No. 634,267. Patented Oct. 3, 1899.

E. MORGAN.

SLED.

(Application filed Feb. 8, 1899.)

(No Model.)

Fig. 1

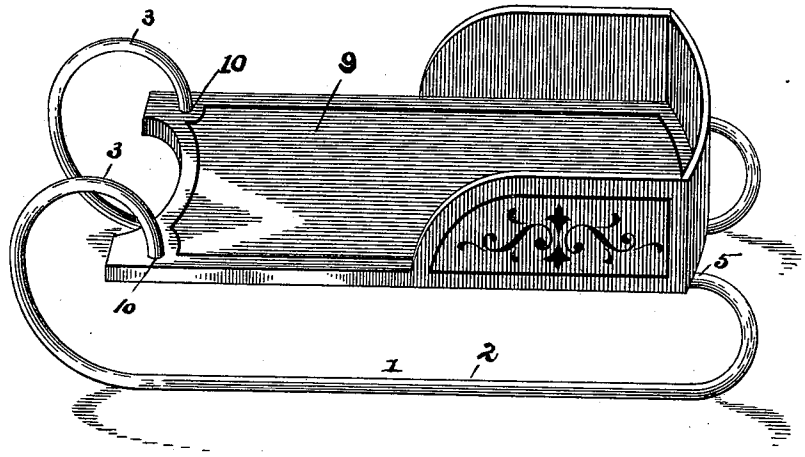
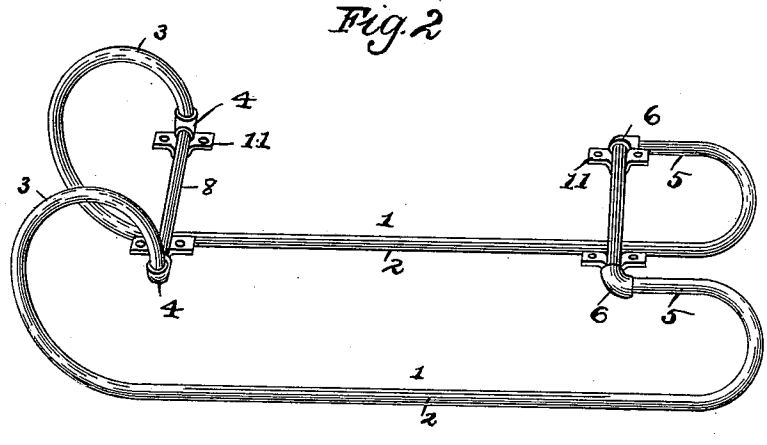


Fig. 2



WITNESSES:

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SLED.

SPECIFICATION forming part of Letters Patent No. 634,267, dated October 3, 1899.

Application filed February 8, 1899. Serial No. 704,886. (No model.)

To all whom it may concern:

Be it known that I, EDWARD MORGAN, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented a certain new and useful Improvement in Sleds, of which the following is a specification.

My invention relates to the improvement of sleds; and the object of my invention is to provide a strong and durable sled construction which will present a neat and attractive appearance and which may be produced at a reasonable cost of manufacture. This object I accomplish in the manner illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of my improved sled, and Fig. 2 is a similar view of the sled-frame.

Similar numerals refer to similar parts throughout both views.

In carrying out my invention I construct the main frame, aside from the top board, of metal tubing or rods. Of this framework each of the two main sections 1, which form the parallel oppositely-located runners of the sled, consists of a section of metal rod or tubing having a straight horizontal bearing portion 2, the forward end of which is curved or curled upward, inward, and downward, as indicated at 3. The downturned end of each of the runner-heads thus formed is adapted to have screwed thereon a short pipe-elbow 4, one arm of which extends inwardly, as shown. The rear end portion of each of the frame-sections 2 is turned upwardly and thence forwardly in a horizontal line, as indicated at 5, said forwardly-turned horizontal portions having screwed thereon pipe-elbows 6, the inturned ends of which are provided with internal right and left hand threads, respectively, with which are adapted to engage the corresponding threads on the ends of a transverse connecting-rod 7. 8 represents a forward transverse connecting-rod, the ends of which screw into the inturned end portions of the elbows 4.

It is obvious that in connecting the frame-sections in the manner above described the forward transverse connecting-rod 8 may be screwed into one of the elbows 4, after which, by rotation of the opposite section 2, connection may be made with the remaining elbow, thus obviating the necessity of forming right and left hand threads on said forward connecting-rod. The manner of connecting the rear portions of the sections, however, consists in turning the rod 7 in one direction, thus screwing the right and left hand threads thereof into the corresponding threads of the rear elbows.

9 represents the sled top board or seat, which may be of any desired outline or construction and which may or may not be provided with the rear side and back boards indicated in Fig. 1 of the drawings. This top or seat board is secured in its place on the framework first by having the curled forward end portions 3 pass through openings 10 in said seat-board prior to the connection of said curled frame portions by the forward connecting-rod 8. In this manner said top board or seat may be made to bear upon the connecting-rods 8 and 7, in which position they are secured by suitable clips or keepers 11, which embrace said connecting-rods and are secured by screws or otherwise to the under side of the seat-board.

The above-described construction of sled is applicable in the production of small sleds for children's use; but in case a larger or stronger sled is desired it is obvious that the runner-sections may be braced from the seat-board in any desired manner.

From the construction above described it will be seen that a simple, durable, and reliable sled construction is provided at a comparatively low cost of manufacture and that the construction of the framework of said sled is such as to admit of its being made of ordinary piping or tubing and at the same time provide an effective running or bearing surface for snow or ice.

I am aware that sleds have been formed heretofore in which the runners were produced of tubing having curled end portions which connect with the top board; but my invention differs from these in details of construction set forth in the following claim.

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

In a sled construction, the combination with a frame consisting of oppositely-located pipe or rod sections, the forward portions of which

are curled upward and inward and the rear portions of which are turned upward and inward to form horizontal portions 5, pipe-elbows connected with the ends of said sections and transverse connecting-rods 7 and 8 detachably connecting said elbows, of a top or seat board, the forward end portion of which is pierced by the forward curled portions of the frame-sections, and clips or keepers 11 uniting said transverse connecting-rods with said seat portion, substantially as specified.

EDWARD MORGAN.

In presence of—
C. C. SHEPHERD,
EDWARD M. TAYLOR.