

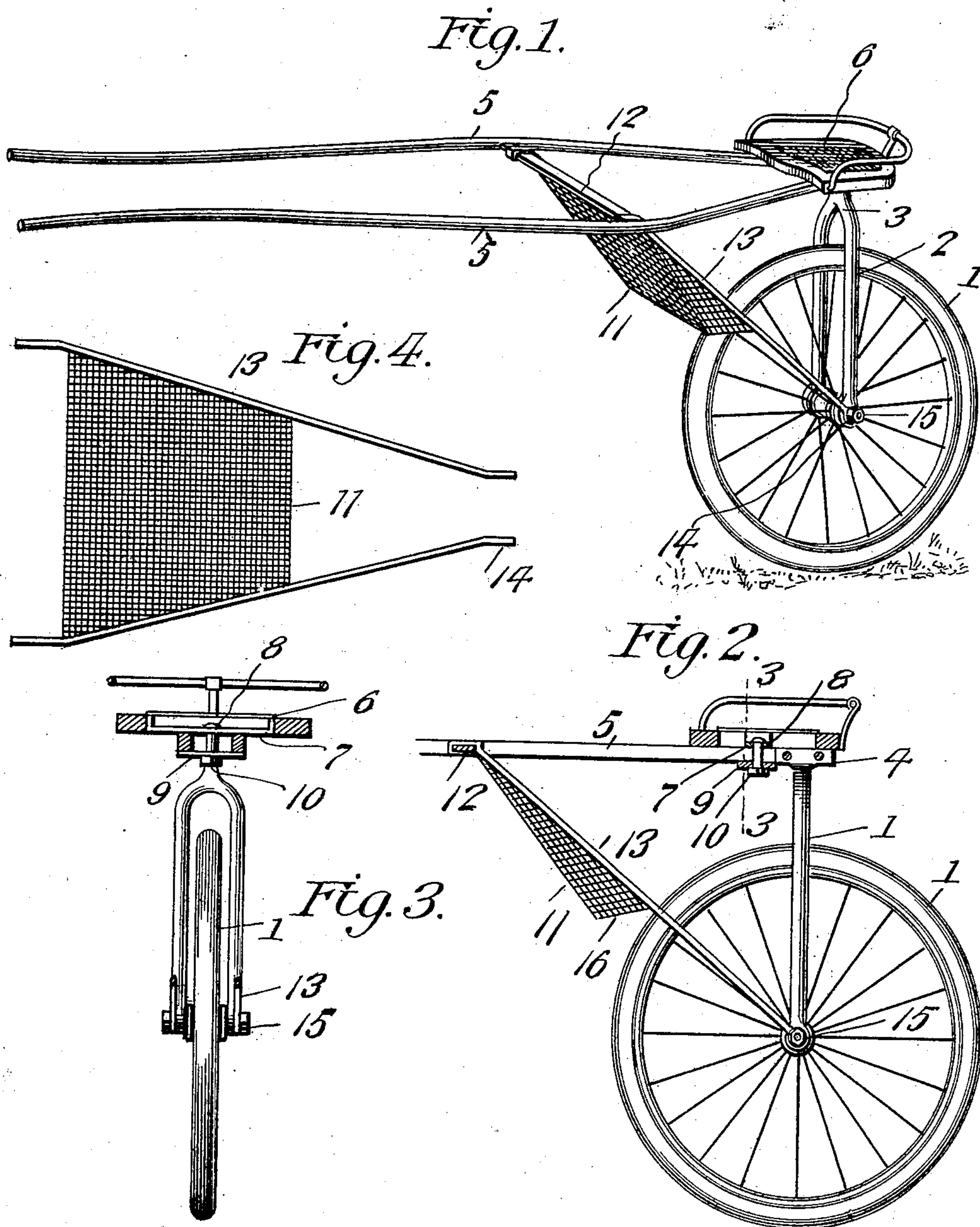
T. WILSON.

SULKY.

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915,008.

Patented Mar. 9, 1909.



WITNESSES:

Geo. Ackerman
Wm. Smith

INVENTOR

Thomas Wilson

By

Victor J. Evans

Attorney

UNITED STATES PATENT OFFICE.

THOMAS WILSON, OF NEW HAVEN, CONNECTICUT.

SULKY.

No. 915,008.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, THOMAS WILSON, a citizen of the United States, residing at New Haven, in the county of New Haven and State of Connecticut, have invented new and useful Improvements in Sulkies, of which the following is a specification.

This invention relates to sulkies, the object of the invention being to provide a one-wheel sulky of light weight, comprising a minimum number of parts and made very compact and thoroughly braced, doing away with all lateral projections of every kind and reducing to a minimum the liability of handicapping a horse being pocketed by the bunching of the leading horses.

With the above and other objects in view, the invention consists in the novel construction, combination and arrangement of parts, hereinafter more fully described, illustrated and claimed.

In the accompanying drawings, Figure 1 is a perspective view of the sulky embodying the present invention. Fig. 2 is a sectional side elevation of the same. Fig. 3 is a vertical cross-section on the line 3—3 of Fig. 2. Fig. 4 is a detail plan view of the guard or screen.

In carrying out the present invention, a single wheel 1 is employed, and the same is mounted in a fork, the blades 2 of which meet in a crown 3 having a head 4 which is flat on its opposite sides and is securely held between the parallel rear extremities of the thills 5, the rear ends of the thills being flattened and located on opposite sides of the flat head 4 of the fork crown and being riveted, bolted or otherwise firmly secured thereto so as to prevent any relative twisting movement between the thills and the fork which carries the single wheel 1.

6 designates the rider's seat, which may be of any preferred construction, said seat being provided on its under side with a cross-bar 7 which rests upon the thills 5 just in advance of the head 4 of the crown 3 of the fork. Passing through the cross-bar 7 is a clamping bolt 8 which extends downward between the thills 5, through a plate 9 which extends across underneath and bears against the thills 5, the bolt 8 being provided with a nut 10 which screws up firmly against the bottom of the plate 9 and securely holds the seat to the thills and, at the same time, serves as an additional brace for the thills to prevent the same from twisting.

11 designates a guard or screen having its upper end secured to a cross-bar 12 which is connected firmly at its opposite ends to the thills 5, as shown in Figs. 1 and 2. The opposite side edges of the guard 11 are secured to braces 13 which extend from the cross-bar 12 downward and are provided at their rear extremities with eyes 14 which are received over the axle of the wheel 1 and held by means of nuts 15.

The construction above described provides a light, strong and compact sulky of narrow gage which will reduce the chances of the horse being pocketed as far as possible.

The bottom portion of the guard 11 may be flanged and extended backward to form a foot rest 16, the cross-bar 12 also forming a foot rest or heel brace. Either of said foot rests may be employed by the jockey, according to preference.

I claim:

1. A one-wheel sulky comprising a single supporting wheel, a fork in which said wheel is journaled, said fork being provided with a flat head or crown, thills having their rear ends firmly secured to opposite sides of said flat head or crown, a seat comprising a cross-bar bolted firmly across the thills, and a guard comprising a body part, a cross-bar connecting the thills and forming a support for the upper edge of the guard, and braces connecting said cross-bar with the axle of the wheel and having the sides of the guard secured thereto, substantially as described.

2. A one wheel sulky comprising a single wheel, a fork carrying said wheel and provided with a flat head extending longitudinally of the sulky, thills having their rear ends flattened and firmly secured to opposite sides of said flat head, a seat comprising a cross-bar resting on the thills in advance of the head of the fork, a plate extending across the bottoms of the thills, a bolt connecting said plate and cross-bar of the seat, and a combined guard and brace extending between the axle and the thills in advance of the seat, substantially as described.

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

THOMAS WILSON.

Witnesses:

ALICE M. STILES,
CATHERINE BADER.