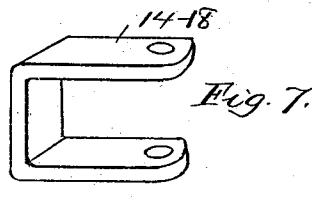
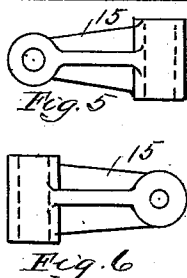
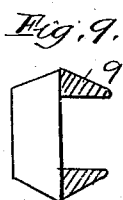
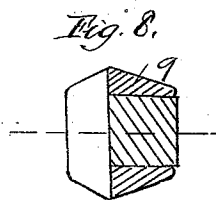
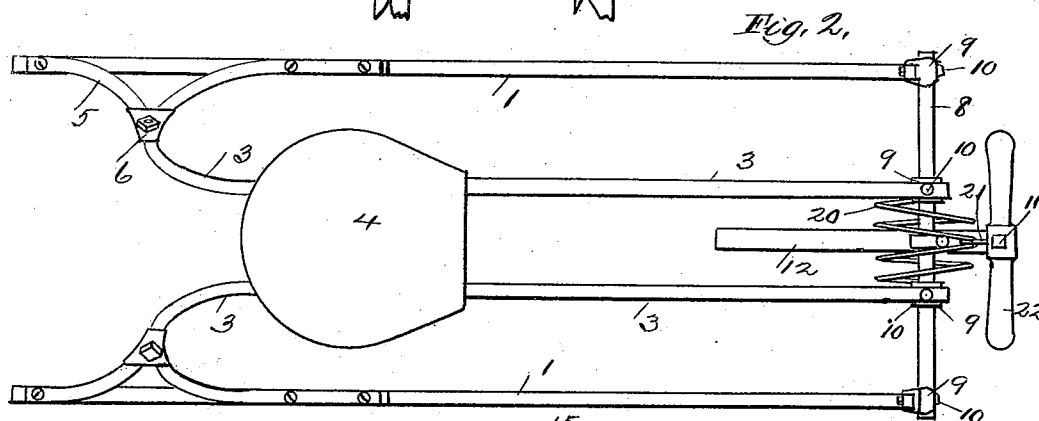
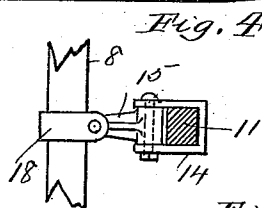
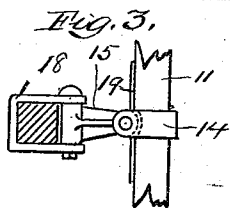
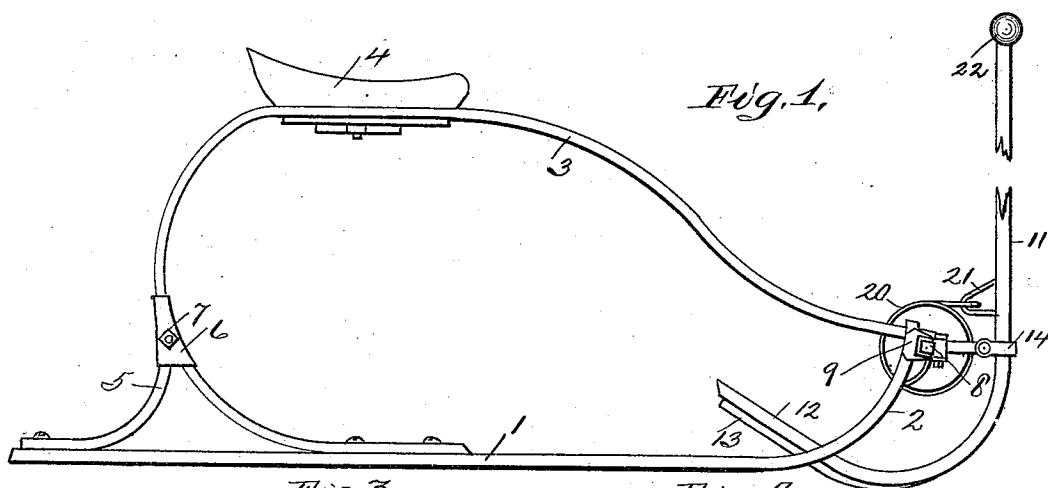


(No Model.)

G. B. MILL.
SLED.

No. 549,974.

Patented Nov. 19, 1895.



Witnesses:

M. E. Harrison.
J. A. Hervey

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UNITED STATES PATENT OFFICE.

GEORGE BECKERTON MILL, OF EBENSBURG, PENNSYLVANIA.

SLED.

SPECIFICATION forming part of Letters Patent No. 549,974, dated November 19, 1895.

Application filed January 7, 1895. Serial No. 534,164. (No model.)

To all whom it may concern:

Be it known that I, GEORGE BECKERTON MILL, a citizen of the United States, residing at Ebensburg, in the county of Cambria and State of Pennsylvania, have invented certain new and useful Improvements in Sleds; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to an improved sled; and it consists in certain details of construction and combination of parts, as will be fully described hereinafter.

In the accompanying drawings, Figure 1 is a side elevation of my improved sled, which is constructed and arranged in accordance with my invention. Fig. 2 is a plan view of the same. Fig. 3 is a side sectional elevation taken through the front cross-bar, showing the manner of connecting the guide-bar and handle thereto. Fig. 4 is a sectional plan view of the same. Figs. 5 and 6 are respectively a side elevation and plan view of the connecting-link used between the front cross-bar and the guide-bar. Fig. 7 is a perspective view of the clevis used to connect the link with the guide-bar. Figs. 8 and 9 are sectional side elevation and sectional plan view of the clip by means of which the runners of the sled are attached to the front cross-piece.

To put my invention into practice I provide two runners 1, consisting of pieces of wood or other suitable material, and bend the same upward at the front 2, and attached together by means of a cross-bar 8, provided with clips 9 and bolts 10. Attached on the top of these runners 1 are two bent pieces 3, one end of each being secured to the said runners by screws and the other extremities carried upward and forward to the cross-bar 8, to which they are attached by means of clips 9 and bolts 10, similar to those before described. These two pieces 3 are reinforced at the rear by braces 5, attached to the runners 1 and projecting upward and secured to the piece 3 by clamps made in the form of a

sleeve 6, together with suitable bolts 7 passed through the same. This construction, as described, is light, durable, and flexible, and is joined together at the top by means of braces and a suitable saddle 4 on which the rider sits. Loosely connected to the middle of the front cross-piece 8 is a guide-bar and handle, consisting of a straight portion 11, provided at its lower end with a bent portion 12, fitted with a metal cutter 13, and the said straight portion 11, provided with a cross-piece 22 to form a handle. This combined handle and guide-bar is attached to the cross-piece 8 by means of a flexible coupling consisting of the clevis 14, secured to the bar 11, the link 15, horizontally journaled to the said clevis 14, and the said link 15, journaled in a vertical position to a clevis 14', attached to the cross-bar 8. By thus coupling the guide-bar to the cross-bar 8, the said guide-bar may be moved about to various positions and made to answer as a means for guiding the course of the sled, and also as a means of dragging the same. To keep the handle in an upright position a spiral spring 20 is connected to the cross-bar 8, and loosely attached to the bar 11 by means of a staple 21.

In riding or coasting with this sled the person seats himself upon the saddle 4 and places his feet upon the cross-bar 8, and by means of the handle 22 is able to guide the sled at will, and by drawing the said handle as far as possible toward himself the point of the guide will enter the snow or ice and act as a brake to retard or stop the sled.

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

In combination with a sled having a combined guide, handle and brake as described, the spring 20 attached to the sled and to the guide bar, whereby the said bar is held in a vertical position.

In testimony that I claim the foregoing I hereunto affix my signature this 5th day of January, A. D. 1895.

GEORGE BECKERTON MILL. [L. s.]

In presence of—

H. H. MYERS,

LESTER LARIMER.