

(No Model.)

C. F. STILLMAN.

TROTTING SULKY.

No. 335,651.

Patented Feb. 9, 1886.

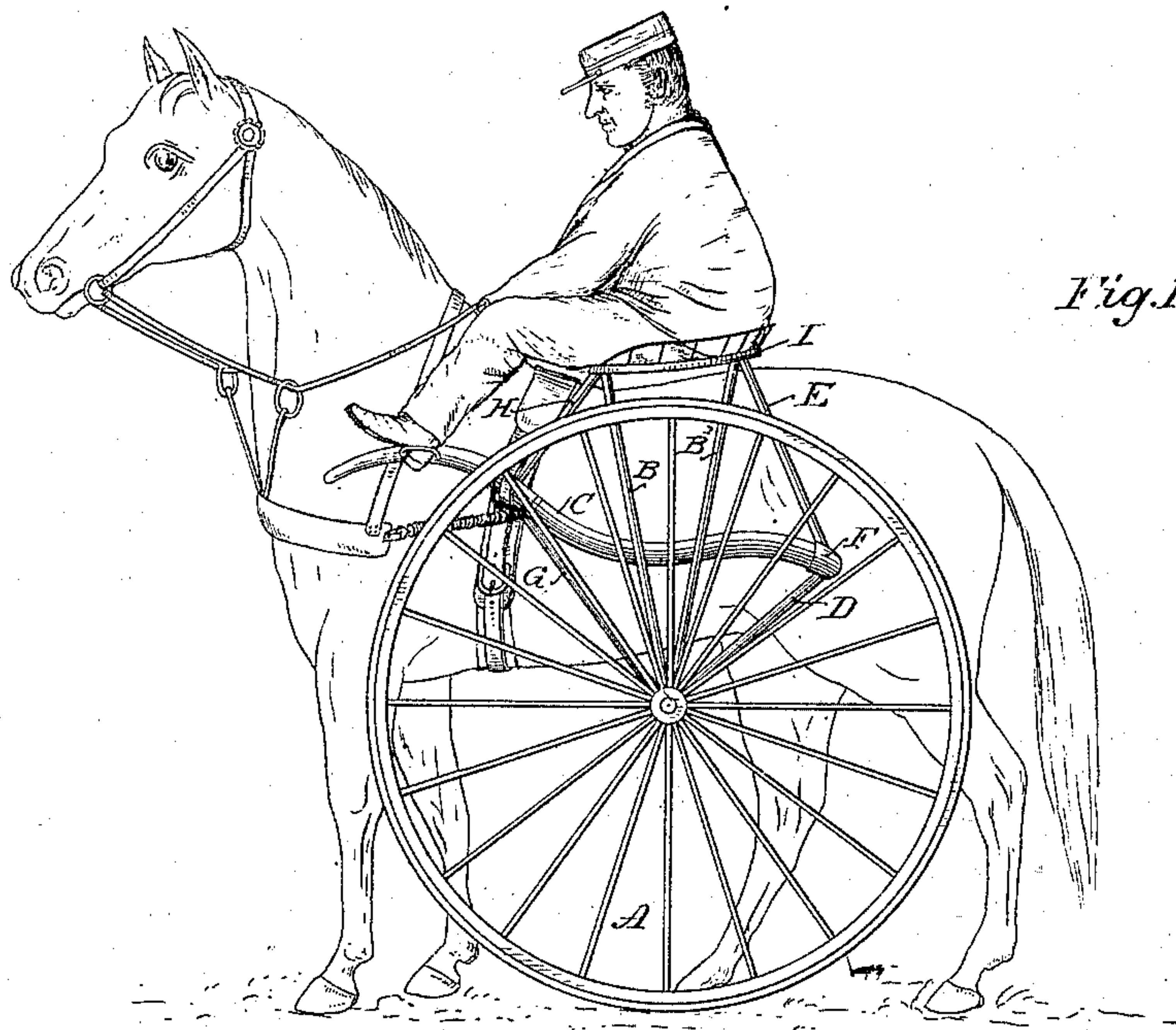


Fig. 1.

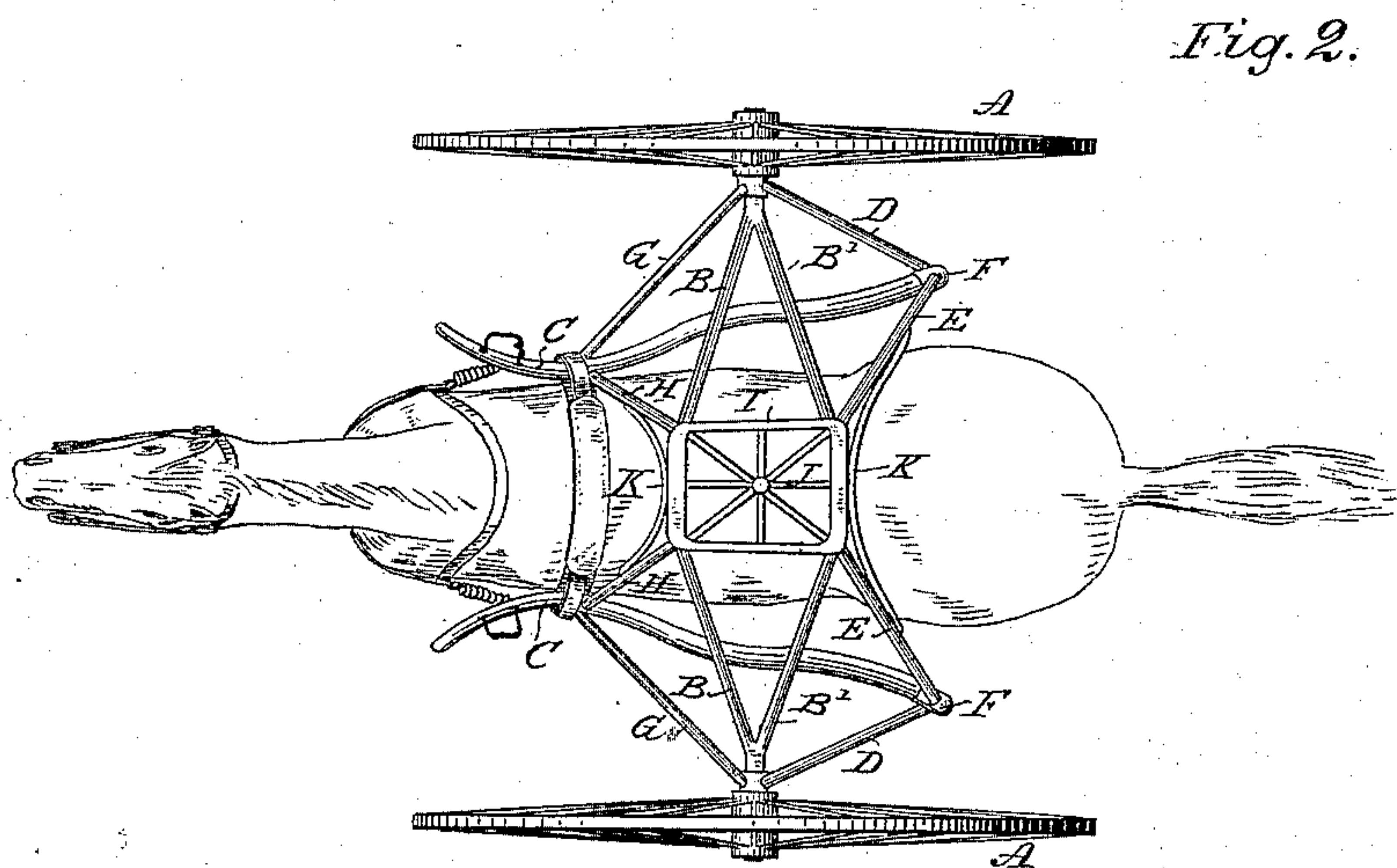


Fig. 2.

Witnesses:

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UNITED STATES PATENT OFFICE.

CHARLES F. STILLMAN, OF NEW YORK, N. Y.

TROTTING-SULKY.

SPECIFICATION forming part of Letters Patent No. 335,651, dated February 9, 1886.

Application filed May 17, 1883. Renewed June 29, 1885. Serial No. 170,150. (No model.)

To all whom it may concern:

Be it known that I, CHARLES F. STILLMAN, of the city, county, and State of New York, have invented a new and useful Improvement in Trotting-Sulkies, of which the following is a specification.

The invention relates to that form of sulky for which Letters Patent No. 237,924, February 15, 1881, and No. 244,404, July 19, 1881, have hitherto been granted to me, and in which devices the driver's seat is arranged over the back of the horse instead of in rear of the animal, as is ordinarily the case.

The present invention consists in improvements in mechanical construction, whereby greater strength is secured, and liability to injury from strain in large measure obviated.

In the accompanying drawings, Figure 1 is a side elevation, and Fig. 2 is a plan view, of my improved sulky, shown attached to the horse.

Similar letters of reference indicate like parts.

A A are the wheels, which are journaled upon short horizontal arms of the axle, which passes up over the back of the horse. Said axle is doubled—that is to say, it is formed of two portions, B and B, which diverge as they extend upward and are fastened to each end of the seat-frame I. This construction of the

axle I find of especial advantage in point of strength and in distributing the strain, so that the axle as a whole is not liable to injury by the twisting effect due to the motion of the horse.

C C are the shafts, which do not meet. On the rear end of each shaft I attach a cap or a collar, F, from which extend the braces D to the axle-arms, and braces E to the rear corners of the seat-frame I. Also, from collars, near the front portion of the shafts, extend braces G to the axle-arms, and braces H to the front corners of the seat-frame I. The seat-frame has braces J extending across its interior, and curved strengthening-pieces K are arranged, as shown, between the braces E E and H H.

The structure thus formed of axle, shafts, and braces is one of great strength and rigidity, and is a material improvement over any form of sulky of this class hitherto produced.

I claim as my invention—

In a trotting-sulky, the combination of the double axle B B, shafts C, braces D, braces E, braces G, braces H, and seat-frame I, substantially as described.

CHAS. F. STILLMAN.

Witnesses:

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