

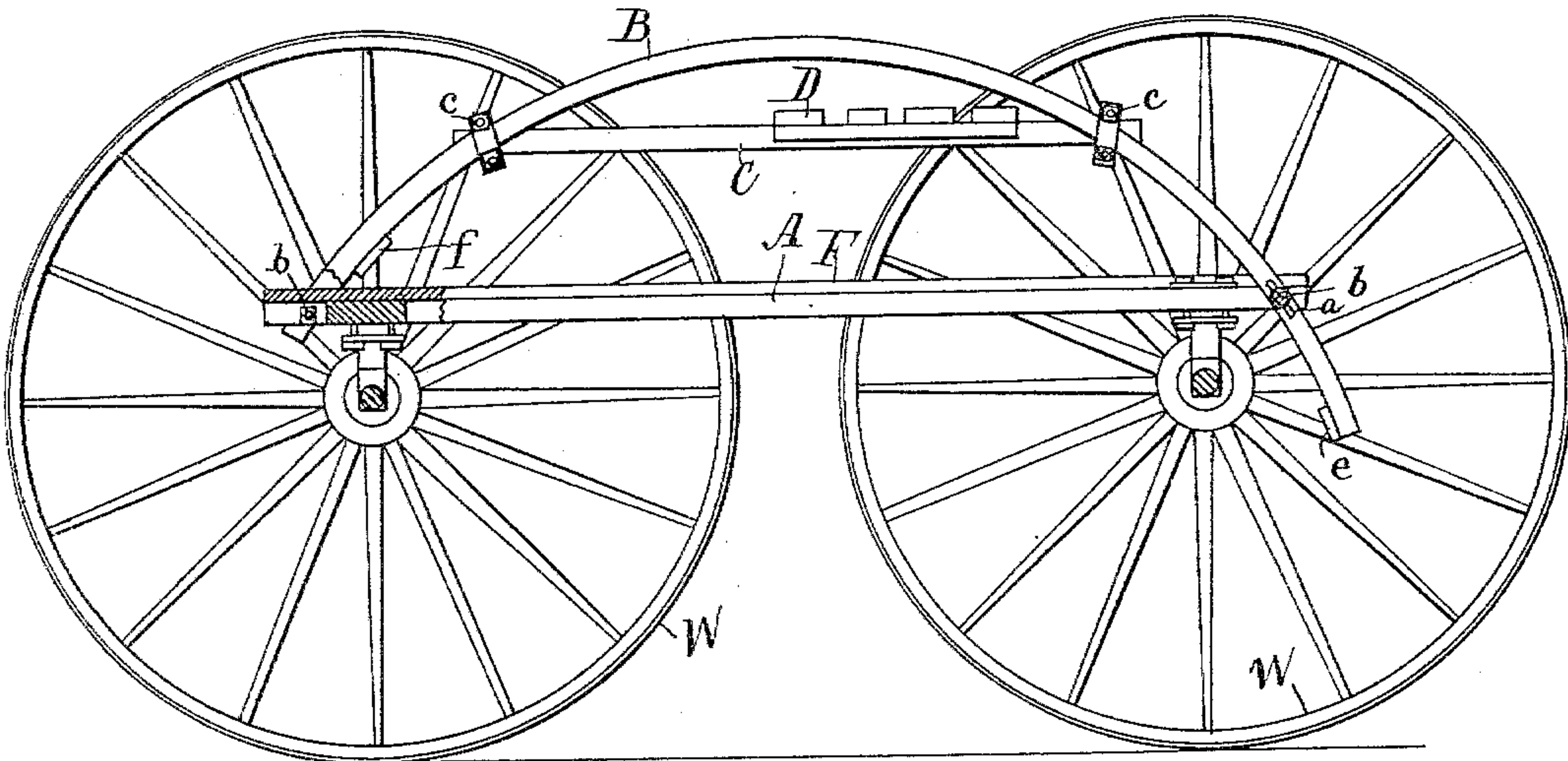
(No Model.)

F. A. CLARK.  
WAGON FOR TRAINING HORSES.

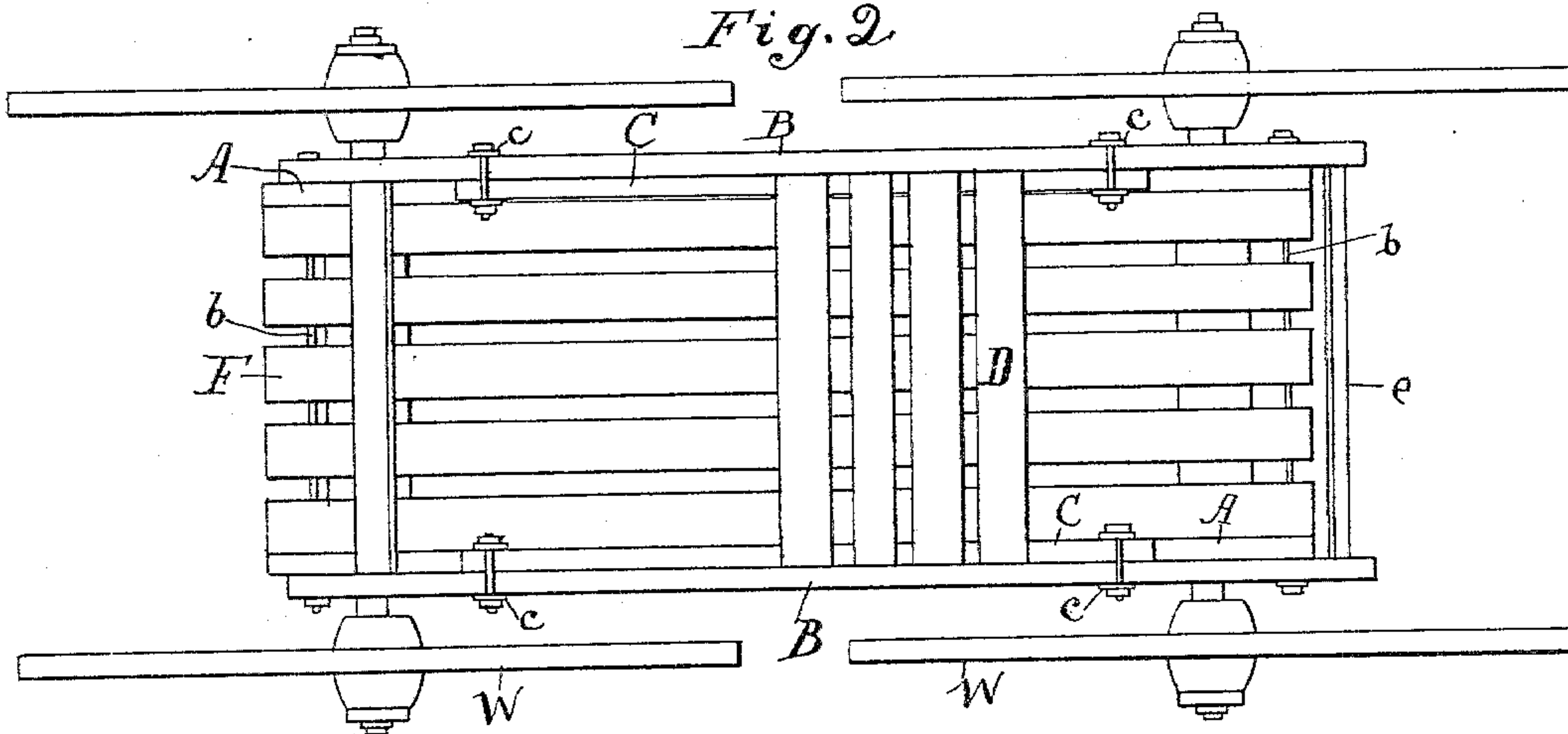
No. 566,560.

Patented Aug. 25, 1896.

*Fig. 1.*



*Fig. 2.*



Witnesses:  
James E. McDowell  
William J. Gato

Inventor:  
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# UNITED STATES PATENT OFFICE.

FREDERIC A. CLARK, OF PORTLAND, MAINE.

## WAGON FOR TRAINING HORSES.

SPECIFICATION forming part of Letters Patent No. 566,560, dated August 25, 1896.

Application filed December 23, 1895. Serial No. 573,012. (No model.)

*To all whom it may concern:*

Be it known that I, FREDERIC A. CLARK, a citizen of the United States, residing at Portland, in the county of Cumberland and State of Maine, have invented certain new and useful Improvements in Wagons for Training Horses; 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 improved sulky for driving and training young horses, although it is well adapted for general use.

The objects of the invention are to construct a sulky which can be easily mounted from the rear and from other points, which will enable the driver to hold himself in by furnishing a convenient purchase for his hands or knees, and finally which may be easily fitted to an ordinary running-gear. I accomplish these objects by means of the device which will be fully described and illustrated hereinafter.

My invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of my sulky, showing the wheels on one side cut away; and Fig. 2 is a plan or top view of the same.

The flat and open body F, with its side-bars A, is suitably mounted on four wheels *w* in any well-known manner.

To the sides of the body, namely, to the side-bars A, I secure two arch-shaped bars B, one on each side. Their ends are secured to the body by rods *b*, and the rear ends of the bars B extend back of and below the rear end of the body for the purpose of supporting a foot-bar or step *e*, which connects the rear ends of the bars B.

A second foot-bar *f* connects the forward ends of the bars B to furnish a rest for the feet when driving.

A sliding seat D is mounted on the seat-bars C, which are secured in a substantially horizontal position on the bars B some distance below the crown of the arch. In securing the seat-bars to the bars B, I make use of the clamps *c c*, so that the position of the seat-bar can be readily changed as to its

height or inclination. The rear rod *b* passes through a slot *a* in the bar B.

From the foregoing description of my device its advantages and mode of operation will be readily seen. The sulky is easily mounted by means of the rear foot-bar *e*, the arched bar B being in a convenient position to be grasped by the hand. The seat D may be drawn forward or pushed back and when in position on the seat the knees of the driver come naturally under the arched bars B, and he is thus enabled to hold himself in should the horse become unruly. Again, the seat-bars C can be easily fastened at any height or any inclination and this enables each driver to adjust the seat to suit himself. The play of the rod in the slot *a* gives the bars B a slight spring in addition to the elasticity of the springs on which the body may be mounted.

The position of the arched bars enables the driver to easily jump out over the side, grasping the bar with his hand, and he can get out at the front with equal ease.

The sulky thus constructed is cheaply made and it forms a comfortable and easy-riding vehicle as well as an effective one in which to train horses.

I claim—

1. The herein-described training-sulky consisting of a flat and open body suitably mounted on four wheels, an arch-shaped bar B secured to each side of said body and having its rear end extending beyond and below the rear of said body, a foot-bar or step connecting the rear ends of said bars B, a seat-bar secured to each of said bars B and a sliding seat resting thereon.

2. The herein-described training-sulky consisting of a flat and open body suitably mounted on four wheels, an arch-shaped bar B secured to each side of said body, a seat-bar secured to each of said arch-shaped bars and a sliding seat resting thereon.

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

FREDERIC A. CLARK.

Witnesses:

S. W. BATES,

E. DUDLEY FREEMAN.