

(No Model.)

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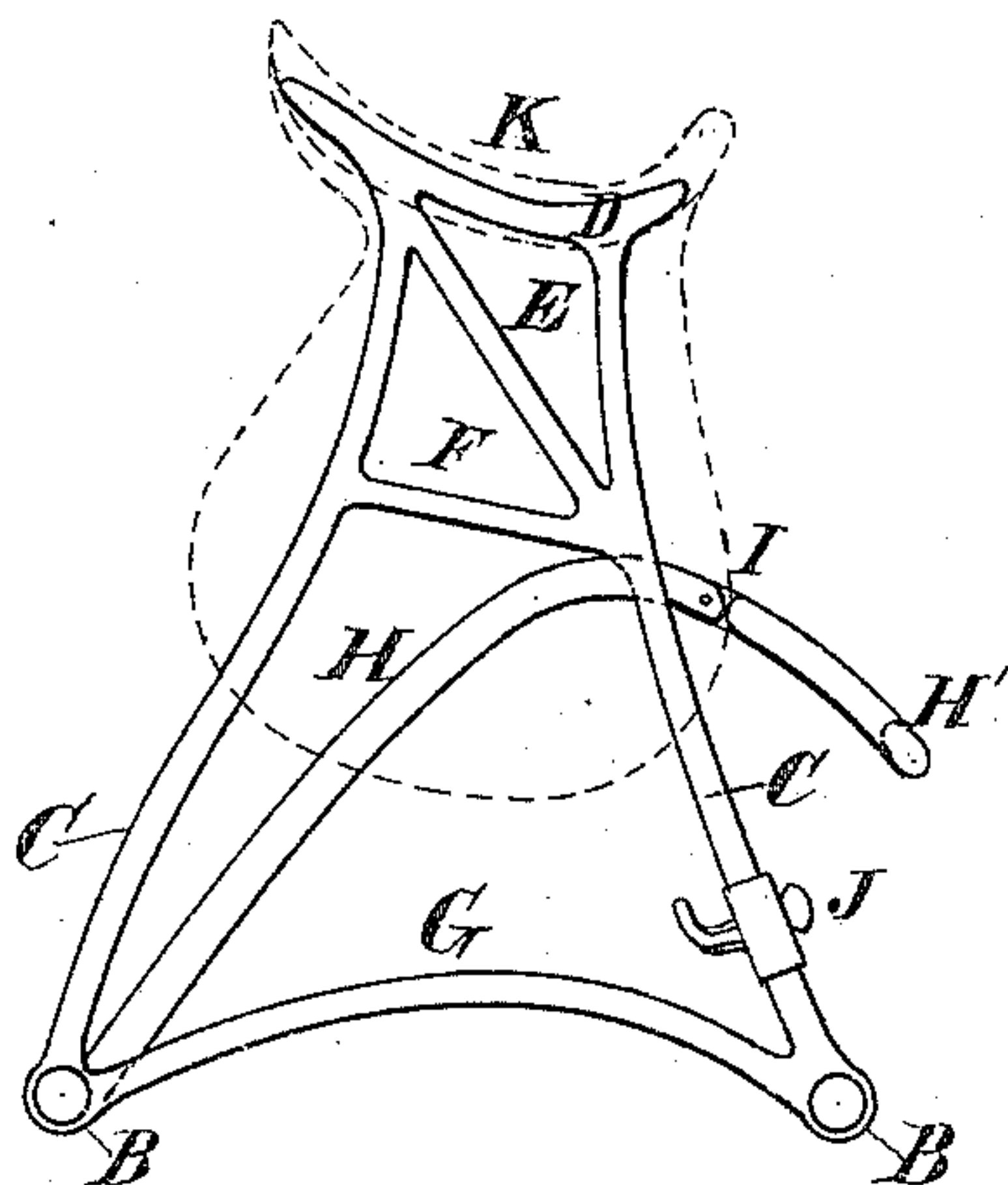
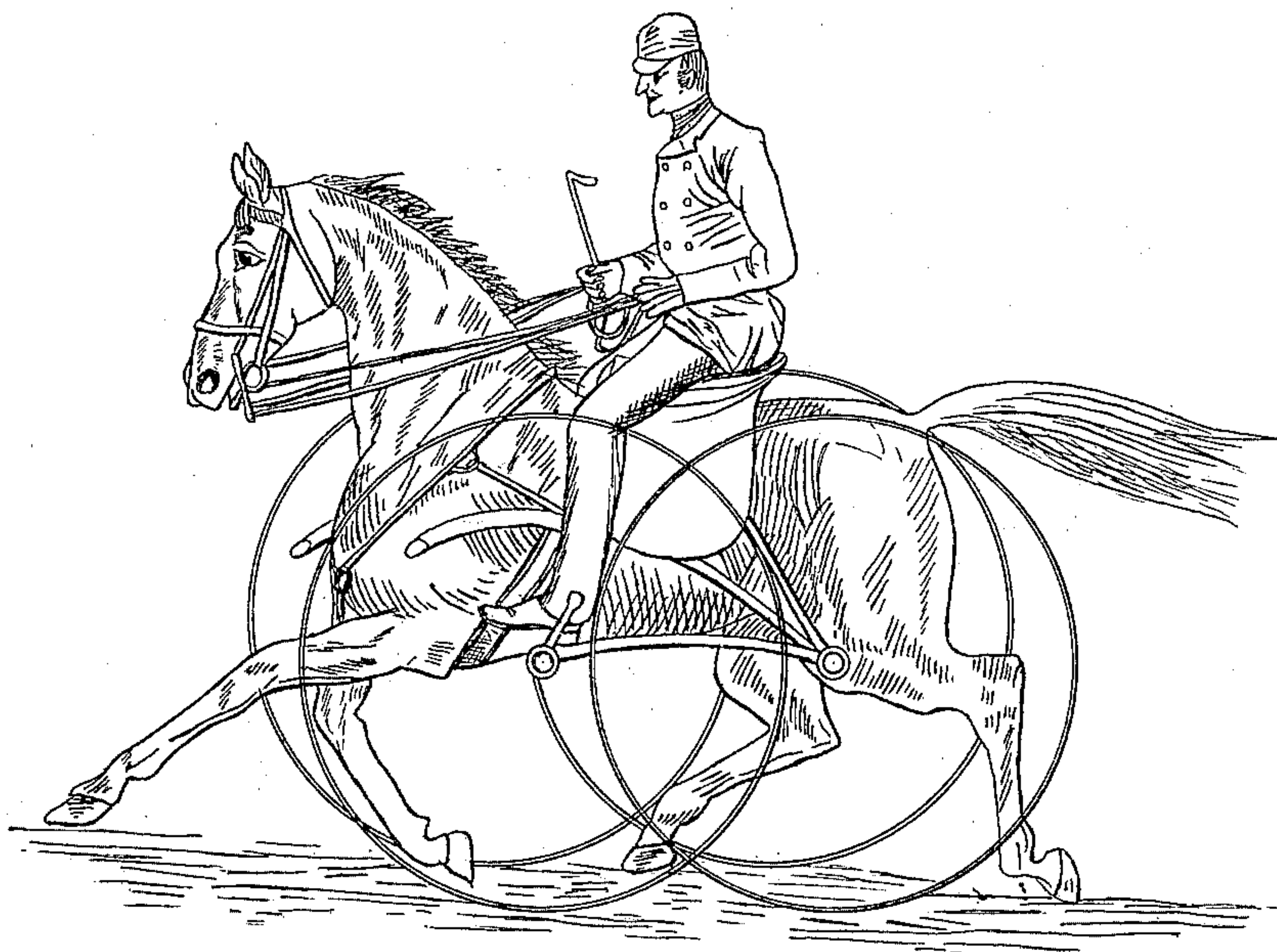
C. F. STILLMAN.

TROTting SULKY.

No. 335,652.

Patented Feb. 9, 1886.

Fig. 1.



WITNESSES:

A. E. Sexton.

W. A. French.

Fig. 2.

INVENTOR

Charles F. Stillman

BY

Geo. S. Benjamin

ATTORNEYS

(No Model.)

2 Sheets—Sheet 2.

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Fig. 3.

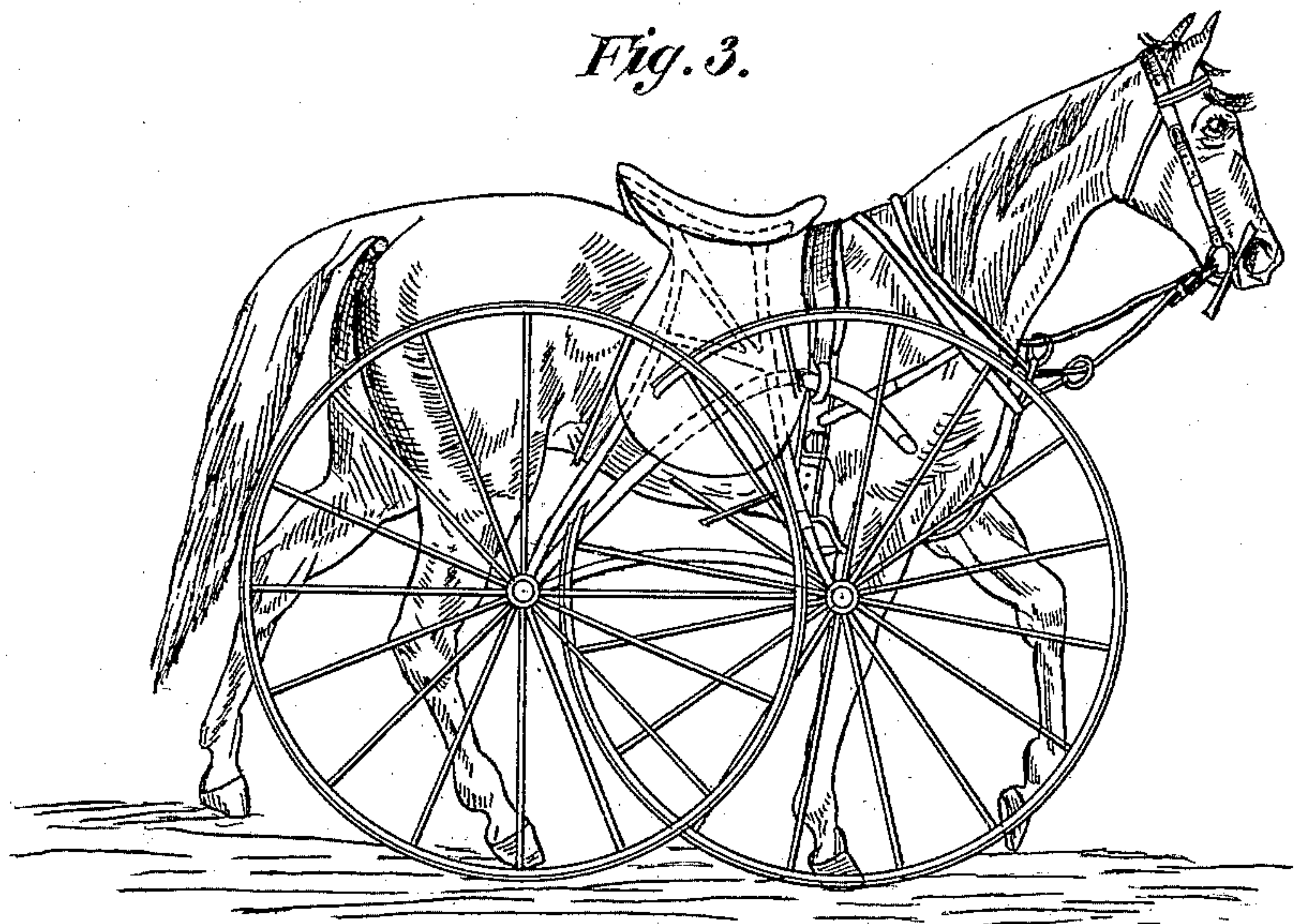
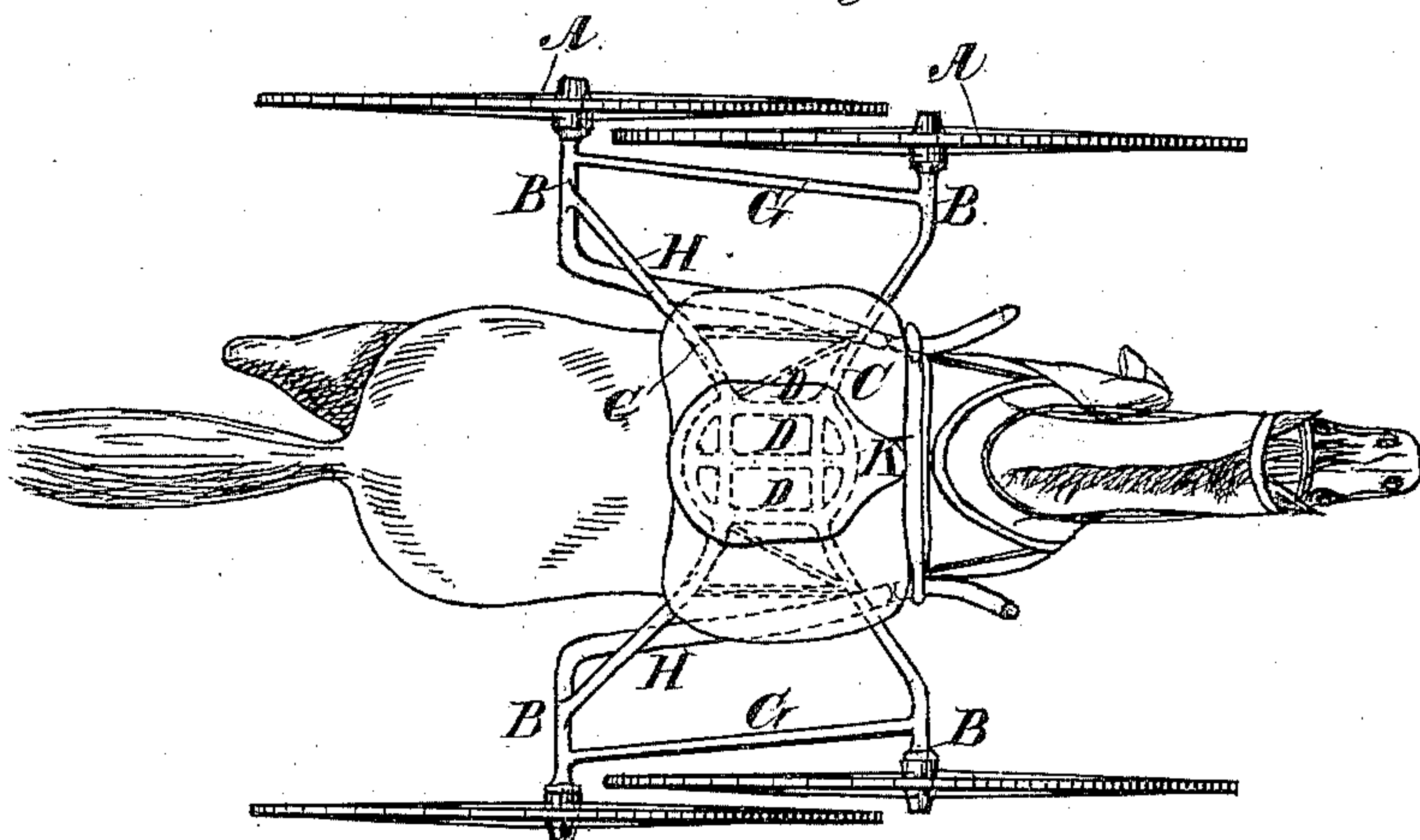


Fig. 4.



WITNESSES:

A. E. Sexton
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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. 335,652, dated February 9, 1886.

Application filed June 29, 1885. Serial No. 170,213. (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.

My invention relates in certain particulars 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 the rear of the animal, as is ordinarily the case.

The present invention relates to improvements in mechanical construction, whereby greater strength is secured, and liability to injury from strains is in a large measure obviated; and it consists in providing the sulky with four wheels instead of two, as in my former devices.

Where two wheels were used, I found by practical experiment that it was not only difficult to give sufficient rigidity to the framework of the device, but that the motion of the horse tended to throw the driver's seat either forward or backward and out of line, thus rendering the position of the driver dangerous, and also so placing the weight of his body as to impede the action of the horse.

The object of my present invention is to overcome these difficulties.

In the accompanying drawings similar letters of reference indicate like parts, in which—

Figure 1 is a side elevation showing the sulky attached to the horse. Fig. 2 is a vertical elevation of the frame-work which passes over the horse. Fig. 3 is also an elevation. Fig. 4 is a plan view.

A A A A are the wheels, which are journaled upon short horizontal arms B B B B, forming part of the axles C C, which are secured together by means of the braces D D D, arranged under the saddle and over the back of the horse, and are further secured by means of the tie-braces E F G, arranged on each side of the horse.

The construction as above described I find to be of especial value in point of strength, and in distributing the strain, so that either of the axles, as a whole, is not liable to in-

jury by the twisting effect due to the motion of the horse.

H H are the shafts, which may form part of or are connected to the rear axle. Near the forward end of each shaft I provide a joint, I, so as to allow the end of the shaft H to have a certain amount of motion, the object being to prevent the motion of the horse from lifting the sulky bodily up and down. The joint may be such as to allow a sidewise as well as an up-and-down motion.

J is the adjustable stirrup, arranged and adapted to operate similar to that described in Letters Patent granted to me, and numbered 244,404, July 19, 1881.

K is a saddle or other form of seat arranged upon and fastened to the braces connecting the axles over the back of the horse.

I claim as my invention—

1. A trotting-sulky having four wheels and two axles, said axles arched to pass over the body of the horse and secured together by means of braces, substantially as described.

2. In a trotting-sulky, axles having short horizontal arms at the extremities to receive the wheels, and their bodies arched to pass over the back of the horse and be secured together by means of braces, substantially as described.

3. A trotting-sulky in which the driver's seat consists of a saddle arranged upon the top of two axles arched to pass over the body of the horse, substantially as described.

4. A trotting-sulky in which the traction shafts are rigidly attached to the body of the sulky and are jointed near their forward ends in such a manner as to allow an up-and-down or lateral movement of the ends of the shafts, substantially as described.

5. In a trotting-sulky, the combination of the two axles C C, braces D, braces E, braces G, shafts H, joint I, and saddle K, substantially as described.

6. In a trotting-sulky, the combination of the axles C C, shafts H, joint I, braces D, braces E, braces G, saddle K, and removable stirrup J, substantially as described.

CHAS. F. STILLMAN.

Witnesses:

A. E. SAXTON,
W. A. FRENCH.