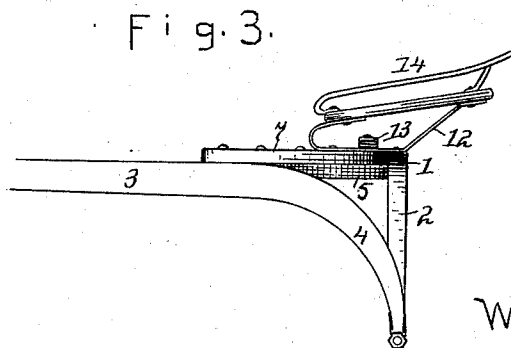
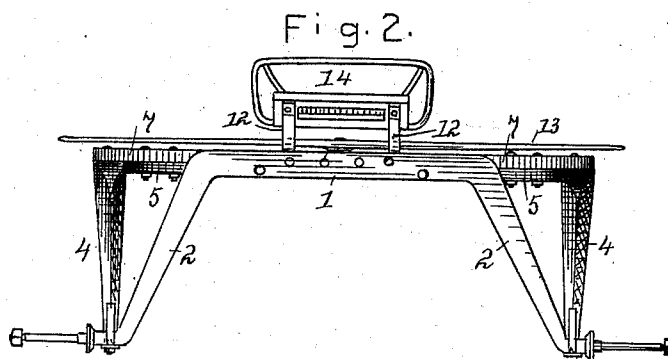
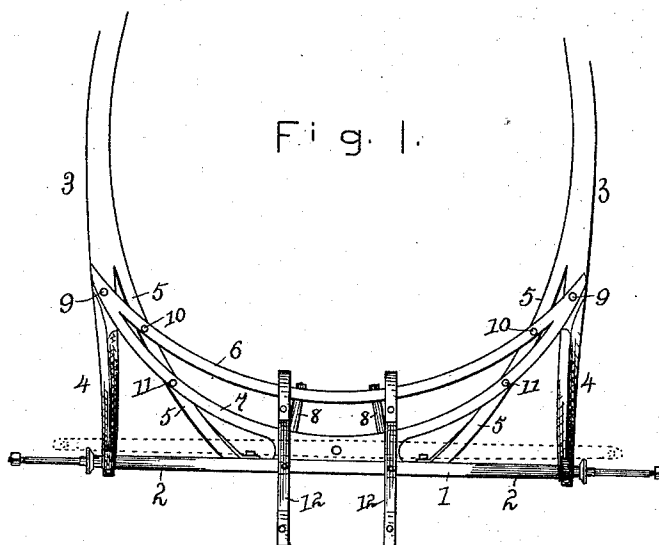


(No Model.)

W. J. WAYNE.
SULKY.

No. 475,991.

Patented May 31, 1892.



ATTEST
Helen Graham
William Graham

INVENTOR
W. J. WAYNE
by his attorney
L. P. Graham

UNITED STATES PATENT OFFICE.

WILLIAM J. WAYNE, OF DECATUR, ILLINOIS.

SULKY.

SPECIFICATION forming part of Letters Patent No. 475,991, dated May 31, 1892.

Application filed March 18, 1892. Serial No. 425,435. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. WAYNE, of Decatur, in the county of Macon and State of Illinois, have invented certain new and useful Improvements in Sulkies, of which the following is a specification.

This invention relates to the inside gear of sulkies. It is designed to provide a stiff and very compact structure that will permit free hock action with a close hitch, and it is embodied in the details of construction and combinations of parts hereinafter set forth and claimed.

In the drawings accompanying and forming a part of this specification, Figure 1 is a plan of a gear embodying my invention, the seat being removed to better show the gear and obvious non-essentials being omitted. Fig. 2 is a rear view of the invention, and Fig. 3 is a side view of the same.

The axle is doubly cranked in substantially right lines. The side parts 2 rise obliquely from the spindles and are connected by horizontal portion 1. The shafts 3 bend downward at 4 in the customary manner and are secured to the axle, as shown. The stays 5 extend obliquely inward and rearward from the shafts to the axle, following the plane of the horizontally-straight parts of the shafts, and they are secured at their ends to the shafts and axle, respectively, in any desirable manner. A curved truss is formed of bars 6 and 7, connected together at their ends and provided with struts 8, and such truss is secured at its ends to the shafts, as seen at 9, at its center to the part 1 of the axle, and at intermediate points to stays 5, as seen at 10 and 11. The straps 12 are secured to the truss and their ends, extending upward, pro-

vide supports for seat 14, while permitting free action of the singletree 13.

The gear is all in front of the axle and very compact, and the form of the axle gives an abundance of room for hock action.

The stays 5 brace the shafts against independent horizontal motion, while the truss augments the effect of the stays and also stiffens the shafts against independent vertical motion.

I claim as new and desire to secure by Letters Patent—

1. The sulky-gear composed of the doubly-cranked axle, the shafts having their rear ends curved downward and secured to the axle, the stays running obliquely from the shafts to the upper part of the axle, and the curved truss-frame secured at its middle to the axle, at its ends to the shafts, and at intermediate points to the stays, substantially as set forth.

2. The sulky-gear composed of the doubly-cranked axle, the shafts having their rear ends curved downward and secured to the axle, the stays running obliquely from the shafts to the upper part of the axle, the curved truss-frame secured at its middle to the axle, at its ends to the shafts, and at intermediate points to the stays, the straps secured to the truss and supporting the seat on their upwardly-extended ends, and the singletree under the seat and inside the straps, substantially as set forth.

In testimony whereof I sign my name in the presence of two subscribing witnesses.

WILLIAM J. WAYNE.

Attest:

ISAAC H. PUGH,
ALETHEA E. FULLER.