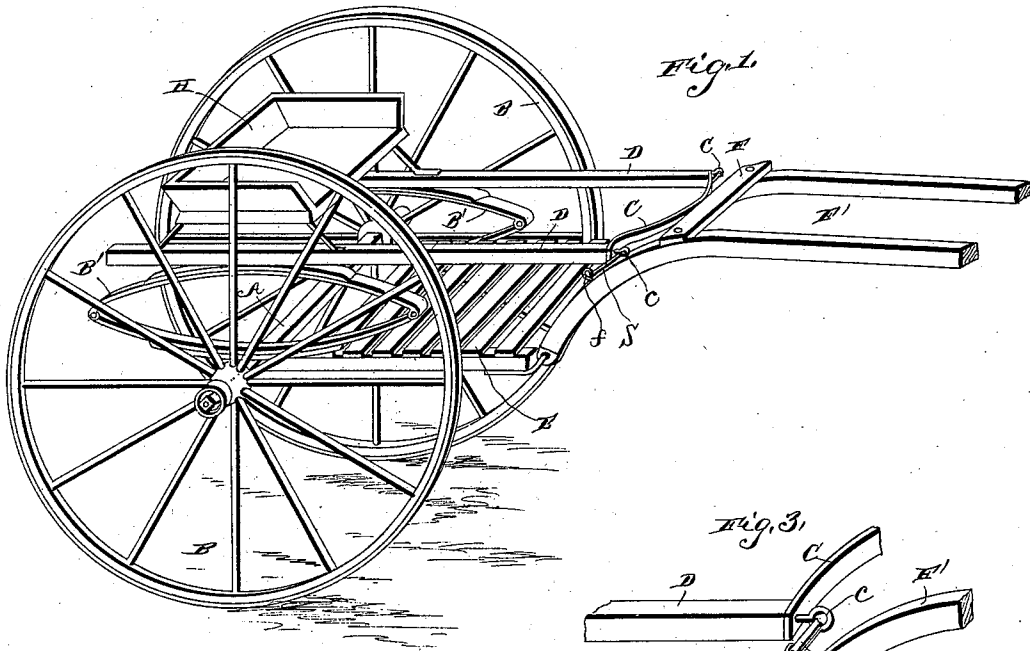


(No Model.)

O. B. FYSH.
TWO WHEELED VEHICLE.

No. 379,059.

Patented Mar. 6, 1888.



Witnesses.

C. B. Taylor

C. S. Taylor

Inventor.

Oswald B. Fysh

By his Attorneys.

C. A. Howden

UNITED STATES PATENT OFFICE.

OSWALD BAYNES FYSH, OF MOOSE JAW, NORTHWEST TERRITORY, CANADA.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 379,059, dated March 6, 1888.

Application filed July 9, 1887. Serial No. 243,862. (No model.)

To all whom it may concern:

Be it known that I, OSWALD BAYNES FYSH, a subject of the Queen of Great Britain, residing at Moose Jaw, in the district of Assiniboia, Northwest Territory, Canada, have invented a new and useful Improvement in Sulkies, of which the following is a specification.

My invention relates to an improvement in sulkies; and it consists in the construction and arrangement of the parts of the same, which will be more fully hereinafter described, and clearly pointed out in the claims.

In the accompanying drawings, wherein like letters of reference indicate similar parts in the several views, Figure 1 is a perspective view of my improved sulky, Fig. 2 is a top plan view thereof. Fig. 3 is a detail view showing the safety-strap S.

A indicates the axle having the wheels B B mounted thereon, the springs B', secured to the upper surface thereof, and the foot-platform E. On the top portion of the springs B' two bars, D D, are secured, which project forwardly over the platform E, and are secured at their forward ends to a cross-spring, C, which spring is secured at its central portion to the cross-bar F of the thills F'. The seat H is mounted on the top portion of the bars D, and by means of the spring B' and the cross-spring C the motion imparted to the vehicle by the animal is counteracted and the person occupying the seat is relieved of undue jolting, as will be readily understood. The lower portions of the thills F' are secured to the front portion of the front foot-rest, E, by any suitable form of coupling, whereby the draft of the animal is brought to bear directly upon the axle A. The fore end of the bars D are provided with eyebolts *c*, and the thills F' adjacent thereto, are also provided with eyebolts *f*. Safety-straps S are passed through said eyebolts, and the parts thus connected, thereby making a strong and durable vehicle.

The foot-platform E may be constructed in any preferred manner and of suitable light material. It will be understood that the ends of the cross-spring C will be pivotally connected with the ends of the bars D, and thereby produce a yielding movement between the said parts.

I do not confine myself to the application of this principle of sulkies entirely, as it is evi-

dent that said construction could be effectively used in connection with other styles of vehicles.

The novelty and utility of my improved sulky are obviously apparent and appreciable, and it is unnecessary to further enlarge upon the same herein.

As hereinbefore set forth, the draft of the animal is brought to bear directly upon the axle through the connection of the thills F' and the front portion of the foot-rest E, and at the same time the said foot-rest is given an independent motion, as will be readily understood. Through the medium and construction of the cross-spring on the thills the motion of the animal is overcome and the motion of the vehicle entire consequently rendered easy and without jarring effect.

Having thus described my invention, what I claim as new is—

1. The combination, with the axle A and the springs B', of the foot-platform E, the thills F', secured thereto, the bars D, the cross-spring C, and the cross-bar F, substantially as described.

2. The combination, with the bars D and the thills F', of the spring C, the eyebolts *c* and *f*, and the safety-straps S, substantially as described.

3. In combination with the bars D, extended from the seat, the thills, the cross-spring C, connecting the bars D, the cross-bar of the thills connecting with the spring C, and the adjustable connection S between the thills and the bars D, as set forth.

4. In combination with the axle, the platform E, rigid therewith and extending therefrom, the thills connected to the platform, the bars D, extending from the seat, the cross-spring C, connecting the bars D, and the straps S, connecting the bars D and the thills, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

OSWALD BAYNES FYSH.

Witnesses:

E. B. SCOTT,
Of Moose Jaw, Druggist,
THOS. B. BAKER,
Of Moose Jaw, Merchant.