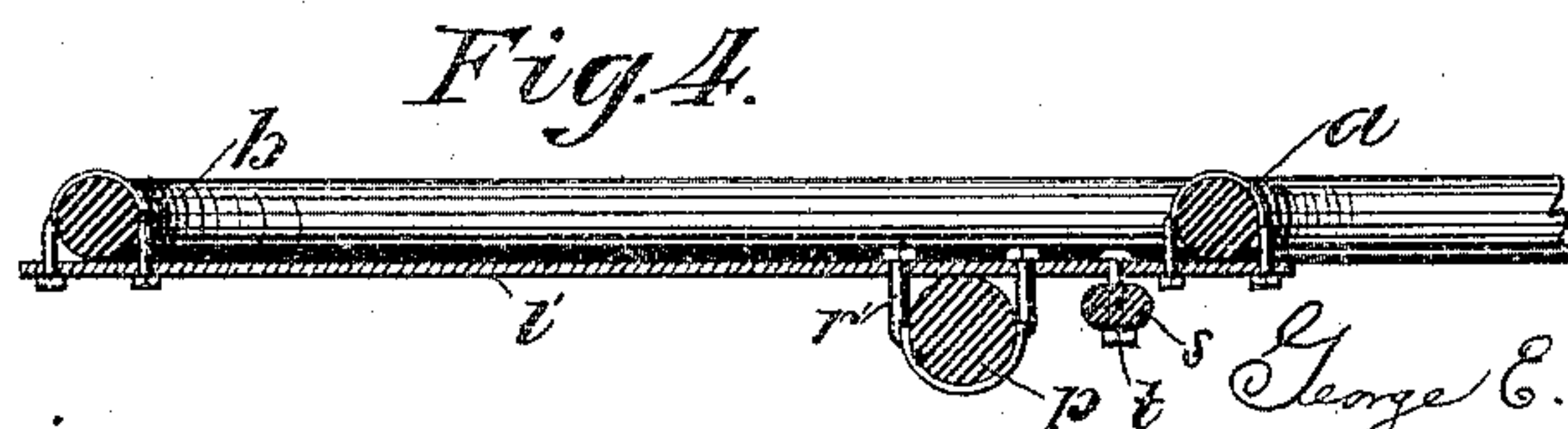
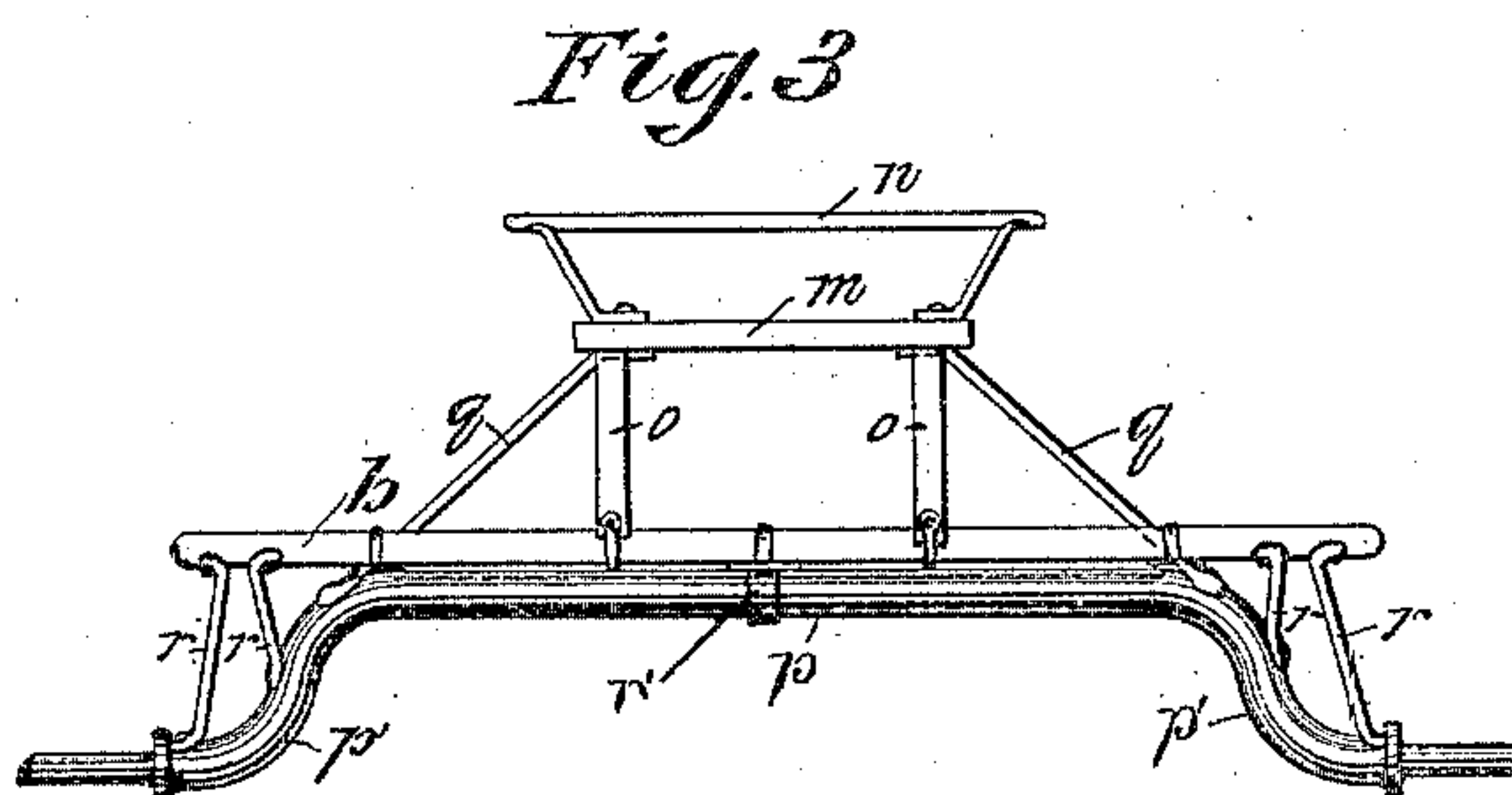
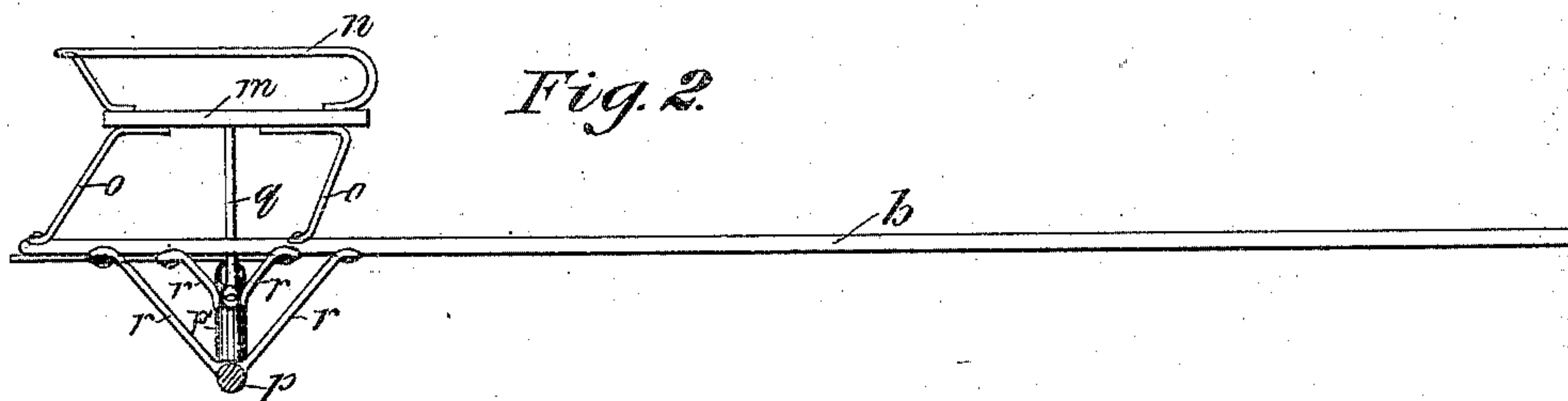
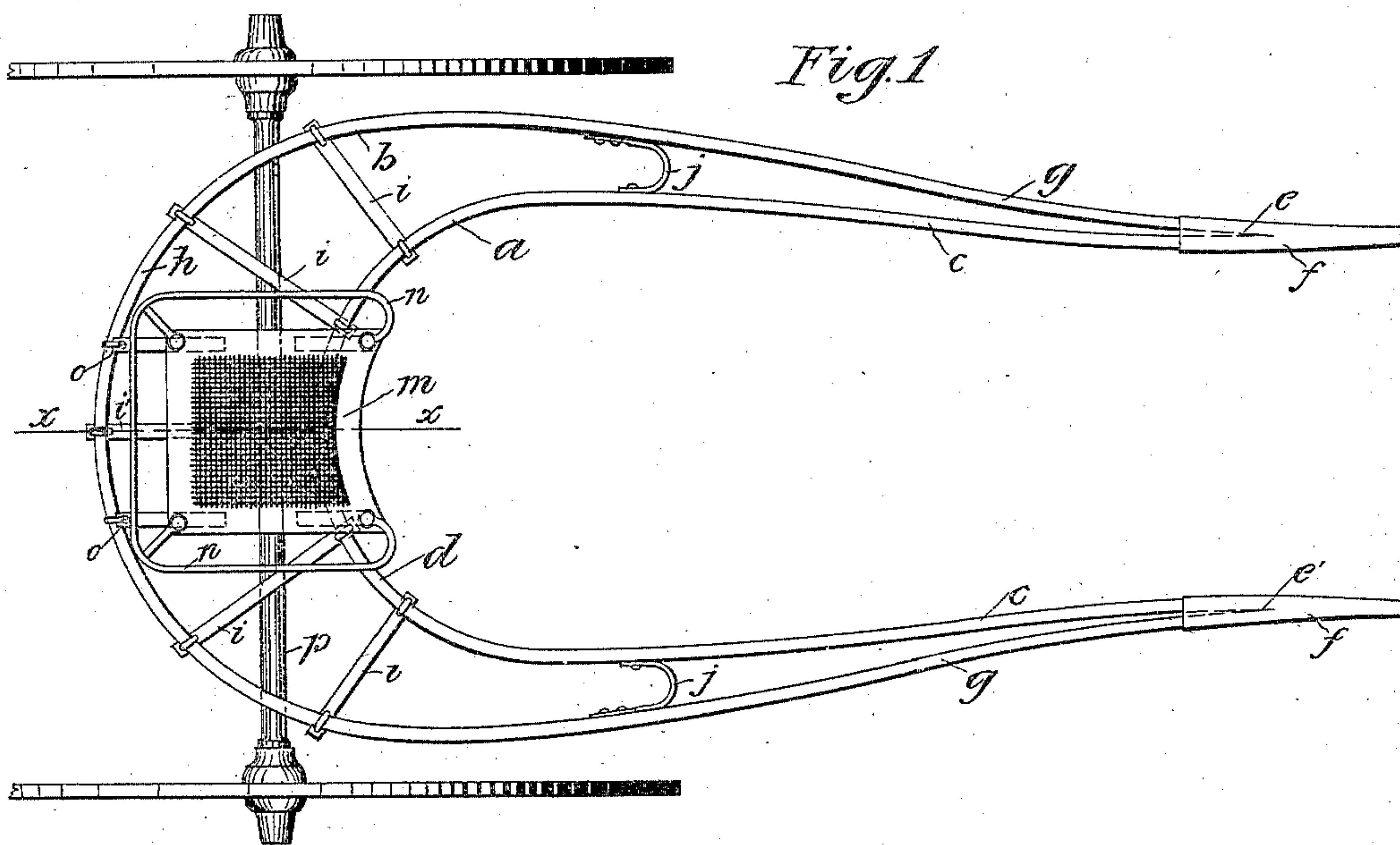


(No Model.)

G. E. TRIPP.
SULKY.

No. 445,758.

Patented Feb. 3, 1891.



Witnesses
Edw. A. Muir
J. P. Davis.

Inventor
George E. Tripp
per *Wm. D. Davis*
his Attorney

UNITED STATES PATENT OFFICE.

GEORGE E. TRIPP, OF STONINGTON, CONNECTICUT.

SULKY.

SPECIFICATION forming part of Letters Patent No. 445,758, dated February 3, 1891.

Application filed June 27, 1890. Serial No. 356,942. (No model.)

To all whom it may concern:

Be it known I, GEORGE E. TRIPP, a citizen of the United States, residing at Stonington, in the county of New London and State of Connecticut, have invented certain new and useful Improvements in Sulkies; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in road carts or sulkies, and the object sought to be accomplished is to produce a more simple, cheap, and light construction, and at the same time one which possesses great strength and durability.

With these ends in view my invention consists in certain peculiarities of construction and combinations of parts more fully described hereinafter, and pointed out in the claims.

Referring to the accompanying drawings, making part of this specification, Figure 1 is a plan view of my complete structure; Fig. 2, a side elevation; Fig. 3, a rear view, and Fig. 4 a section through line $x x$ of Fig. 1.

The main feature of this invention consists in the peculiar construction of the shafts or thills, and they consist of a pair of truss-rods $a b$, each consisting of a single piece or strip of suitable wood bent to the proper shape. The truss a consists of the substantially parallel portions c and the curved connecting bow or arch d at the rear, and the piece b is similarly formed of the shaft portions g and bow h , but is much wider and larger and entirely incloses the piece a , the distance between the two bows or arches at the rear being great enough so that they form a suitable support for the seat. The shaft ends of these trusses a and b converge toward their forward ends and meet at $e e'$, where they are connected and secured together by means of sleeves or ferrules f , fitting over them and constituting the shaft-tips.

The bows or arches d and h at their rear are connected by a series of cross rods or braces i , and foot-rests j are also provided, which are secured across between the rear ends of the shaft portion of the truss-rods.

The seat is of ordinary construction, and

consists of the bottom m and side rail n , and it is supported upon the rear bowed portions of the truss-shafts by rods o , secured to the latter and to the under side of the bottom m . The seat is also supported by long rods q , secured directly to the axle p at the opposite ends of the same and fastened to the bottom of the seat between the side supports o , thus bringing said seat directly over the axle-tree p , whence the weight of the rider is equally balanced.

The axle-tree is of the bent kind, and the sulky-body—*i. e.*, the truss-shafts and seat—is mounted upon and supported by it by means of rods r , connecting the bows d and h and the downwardly-curved ends p' of said axle-tree.

The central straight portion of the axle-tree extends along beneath the cross-braces i , and is secured to the central one i' by a clip r' . It is by means of this fastening that the "gather" of the wheels is obtained, for, having been rigidly secured at either end, the axle can be sprung forward or back at its center until the proper adjustment of the wheels is obtained, and this point marked on the central cross-piece i' , after which suitable holes can be bored for the clip and the latter applied, rigidly securing the axle in position. The whiffletree s is also fastened to this cross-piece i' , beneath the same, by means of the pivot t .

The shaft-trusses each being formed in one piece, they can be conveniently and cheaply manufactured, and when suitably connected by brace-rods possess great strength and durability, at the same time forming an exceedingly light structure. The whole arrangement, in fact, is exceedingly simple, containing a comparatively small number of parts, together constituting an inexpensive and stable construction.

I am aware that sulkies have before been used in which shafts consisting of a pair of truss-rods, suitably connected at their outer ends, have been employed, and I do not broadly claim this arrangement; but I am not aware that it is old to form the shaft-trusses and connecting-bows at the rear of single pieces bent to the proper shape and suitably connected by cross-rods.

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

1. In a sulky, truss shafts or thills, each
5 consisting of a single piece forming shaft ends and a connecting bow or arch at the rear end, and one inclosing the other, suitable cross-
rods connecting the bowed portions, a seat
supported by the latter, and suitable supports
10 between them and the axle-tree, substantially as described.

2. In a sulky, the combination of a pair of
truss-rods forming the thills and body por-

tion of the vehicle, cross-braces connecting
said rods, and the axle-tree rigidly connected 15
at its opposite ends to said body portion and
at its center to the central cross-brace of the
same, substantially as and for the purpose
described.

In testimony whereof I affix my signature in 20
presence of two witnesses.

GEORGE E. TRIPP.

Witnesses:

WARREN W. PACKER,
FRANK W. BATTY.