(No Model.) 2 Sheets—Sheet 1.

# W. A. OSTMIRE.

## POLE SULKY.

No. 283,722. Patented Aug. 21, 1883.

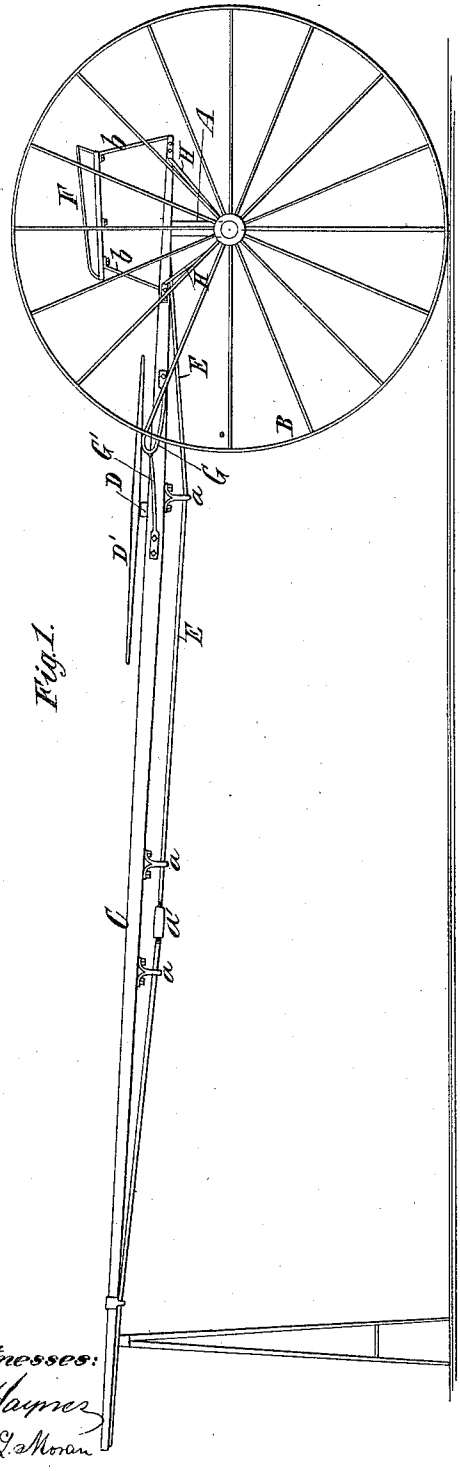


Fig. 1.

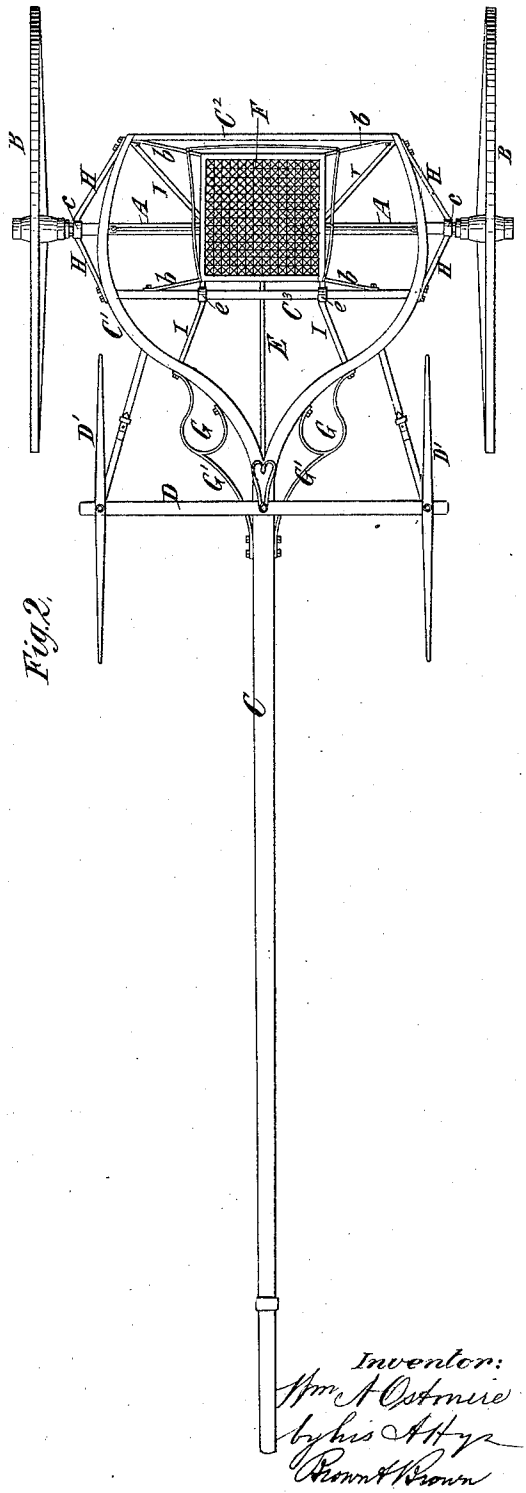


Fig. 2.

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(No Model.) 2 Sheets—Sheet 2

# W. A. OSTMIRE.

## POLE SULKY.

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Fig. 3.

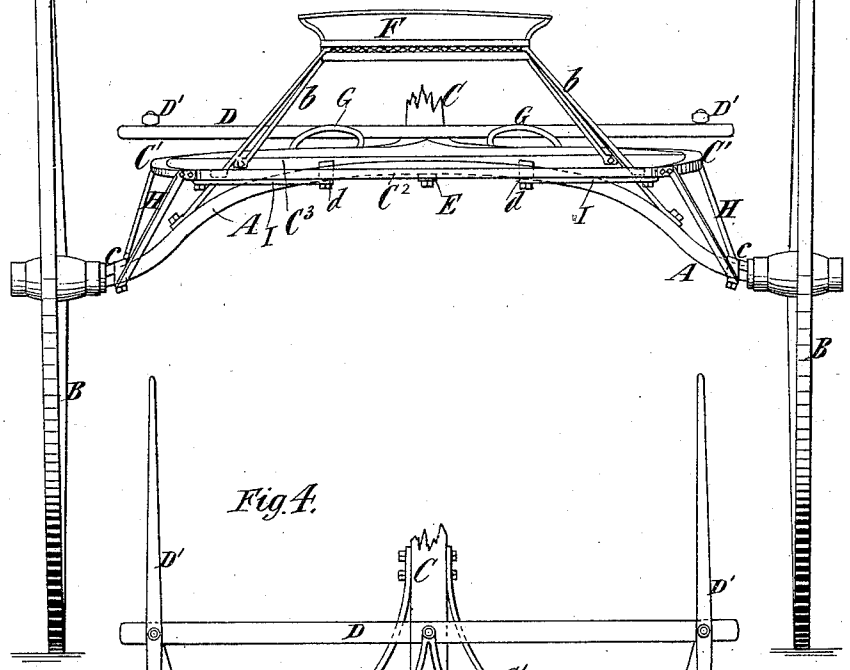
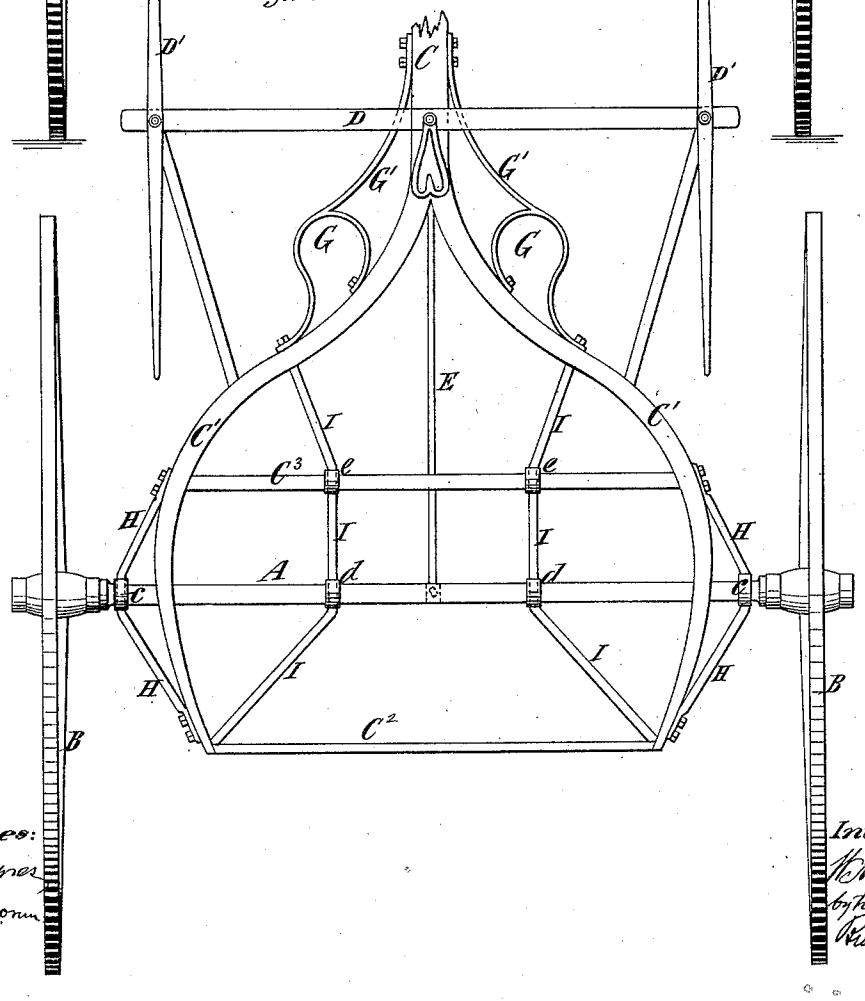



Fig. 4.




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# UNITED STATES PATENT OFFICE.

WILLIAM A. OSTMIRE, OF BROOKLYN, ASSIGNOR TO HENRY BREWSTER, JOHN W. BRITTON, AND CHANNING M. BRITTON, ALL OF NEW YORK, N. Y.

## POLE-SULKY.

SPECIFICATION forming part of Letters Patent No. 283,722, dated August 21, 1883.

Application filed June 14, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM A. OSTMIRE, of the city of Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in Pole-Sulkies, of which the following is a specification.

My invention consists in the combination, with a sulky-axle, of a pole forked or bifurcated at the back end and having the side portions formed by such fork or bifurcation connected with the axle, and a back bar connecting the rear ends of said side portions. In connection with said forked or bifurcated pole I may employ a front bar, connecting said side portions forward of the axle, and I prefer to employ both said back bar and front bars.

The invention also consists in the combination of a novel system of braces with the above-described axle, forked or bifurcated pole, and back and front bars, as hereinafter particularly described and claimed.

The invention also consists in the combination, with a sulky axle and pole, of a truss rod or brace extending on the under side of the pole to the axle, and provided with a turn-buckle or other means for varying its tension.

In the accompanying drawings, Figure 1 is a side elevation of a pole-sulky embodying my invention. Fig. 2 is a plan thereof. Fig. 3 is an end elevation of the sulky on a larger scale; and Fig. 4 is a plan thereof on the same scale as Fig. 3, but with the seat removed.

Similar letters of reference designate corresponding parts in the several figures.

A designates the axle, which is elevated between the wheels B; and C designates the pole, to which are attached the double-tree D and whiffletrees D′, in the usual manner. The pole C is forked or bifurcated near its back end, as shown clearly in Figs. 2 and 4, and the two side portions, C′, formed by such fork or bifurcation, are bent or curved so that they extend outward or apart nearly to the wheels, and, as here shown, behind the axle they curve inward slightly or toward each other. The ends of the side portions, C′, are connected by a back bar, $C^2$, behind or in rear of the axle A, and they are also connected in front of the axle by a front bar, $C^3$. In some cases one or the other of these bars may be dispensed with; but I prefer to employ them both. The fork or bifurcation of the pole may be produced either by making a long pole, slitting it for a considerable distance from its rear end, and bending the portions formed by such slitting over a suitable former; or bent or sawed pieces C′, of suitable shape, may be spliced to the rear end of the straight pole. The former plan is adopted in the construction shown.

From or near the front end of the pole C there extends a brace or truss rod, E, to the axle A. This rod is held at a distance from the pole, between its ends, by posts or struts *a*, and the rod is made in two sections, which are connected by right and left screw-threads and a turn-buckle, *a′*, or by any other suitable devices, for increasing or varying the tension of the rod. The rod E, in connection with the pole, forms a truss, which imparts stiffness to the pole and enables a light pole to be used. I may use this truss-rod in connection with an ordinary pole connected with the axle in any suitable way, instead of the bifurcated or forked pole here shown.

F designates the seat, which is supported in the usual way by braces *b*, and which forms no part of my invention.

G designates the stirrups, which are attached to the curved side portions, C′, of the pole, and from the curved outer sides of which braces G′ extend to and connect with the pole.

Upon the axle A, near the wheels B, are clips *c*, and from these clips braces H extend forward and rearward, and are connected to the side portions, C′, of the pole. Upon the axle A, near its middle, are clips *d*, and upon the front bar, $C^3$, are similar clips, *e*. Braces I extend from the junction of the side portions, C′, with the back bar, $C^2$, to the clips *d*, from them to the clips *e*, and thence to the side portions, C′, forward of the front bar. Indeed, the front ends of the braces I may extend through the side portions, C′, and have the stirrups G secured upon them by nuts.

By my invention I provide a pole-sulky of light and graceful construction, and which, withal, possesses great strength. The fork or bifurcation of the pole, with the side portion, C′, connected with the axle by the braces H and I, forms a very strong connection between the pole and axle, and the truss-rod E greatly strengthens the pole. If, as I have before sug-

gested, the front bar, $C^3$, be not used, the braces I would extend from the clips *d* directly to the side portions, C′; or if the back bar, $C^2$, be dispensed with, the braces I should connect with the side portions, C′, at or near their rear ends.

If desired, the connections between the side pieces, C′, and axle A may be formed direct by clips, instead of by braces H and clips.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination, with a sulky-axle, of a pole forked or bifurcated at the back end, and having the side portions formed by such fork or bifurcation connected with the axle, and a back bar connecting the rear ends of said side portions, substantially as described.

2. The combination, with a sulky-axle, of a pole forked or bifurcated at the back, and having the side portions formed by such fork or bifurcation connected with the axle, and a front bar connecting said side portions forward of the axle, substantially as described.

3. The combination of the axle A, the pole C, provided with side portions, C′, and the back and front bars, $C^2$ $C^3$, connecting said side portions behind and in front of said axle, substantially as described.

4. The combination, with the axle A and the pole C, having side portions, C′, formed by the fork or bifurcation of the pole, of the braces H and clips *c*, connecting said braces with the axle, substantially as described.

5. The combination, with the axle A and the forked or bifurcated pole C C′, of the back bar, $C^2$, and the braces I, connected with the side portions, C′, at their junction with the back bar, and also connected with the axle, substantially as described.

6. The combination, with the axle A and the forked or bifurcated pole C C′, of the back and front bars, $C^2$ $C^3$, and braces I, extending from the side portions, C′, at or near their junction with the back bar, $C^2$, to the axle, thence to the front bar, $C^3$, and thence to the side portions, C′, forward of said bar, substantially as described.

7. The combination, with the axle, the pole C C′, and the back and front bars, $C^2$ $C^3$, of the braces H and clips *c*, connecting said axle directly with the side portions, C′, and the braces I, connecting said axle and front bar with the said side portions, C′, substantially as described.

8. The combination, with a sulky axle and pole, of a truss rod or brace extending on the under side of the pole to the axle, and provided with means for varying its tension, substantially as described.

Witnesses: WM. A. OSTMIRE.
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