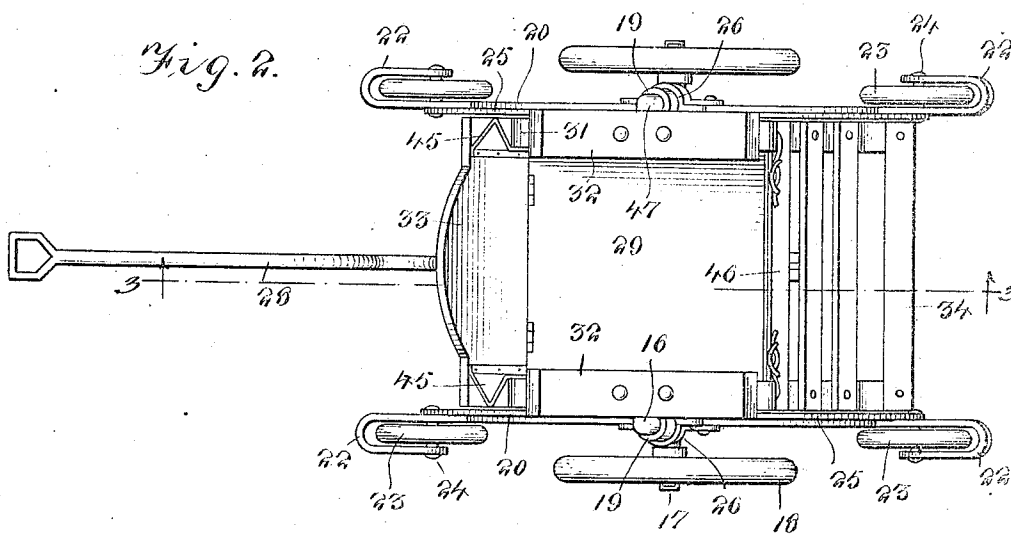
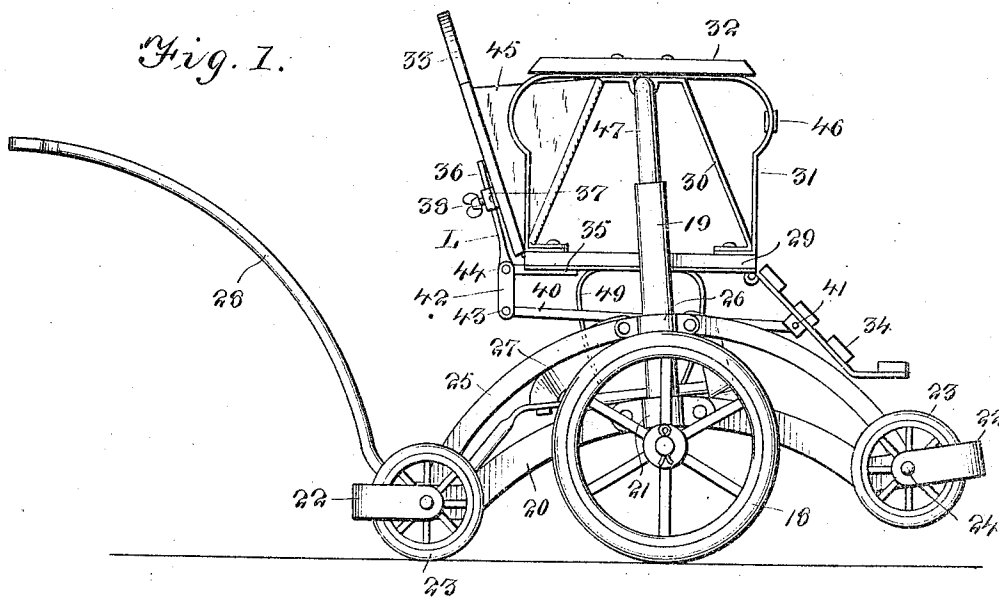


G. P. STEINBACH.
 CHILD'S SULKY.
 APPLICATION FILED JULY 3, 1914.

1,151,414.

Patented Aug. 24, 1915.
 2 SHEETS—SHEET 1.



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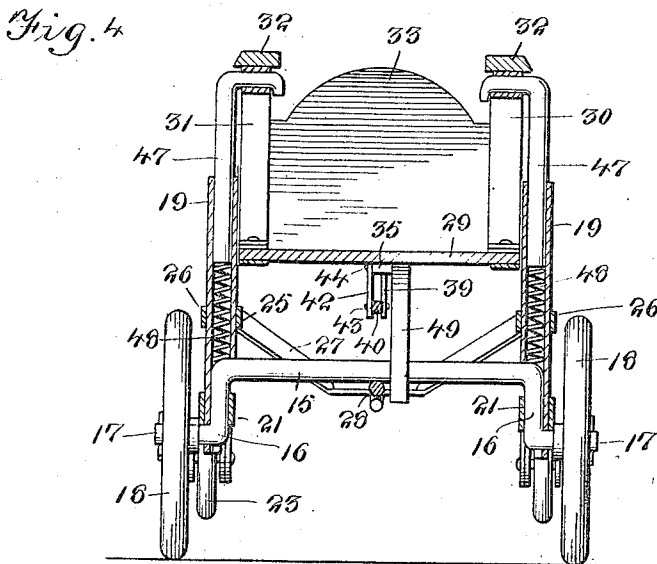
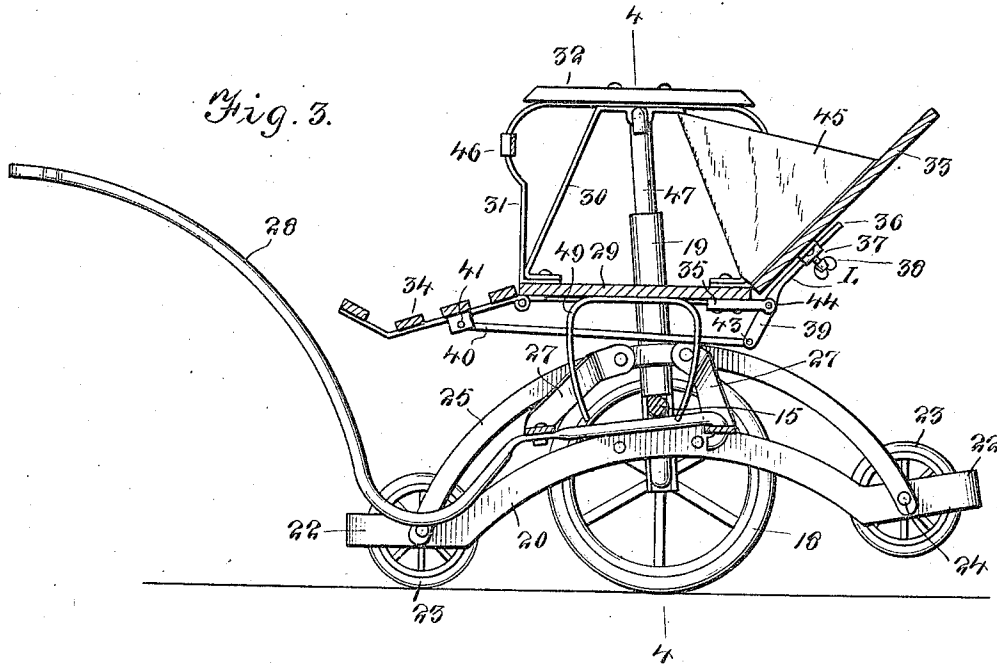
E. P. Ruppert.
 Mrs. J. J. Duggan

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UNITED STATES PATENT OFFICE.

GEORGE P. STEINBACH, OF BALTIMORE, MARYLAND.

CHILD'S SULKY.

1,151,414.

Specification of Letters Patent.

Patented Aug. 24, 1915.

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To all whom it may concern:

Be it known that I, GEORGE P. STEINBACH, a citizen of the United States, residing at Baltimore, in the State of Maryland, have
5 invented new and useful Improvements in Children's Sulkies, of which the following is a specification.

This invention relates to children's carriages or sulkies, and it has for its object to
10 produce a device of this class which will be simple in construction and conveniently operable.

A further object of the invention is to
15 produce a device of this class having a swinging resiliently supported seat which may be conveniently changed or adjusted so as to face the front or rear, as may be desired.

A further object of the invention is to im-
20 prove the construction of the seat so that the back portion and the foot rest portion thereof may be conveniently and simultaneously tilted or adjusted.

With these and other ends in view which
25 will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts which will be hereinafter fully described
30 and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of the invention, it being, however, understood
35 that no limitation is necessarily made to the precise structural details therein exhibited, but that changes, alterations and modifications within the scope of the claims may be resorted to when desired.

In the drawings,—Figure 1 is a view in
40 side elevation of a sulky constructed in accordance with the invention. Fig. 2 is a top plan view of the same. Fig. 3 is a longitudinal vertical sectional view taken on the line 3—3
45 in Fig. 2, the seat being arranged to face in the opposite direction to Fig. 1, and also showing the back and the foot rest tilted to a different position. Fig. 4 is a vertical transverse sectional view taken on the line 4—4
50 in Fig. 3.

Corresponding parts in the several figures are denoted by like characters of reference.

The axle 15 which is preferably arched, as

shown, is provided at the lower ends of its
respective limbs 16 with spindles 17 on
which the ground wheels 18 are supported 55
for rotation.

The axle is provided adjacent to the ends
thereof with upwardly extending tubular
sockets 19.

Brackets 20 are provided, the same being 60
secured by means of clips 21 to the limbs 16
of the axle from which they extend forwardly and rearwardly, as shown, said
brackets being provided with terminal loops
22 that afford guards for the auxiliary 65
wheels 23 which are mounted for rotation
on supporting members, such as bolts or
rivets 24, that connect the ends of the loops
22 with the bodies of the brackets. Braces
25 are also provided that connect the re- 70
spective supporting members 24 with clips
26 engaging the tubular sockets 19. The
auxiliary wheels will thus be supported in
front as well as in rear of the ground wheels
so as to prevent excessive tilting of the ve- 75
hicle frame either forwardly or rearwardly.

Cross bars or braces 27 are provided to
support a handle or push rod 28, whereby
the vehicle may be drawn or pushed, as may
80 be preferred.

The seat 29 is provided at the sides thereof
with upwardly extending yokes 30 and with
braces 31 serving to support the arms or
side members 32.

A back 33 is hingedly connected with the 85
rear edge of the seat, and a foot rest 34 is
hingedly connected with the front edge
thereof. Extending rearwardly from the
seat, below the hinged back member 33, is
a bracket 35 with which is pivotally con- 90
nected a lever L having an upwardly extending
arm 36 which is guided through a
keeper 37 on the rear side of the back member
33, said keeper being provided with a
set screw 38 whereby the lever arm may be 95
secured at various adjustments.

The downwardly extending arm 39 of the
lever L is pivotally connected with the rear
end of a connecting rod 40, the forward
end of which is pivotally connected with a 100
lug 41 on the underside of the foot rest.

A brace or reinforcing member 42 connects the pivot member 43 which pivotally
connects the downwardly extending lever

arm 39 with the connecting rod 40, with the fulcrum member 44 of the lever L. It will be seen that by this simple construction and arrangement of parts the back member will be connected with the foot rest member in such fashion that motion will be transmitted therebetween, said members, when adjusted, being moved simultaneously to an approximately horizontal or an approximately vertical position, as the case may be. When such adjustment is effected, the upwardly extending arm 36 of the lever L will slide through the keeper 37, and by tightening the set screw 38 upon the lever arm, the parts will be retained securely in adjusted position.

Flexible guard members 45 are used to connect the back member with the arm supporting yokes; a strap 46 is suitably connected with the forward brace members 31 to protect the occupant of the seat.

Pivotaly supported adjacent to the underside of the arms 32 are supporting members 47, which slidably engage the tubular sockets 19 in the lower ends of which springs 48 are placed to support the weight of the seat in the supporting members. It is obvious that the seat may be arranged to face forwardly or rearwardly, as may be desired, and that it may be readily shifted from one position to the other by simply lifting the members 47 from the sockets 19, reversing the seat end for end, and replacing the members 47 in the sockets.

The seat is provided with downwardly extending resilient arms 49 terminating, respectively, in front and in rear of the axle 15 so as to limit the swinging movement of the seat.

From the foregoing description taken in connection with the drawings hereto annexed, the operation and advantages of this invention will be readily understood. The construction is simple and inexpensive; the seat is readily adjustable to face forwardly or rearwardly, as may be preferred by the person propelling or drawing the vehicle. The seat, moreover, is not only resiliently supported but for swinging movement as well, the swinging movement being, however, limited by the resilient arms 49 in such a manner as to obviate any sudden shocks. The comfort of the occupant of the seat will also be materially increased by the facility with which the back member and the foot rest member may be adjusted and secured at various adjustments.

It is desired to be understood that in place of the resilient arms 49 other convenient means, such as a strap connecting the seat with the axle, may be employed to prevent the seat from tilting or swinging too far. It may also be stated that while the foregoing description recites a preferred

manner of supporting the seat resiliently, the manner of resiliently supporting the seat may be varied in any manner within the scope of the claims. It will, therefore, be seen that I do not limit myself to a swinging seat suspended from members that are supported on springs contained in tubular housings, inasmuch as any other convenient mode of resiliently supporting the seat may be resorted to.

Having thus described the invention, what is claimed as new, is:—

1. In a device of the class described, a wheel supported axle, upwardly extending tubular sockets connected therewith, springs in said sockets, supporting members slidably in said sockets above the springs, and a seat swingingly connected with the supporting members.

2. In a device of the class described, a wheel supported frame having upwardly extending tubular sockets, springs in said sockets, a seat having arms, and supporting members pivotaly connected with the arms and guided for vertical movement in the tubular sockets.

3. In a device of the class described, an arched axle having limbs and spindles extending therefrom, wheels on said spindles, brackets connected with the limbs of the axle and extending forwardly and rearwardly therefrom, said brackets having terminal loops, auxiliary wheels supported for rotation in said loops, pins on which said wheels are mounted, tubular sockets extending upwardly from the limbs of the axle, and braces connecting the wheel supporting pins with the sockets.

4. In a device of the class described, an arched axle having limbs and spindles extending therefrom, wheels on said spindles, brackets connected with the limbs of the axle and extending forwardly and rearwardly therefrom, said brackets having terminal loops, auxiliary wheels supported for rotation in said loops, pins on which said wheels are mounted, tubular sockets extending upwardly from the limbs of the axle, braces connecting the wheel supporting pins with the sockets, and seat supporting members guided for vertical movement in the sockets.

5. In a device of the class described, an arched axle having limbs and spindles extending therefrom, wheels on said spindles, brackets connected with the limbs of the axle and extending forwardly and rearwardly therefrom, said brackets having terminal loops, auxiliary wheels supported for rotation in said loops, pins on which said wheels are mounted, tubular sockets extending upwardly from the limbs of the axle, braces connecting the wheel supporting pins with the sockets, seat supporting members

guided for vertical movement in the sockets, springs in said sockets below the seat supporting members, and a seat swingingly connected with said members.

5 6. In a child's sulky, an axle having supporting wheels, a seat resiliently supported for swinging movement, and resilient arms extending downwardly from the seat and

positioned adjacent to opposite sides of the axle.

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

GEORGE P. STEINBACH.

Witnesses:

M. C. TREIBER, Jr.,

R. M. COULBOURN, Jr.

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."