

A. C. KASSON.

Sled.

No. 85,935.

Patented Jan. 19, 1869.

Fig. 1

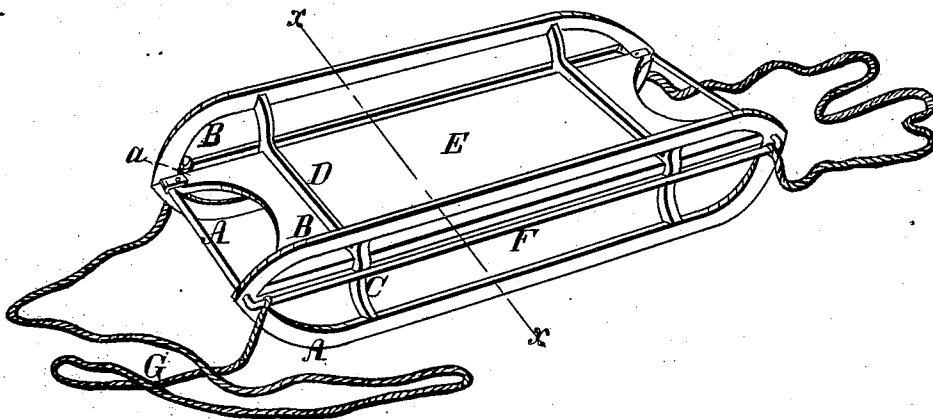
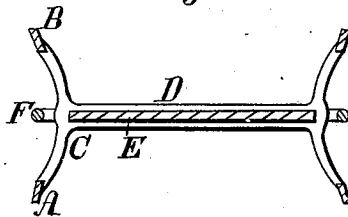


Fig. 2



Witnesses:
L. Hailer.
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his attys

United States Patent Office.

AMASA C. KASSON, OF MILWAUKEE, WISCONSIN, ASSIGNOR TO
HIMSELF AND NELSON C. GRIDLEY, OF SAME PLACE.

Letters Patent No. 85,935, dated January 19, 1869.

IMPROVEMENT IN SLEDS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, AMASA C. KASSON, of the city of Milwaukee, in the county of Milwaukee, and State of Wisconsin, have invented certain new and useful Improvements in "Coasting and Hand-Sleds;" and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon, like letters indicating like parts wherever they occur.

To enable others skilled in the art to construct and use my invention, I will proceed to describe it.

My invention relates to hand-sleds used for coasting and other purposes, and consists in constructing them in a novel manner and of a peculiar form, for the purpose of increasing their utility and giving them great strength.

In the drawings—

Figure 1 is a perspective view, and

Figure 2, a cross vertical section, on the line $x-x$ of fig. 1.

As is well known, the ordinary hand-sled is constructed so as to be drawn in one direction only, with the same side up, and without any side-rails or guards projecting above it.

In deep snow it is often very desirable to have a sled that may be drawn by either end, so that there may be no necessity for turning it; and it is frequently a matter of convenience to have one that may be used either side up, and for many purposes it is of the first importance to have one with a side-guard rising above the seat.

The object of my invention is to produce a sled possessing all these characteristics, and, at the same time, great strength and simplicity.

This I do by constructing the sled in the form clearly shown in fig. 1, in which—

- A represents the runners;
- B, the rails or side-guards;
- C, the knees;
- D, the cross-beams;
- E, the seat-board or top;
- F, a rod running around the sled; and
- G, the cord or rope for drawing it.

I make the runners A and guards B of the same form, out of the same material, of the same size, and with their ends curved in the same manner, and united, as shown in fig. 1, at their ends.

Between them I place the knees C, as shown in the same figure, and connect the knees C by the cross-beams D, made with an opening large enough to admit sliding through it the seat-board E.

The form of the knees C and cross-beams D is clearly shown in fig. 2.

Around the sled I pass a rod, F, to which I attach the seat-board E, by loops a , as well as the cord G for drawing the sled.

The seat-board may also be held in place by rivets passing through the beams D, as well as being held to the rod F by the loops a .

As the runners A and guards B are made of the same form and materials, with ends of precisely the same shape, by turning it over, the runners A become the guards, and the guards B become the runners, so that it makes no difference which side is up, as it can be used either way.

The ends of the runners being of the same curve, and both ends being equally curved, it is obvious that the ends will be alike, and that the sled will run equally well in either direction.

The rod F, which runs around the sled, passes through the ends of the runners, but is free at the sides, so that the cord G may be readily passed from one end of the sled to the other, as shown in red lines in fig. 1.

In this way it will be seen I have a sled that may be used either side up, and have a suitable side-guard at the same time, and may also be drawn in either direction, at will.

The frame of my sled, consisting of the reversible sides or runners, the knees, and cross-beams, may, if desired, be made entirely of iron, and cast solid. When this is done, all that remains to complete it, is to slide in the seat-board E, put on the rod F, and attach the cord G, when it is ready for use.

Instead of being made in this way, with a cast-metallic frame, wood may be used, in whole or in part, for all or any part of it, to suit the taste, convenience, or circumstances of the person constructing it.

A sled, constructed in this way, possesses great strength, and is peculiarly adapted for use in coasting or for any similar or other purpose.

The ends are curved so as to form an arch, and cannot be readily broken by coming in direct contact with any solid body or material.

In the knees there are no mortised or other joints, connecting them either with the runners or cross-beams, to work loose and break down, but they are made to extend between the reversible runners in the form of a curve, and to form solid connections with them as well as the cross-beams, when the frame is cast solid, as described.

The runners that form the side-rails or guards are always ready and convenient for clasping by the occupant, to prevent falling off, or for fastening or tying anything upon them, as desired.

Having thus described my invention,

What I claim, is—

A hand-sled, constructed substantially as herein described.

A. C. KASSON.

Witnesses:

N. C. GRIDLEY,
F. W. AVERILL.