

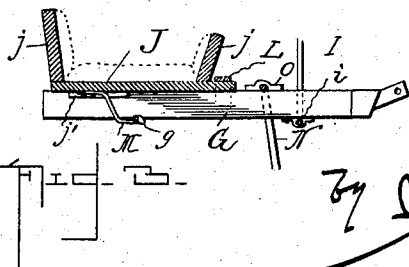
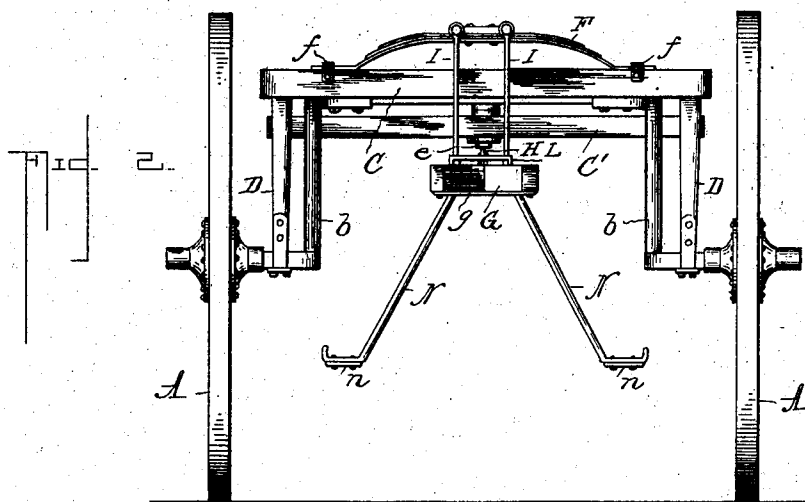
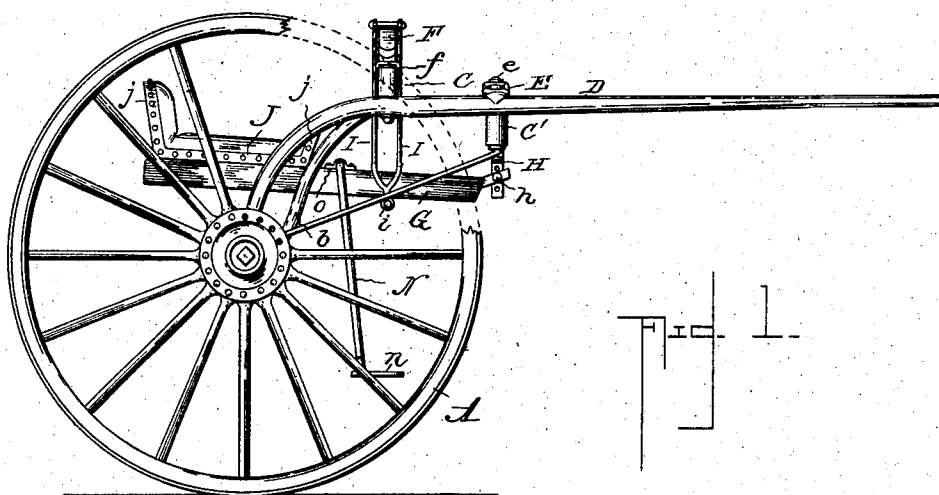
No. 742,067.

PATENTED OCT. 20, 1903.

F. RUDOLPH.
SULKY.

APPLICATION FILED MAR. 7, 1903.

NO MODEL.



Witnesses:-

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UNITED STATES PATENT OFFICE.

FRANK RUDOLPH, OF LINCOLN, ILLINOIS.

SULKY.

SPECIFICATION forming part of Letters Patent No. 742,067, dated October 20, 1903.

Application filed March 7, 1903. Serial No. 146,627. (No model.)

To all whom it may concern:

Be it known that I, FRANK RUDOLPH, a citizen of the United States, and a resident of Lincoln, in the county of Logan and State of Illinois, have invented a Sulky, of which the following is a specification.

This invention is an improvement in vehicles, and relates more especially to sulkies or road-carts of that class which are particularly adapted for use in breaking colts and subduing fractious horses.

The objects of the invention are to provide a road-cart for this purpose by which the driver is firmly supported in both a standing and sitting position and is located well back, so as to have a good view of the horse's legs to watch their movements, and by which the location of the seat in the rear of the axle will permit the driver to readily dismount from the vehicle at any time and to remount, both of which can be done while the vehicle is in motion.

With the above objects in view the invention consists in the particular construction and arrangement of parts and their combination, all as hereinafter particularly described in detail and more specifically set forth in the appended claims.

In the accompanying drawings, which form a part of this specification, Figure 1 is a side elevation of my improved sulky, a part of the near wheel being broken away to expose the seat-supporting means, &c. Fig. 2 is a rear elevation. Fig. 3 is a detail view of the seat and its supporting means.

Similar letters of reference indicate similar parts in the several views of the drawings.

A A designate the supporting-wheels of the sulky, which are connected by the arched axles *b b* and connecting cross-bar C, said axles being bent forward a short distance from the spindles and from said former point arched upwardly and forwardly and bolted at their ends to the cross-bar C. The shafts D D are coupled to the axles between the spindles and angular bend, from which axles they extend upward and forward, passing under the cross-bar C, being bolted thereto. These parts compose the frame of the vehicle

and provide a very strong and substantial structure.

The swingletree E, as is usual, is pivoted on the cross-bar C' on a bolt or pin *e*.

F designates a semi-elliptic spring, from which the pivoted seat-support is suspended, the said spring being supported upon the cross-bar C and connected at its ends thereto by clips *f*, whereby the ends of the spring have a sliding movement on said cross-bar.

G designates a V-shaped seat-supporting frame, which is pivoted at its forward or pointed end on a rod H, secured to and depending from the cross-bar C', the said frame being adjustable vertically upon the rod by means of the bolt *h*. The rear end of the seat-supporting frame is supported from the semi-elliptic spring by means of rods I I, which are connected at their lower ends by a cross-bar or bolt *i*. The seat, of any shape desired, but in the present instance composed of a board J with vertical end pieces *j j*, rests upon the converging side pieces of the V-shaped supporting-frame and is held against lateral movement by battens *j' j'* on the under side bearing against said side pieces. The forward end of the seat engages a loop L, attached to the seat-supporting frame, and the rear end is held in place by means of a spring-catch M, engaging a cross-bar *g*.

Stirrups or rests for the driver's feet are provided for by means of a bar N, which is bent to engage the seat-supporting frame, from which the members of the bar diverge, and at their ends are secured plates *n*. This bar is attached to the seat-supporting frame by staples *o*, which permit of a swinging movement of the diverging members thereof, so that the foot-rests or stirrups may adjust themselves to the driver's length of reach.

It will be noted that by the arrangement of the parts as shown and described the driver's seat is located in the rear of the axle, which permits the driver to freely mount from the rear of the vehicle and also permits him to freely dismount, even though the vehicle may be in rapid motion.

Though I have shown the seat in the shape of a saddle for the accommodation of a single

rider, it will be understood that an ordinary seat suitable for two may be substituted, in which latter event the seat-supporting frame and stirrups or foot-rests would be adjusted to suit.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a sulky or road-cart, the combination with the arched axle and connecting-bar, of a V-shaped seat-supporting frame, a bar suspended from the cross-bar of the shafts and provided with a vertical series of holes with any one of which a pivot-pin passed through ears on the forward end of the seat-supporting frame is adapted to engage, spring-supported bars attached to the rear end of said seat-supporting frame, a seat and foot-rests attached to the frame.

2. In a sulky or road-cart, the combination with the arched axles and bar connecting the upper ends thereof, of a seat-supporting frame, a suspended bar upon which the forward end of the seat-supporting frame is pivoted, a semi-elliptic spring mounted on the connecting-bar, bars suspended from said spring and attached to the seat-supporting

frame, a seat mounted upon said frame and held thereon by a spring-catch engaging a cross-bar of the frame, and foot-rests suspended from the seat-supporting frame.

3. In a sulky or road-cart, the combination, of the axles bent as shown and arched upward, a bar connecting the upper ends of the axles, and shafts connected to the axles and bolted to the connecting-bar; together with a seat-supporting frame, a bar suspended from the connecting-bar of the axle and upon which the front end of the seat-supporting frame is pivoted, a semi-elliptic spring mounted on the connecting-bar with its ends slidable thereon, bars suspended from said spring and attached to the seat-supporting frame, a seat mounted on said frame, and foot-rests depending from the latter, substantially as herein shown and described.

In testimony whereof I affix my signature to this specification in the presence of two subscribing witnesses.

FRANK RUDOLPH.

Witnesses:

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