(No Model.)

R. A. HALDEMAN.

SLED.

No. 265,062. Patented Sept. 26, 1882.

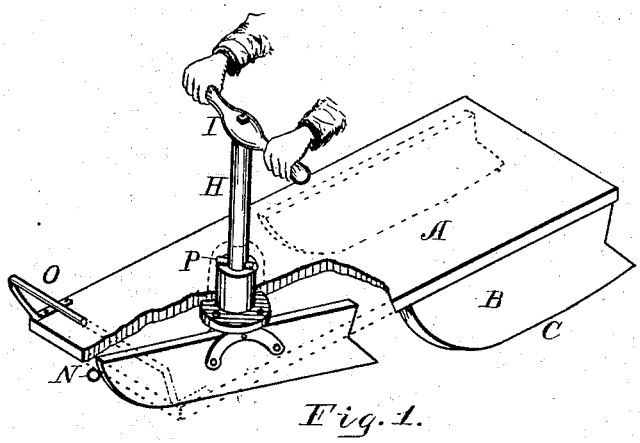

Fig. 1.

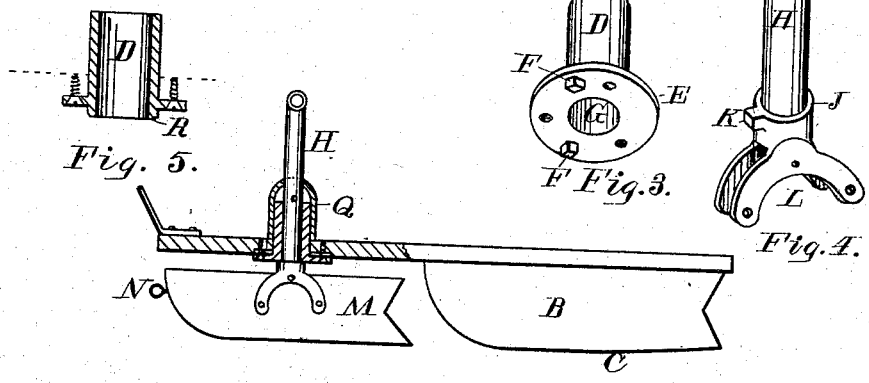

Fig. 5.

Fig. 2.

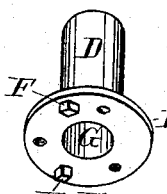

Fig. 3.

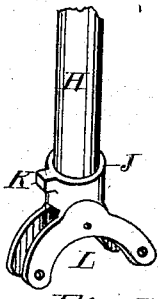

Fig. 4.

Witnesses:
Robert Kirk
Wm. Jones

Inventor:
R. A. Haldeman
by D. L. Parke
Atty

UNITED STATES PATENT OFFICE.

ROBERT A. HALDEMAN, OF CINCINNATI, OHIO.

SLED.

SPECIFICATION forming part of Letters Patent No. 265,062, dated September 26, 1882.

Application filed August 18, 1882. (No model.)

To all whom it may concern:

Be it known that I, ROBERT A. HALDEMAN, of Cincinnati, in the county of Hamilton and State of Ohio, have invented a new and useful Improvement in Sleds, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a perspective elevation of my improved sled with portion cut away. Fig. 2 is a side elevation, partly in section. Fig. 3 is an enlarged perspective view of the lower end of the boxing for the guide-spindle; Fig. 4, a perspective view of the lower end of the guide-spindle, and Fig. 5 a view of modified form of the boxing.

The object of my invention is to provide an improved coasting-sled; and it consists in having two runners at the rear end firmly secured to the seat, and forward of these runners one runner centrally pivoted to a spindle, so that it may swing to any desired angle. The spindle is provided with suitable stops, so that it may be rotated or revolved a certain limited distance each way, and it is further provided with a cross or T handle at the upper end for the grasp of the occupant of the sled, all of which will now be fully set forth in detail.

In the accompanying drawings, A represents the seat of the sled, made in the usual form.

B B represent the rear runners, preferably made about one-half the length of the seat, and firmly secured thereto. These may be made in any desired shape or style. The lower edge or tread of these runners, C, is preferably slightly curved, so that when the forward end of the sled is turned to one side the rear runners will the more readily turn.

Centrally through the seat, midway between the forward ends of the runners B and the front end of the seat A, is a boxing. (Shown more fully in Fig. 3.) This consists of a tubular piece, D, long enough so that it projects above the upper surface of the seat A, and provided on the lower end with a broad flange, E. This flange should be framed into the under side of the seat or partly let into the wood, and screws employed to hold the same firmly in place.

The lower face of the flange is provided with two studs or lugs, F, a suitable distance apart on opposite sides of the aperture G. The aperture G is designed to receive a spindle, H, which has at the upper end a cross-handle, I, and at the lower end a shoulder or seat, J, upon which the lower face of the flange E rests when in operation. A stud or lug, K, projects out from one side of this shoulder J, and plays between the studs F on the flange E.

Ears L branch out from the lower end of the spindle, which embrace the forward runner, M, at a point preferably a little forward of its center. The runner is rigidly secured to these ears by means of bolts or otherwise.

A loop or hook, N, on the forward end of the runner M is designed to receive the draft-rope.

The forward end of the seat has a cross-rod, O, running from side to side for use as a foot-hold for the occupant of the sled.

It is obvious that the mechanical arrangement of the lugs F K may be changed—that is, by placing two lugs on the shoulder J and one lug on the flange E; or the lugs may be placed on the upper end of the boxing D to serve the same purpose.

A pin, P, through the spindle H at the upper end of the boxing D serves to hold the spindle in position.

A loose cap, Q, is placed on the spindle over the projecting end of the boxing D to prevent wearing contact against the rider's clothes.

In Fig. 5 I show a modified form of boxing. An annular rib, R, projects down from the flange E, and this has a rounded edge, so that when it rests on the shoulder J the wearing-surface will be small, and consequently produce but little friction.

In operation the rider sits on the seat directly above or a little forward of the rear runners, and grasps the cross-handle I, while his feet rest against the rest O. In this position the sled may be guided or directed from side to side by simply turning the spindle.

What I claim is—

In sleds, the seat having at its forward end the boxing D, provided with the flange E and lugs F, in combination with the swivel H, having the cross-handle I, shoulder J, lug K, ears L, and runner M, attached thereto, substantially as herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand, this 15th day of August, 1882, in the presence of two witnesses.

ROBERT A. HALDEMAN.

Witnesses:

J. S. ZERBE,

ROBERT KIRK.