D. G. HUSSEY.

Sled.

No. 51,188. Patented Nov. 28, 1865.

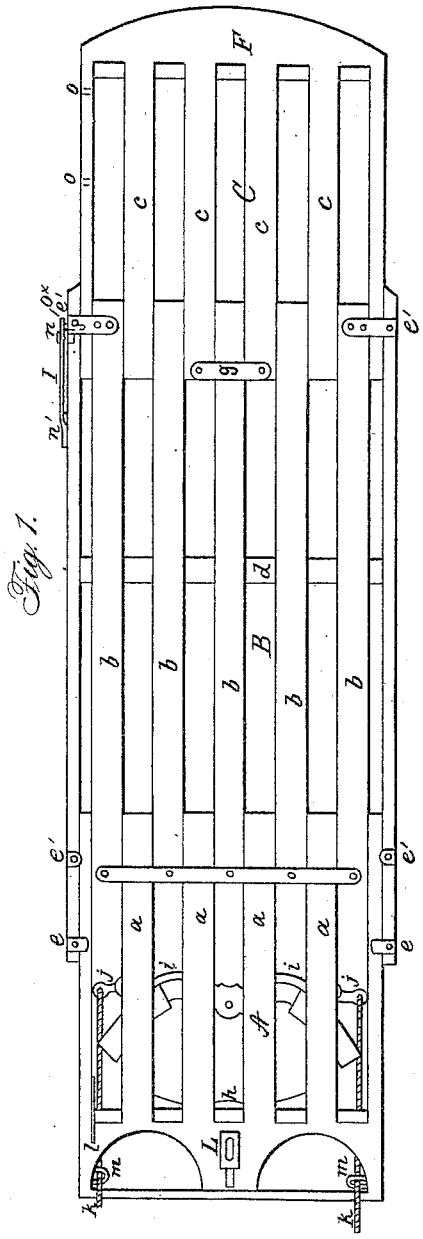

Fig. 1.

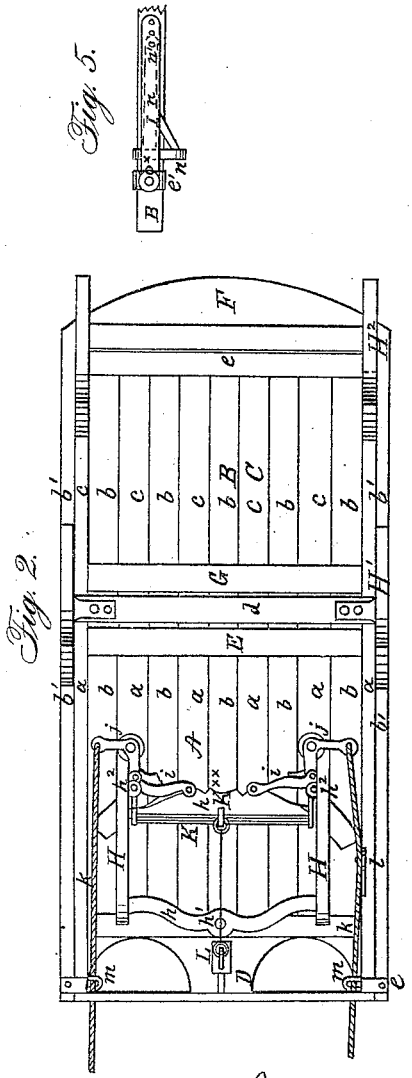

Fig. 2.

Fig. 5.

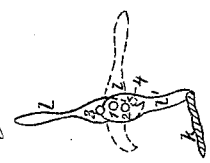

Fig. 6.

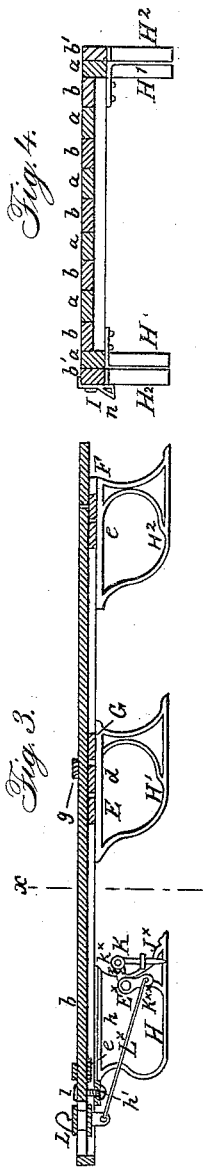

Fig. 4.

Fig. 3.

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DAVID G. HUSSEY, OF NANTUCKET, MASSACHUSETTS.

IMPROVED CHILD'S SLED.

Specification forming part of Letters Patent No. **51,188**, dated November 28, 1865.

To all whom it may concern:

Be it known that I, DAVID G. HUSSEY, of Nantucket, in the county of Nantucket and State of Massachusetts, have invented certain new and useful Improvements in Children's Sleds; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan view of my invention in an extended state. Fig. 2 is an inverted plan of same in a closed or contracted state. Fig. 3 is a longitudinal central vertical section corresponding with Fig. 2. Fig. 4 is a transverse vertical section through line X of Fig. 3. Fig. 5 is a side view of the device for locking the sled in an extended or contracted state. Fig. 6 is a detached side view of a jointed lever, used in actuating the steering device.

Similar letters of reference indicate like parts in the several figures.

The first part of my invention relates to extension-sleds, such as constitute the subject-matter of the first clause of the claim of my Letters Patent No. 48,178; and it consists in a novel device for locking the sled in an extended or contracted state.

The second part of my invention consists in a novel construction of the steering apparatus applicable to all children's sleds.

The third part of my invention consists in an improvement in the device for stopping or checking the speed, applicable to all children's sleds.

To enable others skilled in the art to construct my invention and apply it to use, I will proceed to describe the construction and operation, having reference to the drawings.

The top of the sled represented is constructed, as described in my hereinabove-mentioned Letters Patent, of three parts, A, B, and C, which are composed, respectively, of a series of parallel bars or slats, *a b c*, so arranged and disposed that the slats or bars of the parts A and C will slide each one-half the distance between the bars of the central part, B. The slats of the several parts are plain on their edges, and fit easily against each other, as shown in Fig. 4.

The slats of part A are connected at the front end to the foot-board D, and at the other end by a cross tie or bar, E, underneath.

The slats of part C are connected in a similar manner to the tail-board F at one end, and to a cross-tie, G, underneath, at the other end, having a metal plate, *g*, secured to the upper surface of the two central slats *c*, on their inner end, said plate resting on the central slat *b* of the part B.

The slats of the central part, B, of the sled are connected at their middle by a cross-beam, *d*, running the entire width of said part, and mortised into the side pieces, *b' b'*. The ends are connected by two cross-ties, *e e*, underneath, which run only to the edge of the second slat from the side, one on each side, the remainder of the distance being connected from cross-tie *e* to side bars, *b' b'*, by a rigid metallic strap, *e' e'*. By this arrangement the top of the sled may be extended to any desired length, somewhat similar to the frame of an extension-table.

Each of the parts A, B, and C, is supplied, respectively, with a pair of runners, H, H', H², which may be of metal, wood, or metal and wood, whichever may be preferable to the builder thereof. The first set of runners, H, are movable on a pivot, *h'*, and are used for steering the sled. The back end of the frame, *h*, of said runners is connected, by rods *i i*, to bell-crank levers *j j*, pivoted to the under side of slats *a a*, and connected, by a cord, *k k*, to jointed levers *l l'*, one of which is intended to be placed on each side of the front sled, A, and is constructed of two parts, *l* and *l'*, the former of which answers as the handle, and is above the upper part of the sled and pivoted to the lower part, *l'*, at 1. The lower part of the lever is pivoted at 2 to the edge of the outer slat of part A of the sled, and the two parts are prevented from moving farther past each other than the position shown in Fig. 6, forming a single lever by the part *l*, with the small pin 3 coming against a corresponding butt or stop on part *l'*, and the pin 4 on part *l'* coming against a stop on part *l*. Instead of attaching the cord directly to these levers, it may pass through the eyes *m m* in the foot-board to the driver's hands. The dotted lines of Fig. 6 show the upper part of the lever folded down when not required to be used.

I o^*, Figs. 1 and 5 is a lock device for securing the movable part of the top of the sled to any desired position, and for holding the parts of the sled closed or contracted when so desired. The pin or bolt o^* is secured to the free end of a spring, I, the other end of which is firmly secured to the stationary part B of the top of the sled. This spring presses the pin o^* into any one of a series of holes, $o\ o$, provided in the movable parts A or C of the top of the sled, which may be opposite to the said pin, when the spring I is not held out of the same by a wedge, n, which has a limited movement in an upward and downward direction on a center, n', and when the wedge is at its lowest position, and any one of the holes or cavities o opposite the opening in the part B, in which the pin slides, the pin will spring of itself into the cavity o; but when it is desired to move the part C, either to open or close it, the hand of the person using the sled may be placed on the lower side or base part of the wedge and sufficient force applied to press it upward, and by the increasing thickness of the wedge between the spring and the side of the part B draws the bolt or pin outward from the cavity o, and allows the movable portion of the sled to be moved in either direction. This locking device is intended to be applied to each end of the central part, B, of the sled.

The lever l is intended to be on each side of part A, and may either be made in one piece or jointed, so as to allow of its being folded down when the cord is alone used for steering, as girls may prefer the one method and boys the other.

J represents the brake or spur for stopping or checking the movement of the sled, composed of two spikes, J* J*, each connected to a lever, K, on a shaft, K*, which runs from one to the other of the runners H, and has a bearing in each. About the middle of the length of shaft K* is a third lever, K**, connected to a foot-catch, L, sliding in a slot near the center of the foot-board, by a wire or rod, L*. The spurs slide downward on each inner side of the runner H through small eyes h^2 h^2, and when they are not in action the spurs are withdrawn by the action of a spring, k^*, on one of the levers K. By shoving the foot-catch L forward by the foot, the spurs J* will be drawn down by the rod, wire, or cord L*, and made to penetrate the snow, earth, or ice sufficiently to check or retard the forward motion of the sled, or stop it entirely, if so desired. On relieving the foot-piece L from pressure with the foot the spurs are drawn up by the spring k^* free from the surface on which the runners may slide.

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

1. The combination of runners H H and pivoted frame h with the rods $i\ i$, bell-levers $j\ j$, constructed and operating substantially as herein described.

2. The jointed levers $l\ l'$, constructed and applied in combination with the sled and steering apparatus, and operating in the manner and for the purpose set forth.

3. The combination of sliding foot-piece L, lever K**, shaft K*, levers K K, spurs or spikes J* J*, and spring k^*, the whole constructed, arranged, and operating as herein described, and for the purposes set forth.

4. The latch or lock I o^*, for holding the sled when extended to any desired length, operated by the wedge n, applied and operating substantially as herein described.

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