No. 861,607. PATENTED JULY 30, 1907.

A. PFEIFER.

COMBINED SLEIGH AND BOAT.

APPLICATION FILED APR. 19, 1906.

Fig. 1.

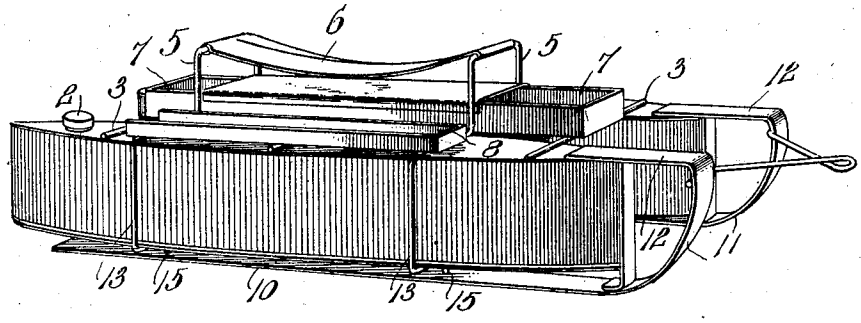


Fig. 2.

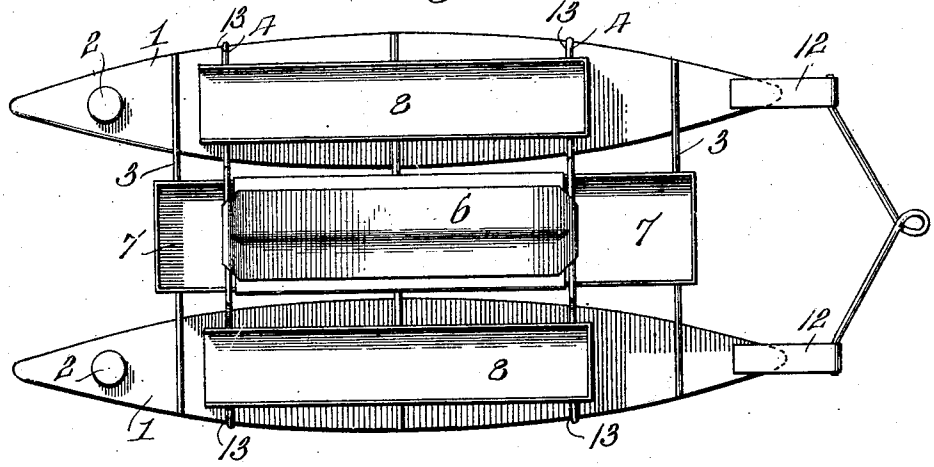
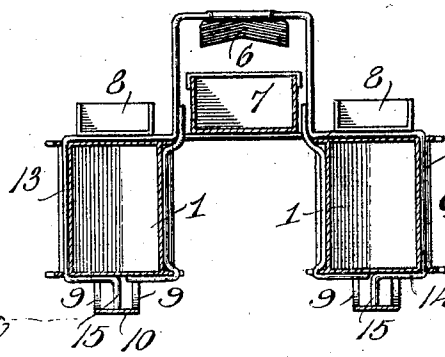


Fig. 3.



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COMBINED SLEIGH AND BOAT.

No. 861,607. Specification of Letters Patent. Patented July 30, 1907.

Application filed April 19, 1906. Serial No. 312,701.

To all whom it may concern:

Be it known that I, AUGUST PFEIFER, a citizen of the United States, residing at Carlyle, in the county of Clinton and State of Illinois, have invented certain new and useful Improvements in a Combined Sleigh and Boat, of which the following is a specification.

This invention relates to a combined sleigh and boat adapted for navigation upon the water and for travel over snow or icy surfaces and it has for its object to present a device of this class which shall be simple and inexpensive in construction, safe and durable.

With these and other ends in view which will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts which will be hereinafter more fully described and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of the invention; it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that changes, alterations and modifications within the scope of the invention may be resorted to when desired.

In the drawing, Figure 1 is a perspective view of a combined sleigh and boat embodying the invention. Fig. 2 is a top plan view of the same. Fig. 3 is a transverse vertical sectional view.

Corresponding parts in the several figures are denoted by like characters of reference.

The improved device, in its preferred form, comprises two oblong elliptical or boat-shaped floats 1—1 which may be advantageously constructed of sheet metal, such as galvanized iron; said floats constituting air tanks which, being extremely buoyant, will support a heavy load when the device is used for water navigation. Each of the floats or tanks is provided with a screw cap 2 constituting a tightly fitting closure which may be removed, if necessary, for the purpose of discharging water that may have leaked into the floats or tanks.

The floats 1—1 are securely connected with each other by means of cross-bars or braces 3—3 and 4—4, and the latter braces are provided intermediate the floats with upstanding yokes 5—5; said yokes being for the purpose of supporting the seat 6 which may consist of a strip of sheet metal or other suitable material, curved or sagged downwardly so as to afford a convenient seat or saddle for the occupant. Supported upon the cross-bars 3—3, and extending longitudinally beneath the seat, and between the side members of the yokes or arches 5—5, is a box or casing 7 which may be used for storing material that is to be transported. Each of the floats 1 also supports a longitudinally disposed box or casing 8 which may be utilized for storage purposes, and also as foot rests for the occupant.

Extending longitudinally beneath each of the floats 1, and connected therewith by means of braces 9 is a runner 10. These runners are made of considerable width, and their front ends are upturned, as shown at 11, in front of the prows of the floats, their upper ends being reversely bent as shown at 12, and secured upon the front ends of the floats.

The cross-bars 4 are preferably bent downward adjacent to the outer sides of the floats, as shown at 13, and extended partly beneath said floats as best seen at 14 in Fig. 3; the terminal ends of said bars being bent downward as shown at 15 and connected with the runners. By this construction the floats will be very securely connected, and the floats will be braced in such a manner as to be capable of resisting any strain to which they are liable to be subjected.

It will be readily seen from the nature of this device that when placed in the water it is extremely buoyant and therefore capable of supporting a considerable load; owing to the spacing apart of the floats 1—1 capsizing of the device is practically out of the question. In the water the device may be propelled by means of oars or by a paddle; when icy fields are encountered or open surfaces covered with snow the device may be propelled by animal power or if desired, by means of a sail which may be erected in any suitable and convenient manner.

Having thus fully described the invention, what is claimed as new is:—

1. A device of the class described comprising two floats, cross-bars connecting the same, additional cross-bars connecting the floats and having upstanding yokes, a box or receptacle supported upon the first cross-bars and extending between the side members of the yokes, and a seat connecting the yokes.

2. A device of the class described comprising two floats, cross-bars connecting the same, a box or casing supported upon the cross-bars intermediate the floats, additional cross-bars connecting the floats and having upstanding yokes and terminal ends bent adjacent to the outer and undersides of the floats, and a seat connecting the yokes.

3. A device of the class described comprising a pair of longitudinally disposed floats, runners upon their undersides, means for spacing and connecting the floats, a longitudinally disposed seat or saddle supported above the floats, and boxes or receptacles supported upon the floats and constituting foot rests.

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