

P. WINEMAN & G. W. BOHANNON.
Trotting-Sulky.

No. 227,086.

Patented April 27, 1880.

Fig 1.

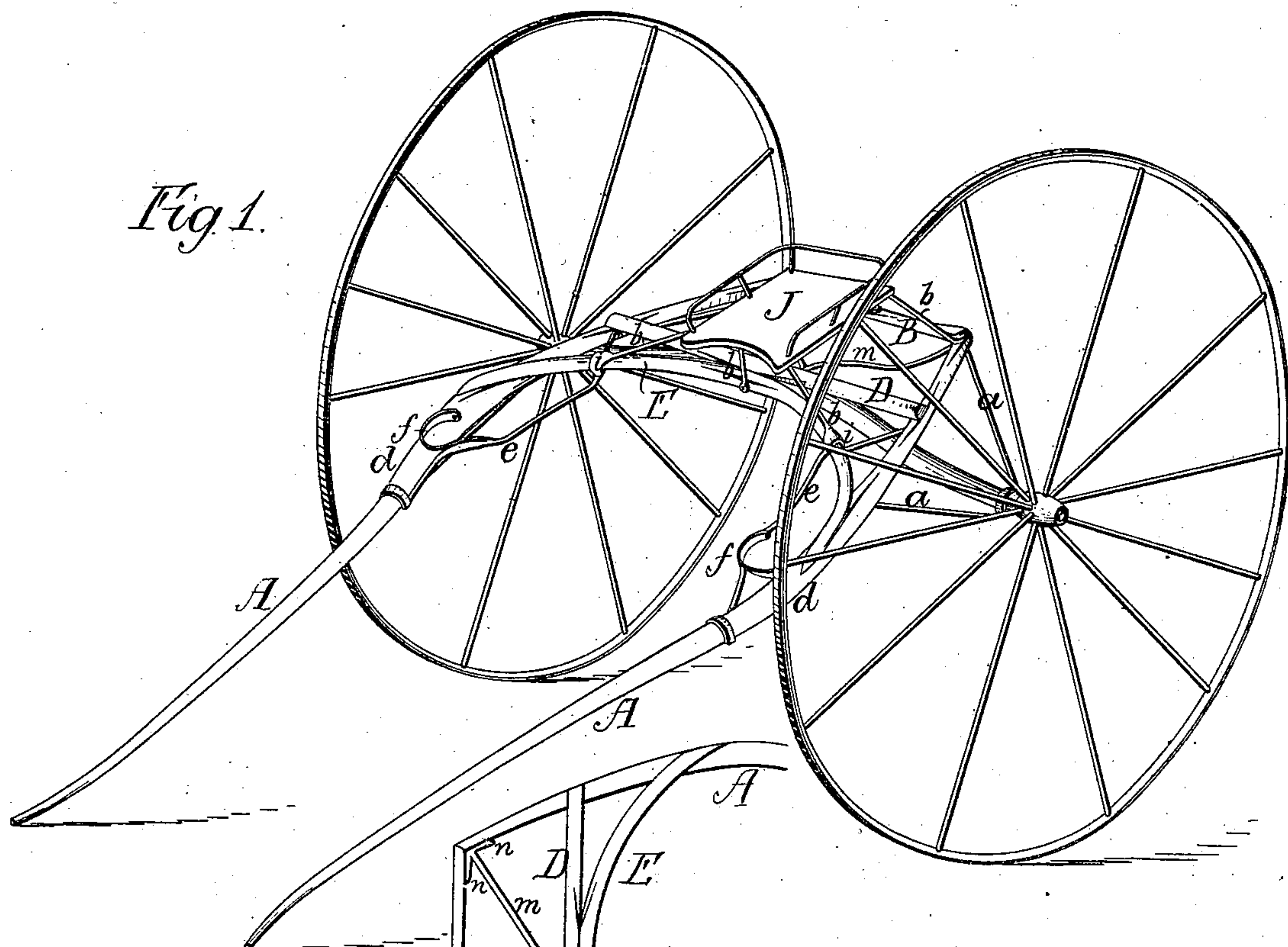


Fig 3

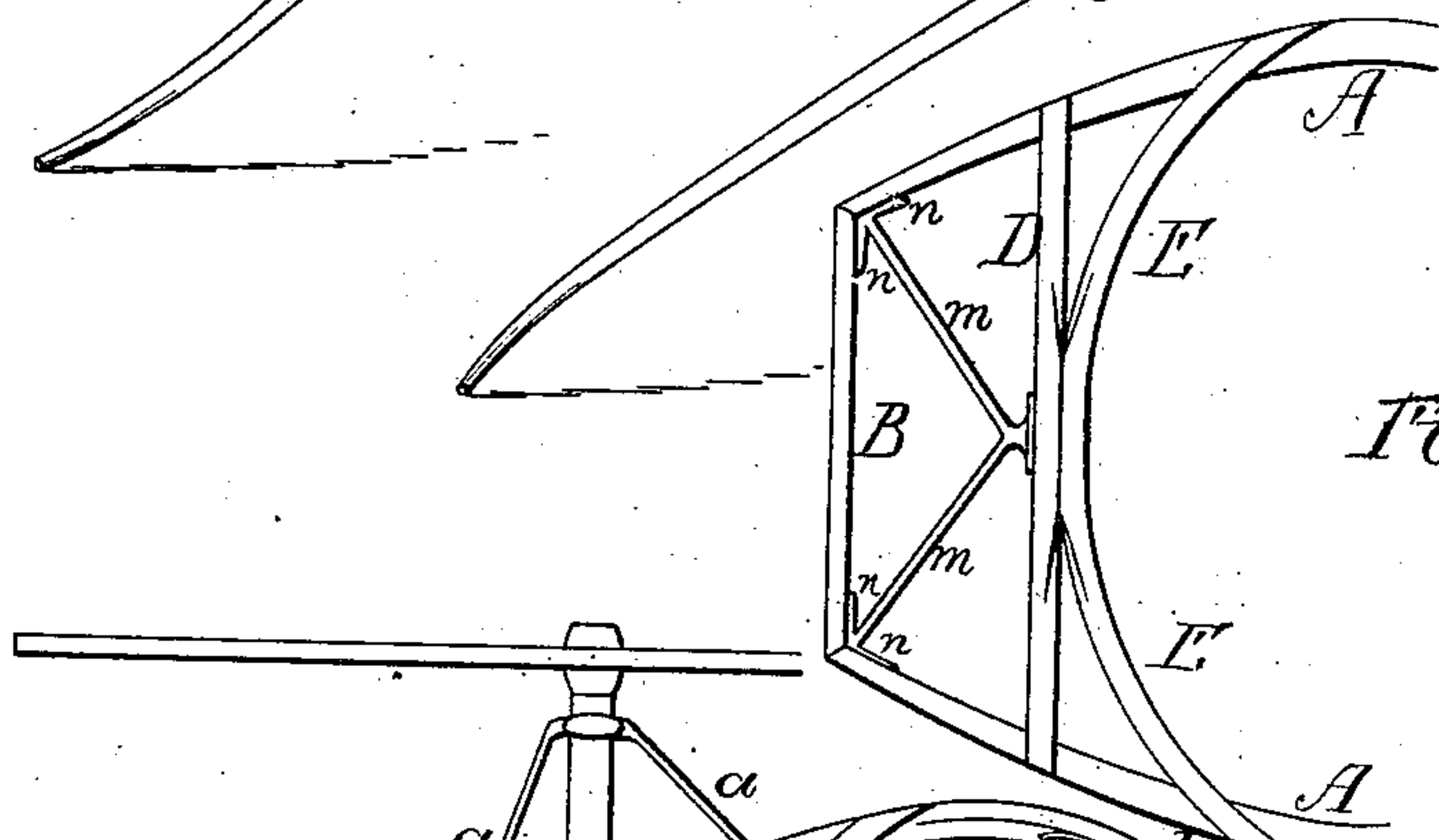
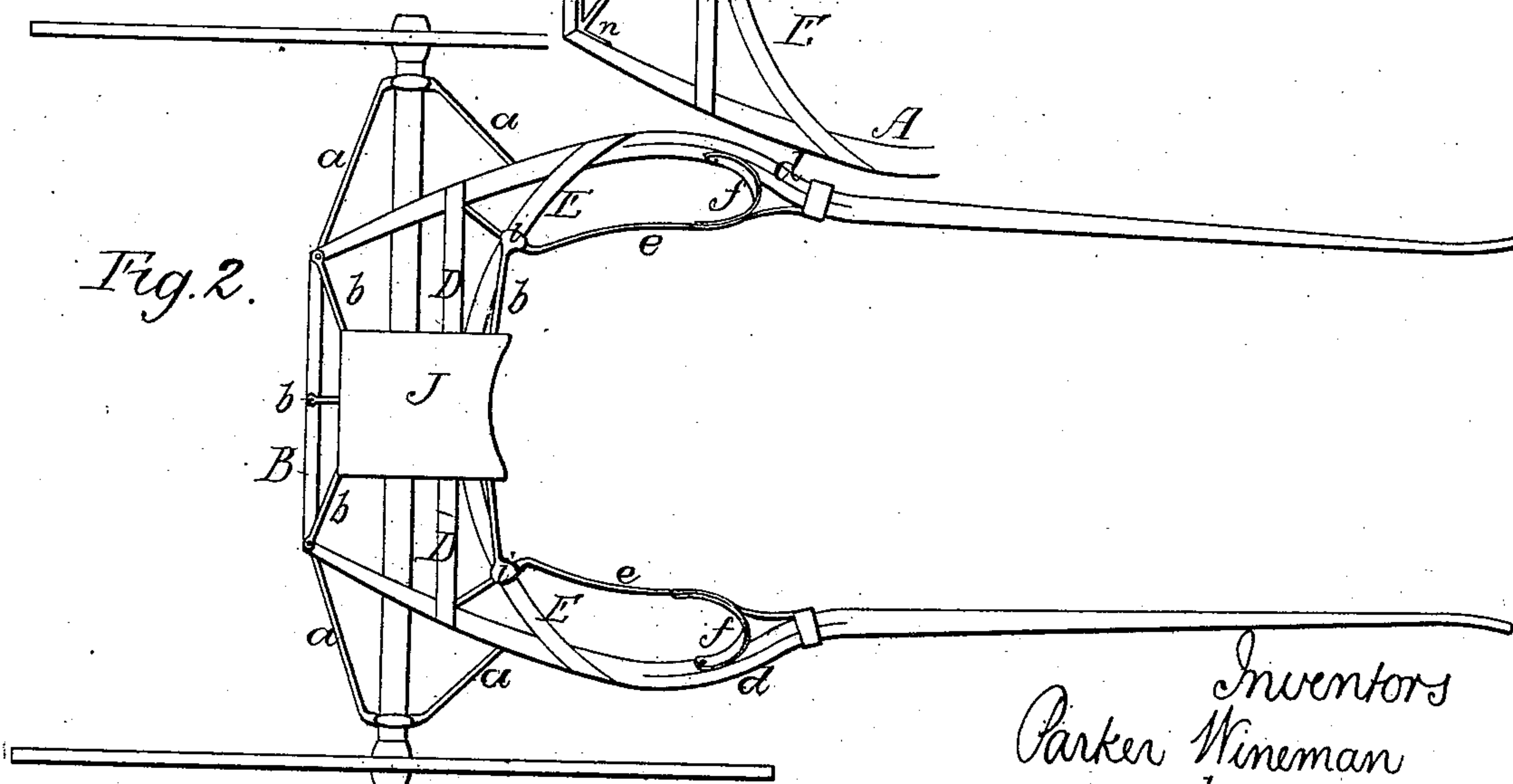


Fig. 2.



Witnesses

Henry Howson Jr.
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Inventors
Parker Wineman
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by their Attorneys
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UNITED STATES PATENT OFFICE.

PARKER WINEMAN AND GEORGE W. BOHANNON, OF CHICAGO, ILLINOIS.

TROTTING-SULKY.

SPECIFICATION forming part of Letters Patent No. 227,086, dated April 27, 1880

Application filed November 10, 1879.

To all whom it may concern:

Be it known that we, PARKER WINEMAN and GEORGE W. BOHANNON, of Chicago, Illinois, have invented a new and useful Improvement in Trotting-Sulkies, of which the following is a specification.

The main object of our invention is to so construct a trotting-sulky that the horse may be harnessed more closely to the driver than usual without risk of bringing his hind quarters or tail into contact with any part of the sulky, further objects being to strengthen the frame of the sulky by means of the system of cross-bars and braces described hereinafter. These objects we attain in the manner hereinafter set forth, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of a trotting-sulky with our improvements; Fig. 2, a plan view of the same; and Fig. 3, a plan view of part of Fig. 2, with the seat and seat-braces removed.

The frame of the sulky comprises the thills A A, the rear cross-bar, B, center cross-bar, D, and front cross-bar, E, the bars B and D being straight, but the bar E being curved in the manner shown in the drawings. The frame is supported above the axle F by means of inclined rods *a a*, extending from the axle to the thills, and the seat J is supported above the frame by means of inclined rods *b* at front and rear.

The thills A A are bent laterally at the points *d*, immediately in advance of the front cross-bar, E, the offsets thus formed being bounded on the inside by the braces *e*, between which and the thills are arranged the foot-rests *f*.

The braces *e* are secured to the thills at the front ends, and extend to the front cross-bar E, and thence to the thills at points in the rear of said cross-bar, the rear ends of the braces being secured to the thills by suitable bolts, and the portions of said braces which are located beneath the cross-bar E being secured thereto by means of clips *i* on the lower ends of the braces *b*.

From the center of the cross-bar D to the

angles formed by the junction of the ends of the rear cross-bar, B, and the rear ends of the thills A extend braces *m*, firmly secured at the front ends to said cross-bar D, and provided at the rear end with wings *n*, whereby they are attached both to the rear cross-bar, B, and to the thills A.

By means of the arrangement of thills, cross-bars, and braces above described we are enabled to impart to the frame of the sulky great strength and rigidity, so that it will resist the severe strains to which such vehicles are necessarily subjected, the weight of the sulky, however, not being materially increased.

An important feature of our invention is the lateral bending of the thills A at the points *d*, the object of which is to provide for the proper arrangement of the braces *e* and foot-rests *f* without contracting the space between the thills to such an extent that the stifles or hind parts of the horse are brought into contact with the braces when the horse is turning a curve or breaking from a trot into a run. This is a serious objection to ordinary sulkies, and necessitates the harnessing of the horse so far forward that the driver has not at all times the proper control of the horse. In our sulky, however, the horse may be harnessed as far back as desired, so that the driver can always have the horse well in hand. The curving of the front brace, E, aids in attaining this object, and, in order to prevent the contact of the dock or tail of the horse with the front edge of the seat J, said front edge is recessed, as shown in Figs. 1 and 2.

We claim as our invention—

1. A trotting-sulky the thills A of which are bent laterally at the point *d*, all substantially as set forth.

2. The combination of the laterally-bent thills A, the front cross-bar, E, and the braces *e*, connected at each end to the thills, and also connected at a point between said ends to the cross-bar by clasps *i* on the seat-braces *b*, as set forth.

3. The combination of the frame of the sulky

having laterally-bent thills A with the seat J, having a concave front edge, as set forth.

4. The combination of the thills A, the rear cross-bar, B, center cross-bar, D, and
5 braces m, connected at the front ends to said bar D, and having at the rear ends wings n, secured to both the bar B and the thills, as set forth.

In testimony whereof we have signed our names to this specification in the presence of 10 two subscribing witnesses.

PARKER WINEMAN.

GEORGE W. BOHANNON.

Witnesses:

HENRY M. GARLICK,

GEO. A. SEARL.