

(No Model.)

R. DOUGLASS.
BOB SLED.

No. 477,743.

Patented June 28, 1892.

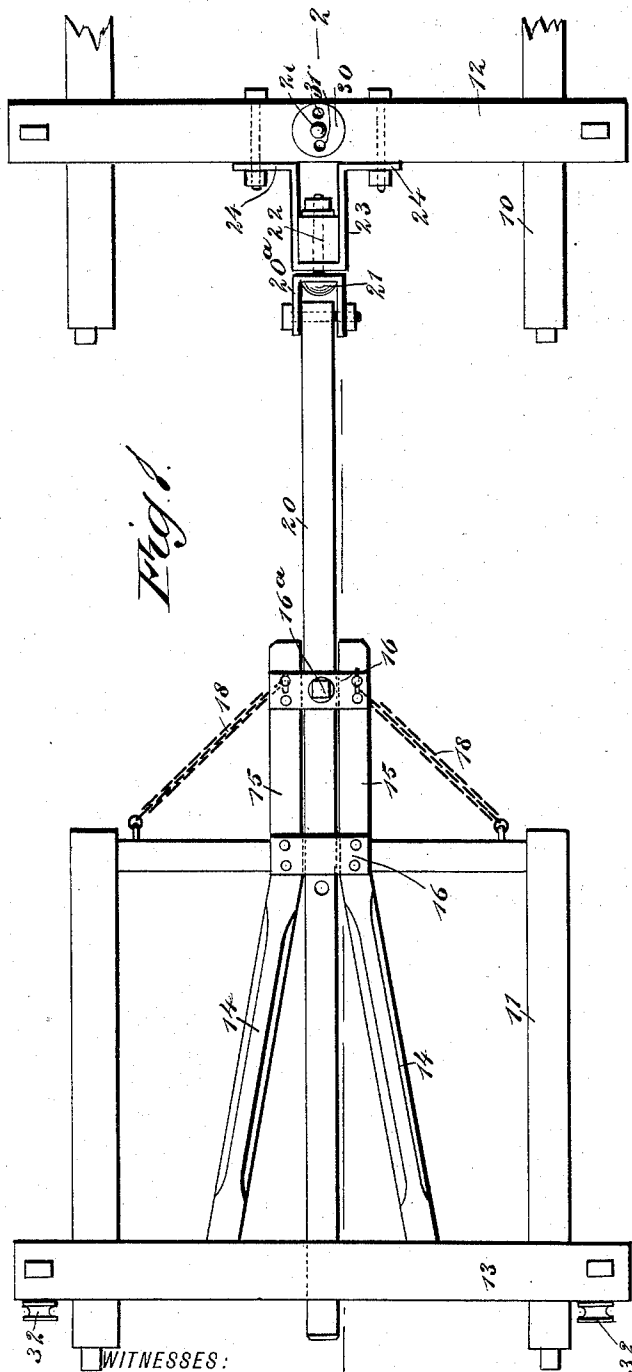


Fig. 1.

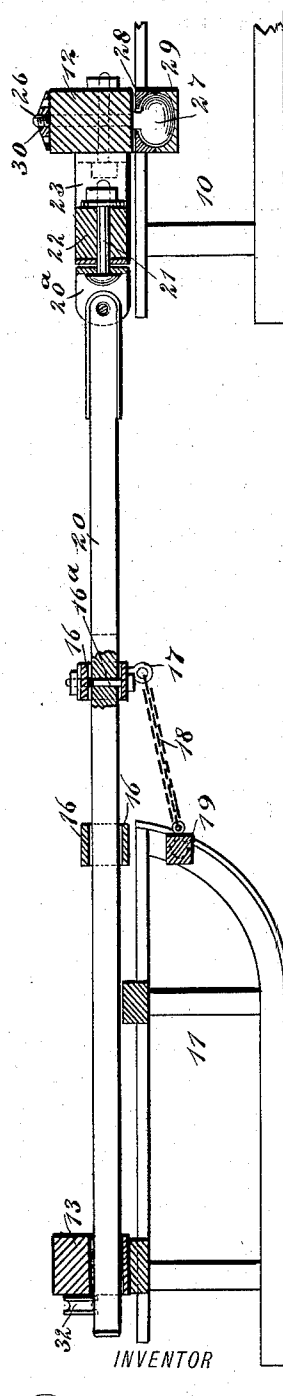


Fig. 2.

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ROBERT DOUGLASS, OF TARA, CANADA.

BOB-SLED.

SPECIFICATION forming part of Letters Patent No. 477,743, dated June 28, 1892.

Application filed August 31, 1891. Serial No. 404,225. (No model.)

To all whom it may concern:

Be it known that I, ROBERT DOUGLASS, of Tara, in the Province of Ontario and Dominion of Canada, have invented new and useful Improvements in the Construction of Bob-Sleds, of which the following is a full, clear, and exact description.

My invention relates to improvements in the construction of bob sleds, and especially that variety of bob-sleds which are used in logging.

My invention relates particularly to the coupling connecting the front and rear bob-sleds; and its object is to connect the sleds in such a manner that they may be quickly adjusted, so as to hold them a desired distance apart, and also to provide means for enabling the sleds to be quickly backed or hauled into any desired position and to conform to the irregularities of the surface of the ground on which they are used.

A further object of my invention is to provide a convenient means of binding the load to the sleds.

To this end my invention consists in certain features of construction and combinations of parts, which will be hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in both the views.

Figure 1 is a broken plan view of two connected sleds constructed in accordance with my invention, and Fig. 2 is a vertical longitudinal section of the same on the line 2 2 in Fig. 1.

The front and rear bob-sleds 10 and 11 are provided with bolsters 12 and 13, which are connected together in the manner described below. The rear bob-sled 11 is provided with forwardly-extending hounds 14, which are secured rigidly to the bolster 13 in case the bolster is hinged to the sled, as it sometimes is, and which are hinged to the bolster if the bolster is rigidly secured to the sled. The front end portions of the hounds 14 are parallel with each other, as shown at 15, and these parallel portions are connected on their upper and lower sides by straps 16, which serve as keepers for the reach, and to the lower strap,

near the front ends of the hounds, is secured an eye 17, which connects by means of chains 18 with the roller 19 of the rear bob-sled. This connection will thus allow the bob-sled to move somewhat in relation to the reach, so that it may follow the irregularities of the road on which it is used, and the chains will prevent it from being displaced. The reach 20 extends longitudinally between the upper and lower straps 16 and through a central recess in the rear bolster 13, and it is held in a fixed position by means of a bolt 16^a, which extends through the forward straps 16 and through a perforation in the reach, and the reach may be provided with a series of perforations to facilitate its adjustment. The front end of the reach is provided with a vertically-swinging clevis 20^a, which receives the head of a bolt 21, and said bolt extends forward through the front end of the clevis through a clip 23 and block 22, which is secured in the clip and is held in place by a suitable nut.

The clip 23 is provided with flanged ends 24, which are firmly bolted to the forward bolster 12, and it will thus be seen that a swivel connection is made between the forward bolster and the reach. A king-bolt 26 extends vertically through the forward bolster, and said bolt has a ball-shaped head 27, which comes beneath the bolster and fits a socket in the under side of a plate 28, which is secured to the cross-bar 29 of the front bob-sled. The cross-bar is also socketed to receive the lower portion of the bolt-head. The point of the bolt extends above the top of the bolster and receives a nut 30, the top surface of which should come flush with the end of the bolt, and the nut is rounded off toward the edges, so as not to interfere with the rolling of logs on the bolster. The nut is provided with holes 31 on opposite sides, so that any suitable instrument may be inserted therein to start the nut. It will thus be seen that the forward bob-sled may be turned very easily, and that as it is swivelly connected with the rear bob-sled, and the rear bob-sled is flexibly connected with the reach, the sleds may be brought into almost any conceivable position without straining them. The rear bolster is provided at opposite ends with pulleys 32, and

these pulleys are adapted to receive the binding-chains and enable the chains to be quickly secured in place or unhooked, as desired.

Having thus described my invention, I
5 claim as new and desire to secure by Letters Patent—

1. The combination, with two sleds, the rear sled having a recessed bolster, of hounds secured to the bolster and extending forwardly
10 therefrom, said hounds having their front ends connected as described, the reach swiveled to the bolster of the front sled and extending longitudinally between the hounds and through the recess of the rear bolster, means
15 for securing the reach between the hounds, and a chain connection between the hounds and the roller of the sled, substantially as described.

2. The combination, with two sleds, of the
20 bolster of the front sled connected thereto by a ball-and-socket joint, and a reach swiveled to the said bolster and connected to the rear sled, substantially as described.

3. The combination, with two sleds, of a bolster connected to the front sled by a ball-and-socket joint, hounds secured to the rear
25 bolster and connected together at their forward ends by straps, and a reach swiveled to the front bolster and adjustably secured between the hounds, substantially as herein
30 shown and described.

4. The combination, with two sleds, the rear sled being provided with hounds, of the front
35 bolster connected to its sled by a ball-and-socket joint, a clip secured to the front bolster, a reach provided with a clevis at its front end, a bolt connecting the clevis and clip,
40 means for securing the reach between the hounds, and chains connected to the hounds and to the rear sled, substantially as herein
45 shown and described.

ROBERT DOUGLASS.

Witnesses:

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