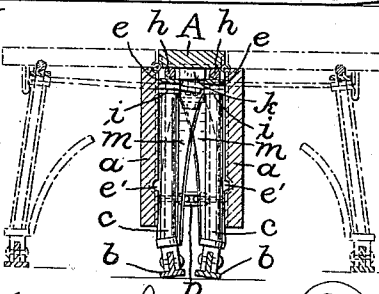
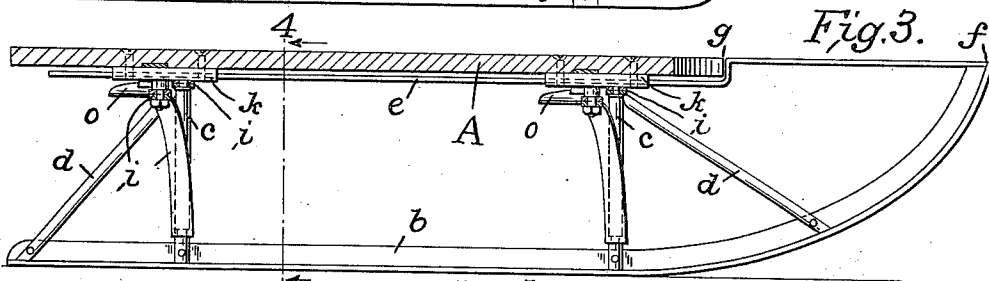
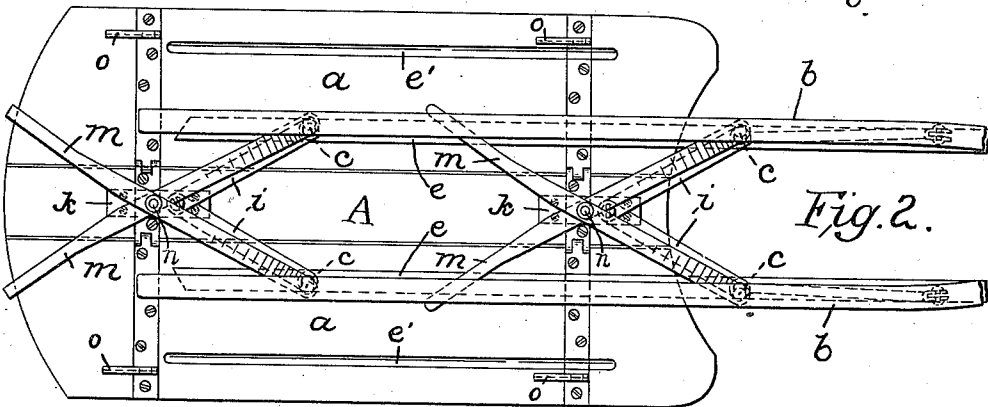
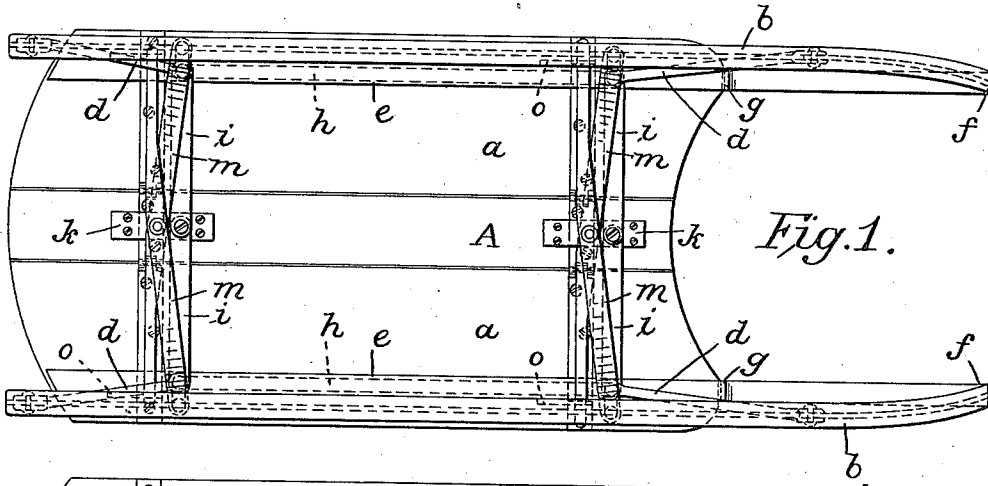


J. M. EVANS.
COLLAPSIBLE SLED.
APPLICATION FILED JUNE 5, 1911.

1,030,170.

Patented June 18, 1912.



Attest:

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UNITED STATES PATENT OFFICE.

JAMES M. EVANS, OF WESTPORT, CONNECTICUT.

COLLAPSIBLE SLED.

1,030,170.

Specification of Letters Patent.

Patented June 18, 1912.

Application filed June 5, 1911. Serial No. 631,339.

To all whom it may concern:

Be it known that I, JAMES M. EVANS, citizen of the United States, residing at Westport, Connecticut, have invented certain new and useful Improvements in Collapsible Sleds, of which the following is a specification.

My invention is designed to provide a collapsible sled of simple construction providing for the folding of the runner sections toward each other, so as to be practically in contact centrally of the body of the sled, the seat being provided with a central section above the position of the runner sections when folded, and having outside hinged sections adapted to fold down alongside of the runner sections and thus collapse the entire sled into a very small compass.

In the accompanying drawing Figure 1 is a view showing a bottom plan with the parts extended; Fig. 2 is a like view with the runner sections partially collapsed; Fig. 3 is a vertical longitudinal section; Fig. 4 is a section taken through the portion indicated by the line 4—4 in Fig. 3, but with, as shown, the folded position of the sled in full lines, and the extended position of the parts in dotted lines. Fig. 5 shows a detail.

In this drawing, the seat is shown as composed of a central stationary section A, and hinged to this are sections *a, a*, capable of being folded down when the sled is to be collapsed. The runner sections comprise the runners *b* made up of angle iron, vertical posts *c*, braces *d* at front and rear, and a longitudinally extending connecting bar *e* running from end to end at the top of the runner section, supported by it and the posts and braces. As shown, this bar *e* extends horizontally from its connection with the upper end of the runner section at the point *f* to the beginning of the seat at *g*, where there is a right angular bend to clear the seat, and the bar extends rearwardly in a plane beneath the seat. The posts *c* may be made separate, but I prefer, as shown, to have the posts for each runner section made in one piece, and connected by a horizontal extension *h* located just above the plate *e*, and fitting grooves *e'* in the under face of the sections *a*.

The runner sections are connected together by links *i*, four in number being preferably used, and these links are pivoted to the posts *c* at their outer ends, and at their inner ends they are pivotally connected to a

support *k*, one of these supports being provided at the front of the section A and another at the rear of the section. These links permit the runner sections to swing inwardly very close to each other. In order to hold the runner sections extended, I provide levers *m*, these levers consisting of curved bars having their lower ends pivoted to the posts *c* at the base thereof, and from thence they curve inwardly and upwardly, being pivoted to a post *n* passing through the levers centrally and supported at *k*, while the extreme outer and upper ends of the levers in the extended position of the sled engage hooks *o* shown in Fig. 5 extending from the lower faces of the hinged sections of the seat *a, a*. There are four of these levers and four of the catches. The catch is made as shown in Fig. 5, so as to prevent accidental detachment of the lever, and this lever is under a sufficient tension to keep the parts from displacement. When the sled is collapsed, and the hinged parts *a, a*, are folded in, a wire loop *p* may be used to hold the parts in their folded position by engaging the adjacent latches on the parts *a, a*, or the parts may be held together in any suitable manner.

It will be observed in Fig. 4 that when the runners are together as in full lines they assume a very compact position, but when they are in their full outward position they are inclined as shown in dotted lines, and this adds very materially to the bracing effect of the parts. This is accomplished by reason of the fact that the support *k* has independent pivots for the links *i* and levers *m*. The posts supporting the levers *m* are slightly in rear of the pivots of the links *i* and hence the links and levers describe different arcs, with the result shown in Fig. 4, that the runners are thrown out at an inclination at the bottom. This adds very much to the rigidity and strength of the sled and adds to the appearance.

What I claim is:

1. A collapsible sled comprising a fixed seat section, runner sections pivotally connected thereto and adapted to be moved bodily inwardly toward each other, folding seat sections, and means for holding the parts extended, substantially as described.

2. A collapsible sled comprising a fixed seat section, folding seat sections hinged thereto, laterally movable runner sections connected with said fixed seat section and

bodily movable laterally thereof independently of the folding seat sections, and means for inclining the runner sections outwardly when in their unfolded position, substantially as described.

3. A collapsible sled comprising a fixed seat section, folding seat sections hinged to the opposite sides thereof, runner sections having parallel link connections with said fixed seat section whereby they are capable of being moved bodily laterally into a position in proximity to each other, operating levers pivotally connected with the seat sections, and also connected to the runner sections, and means for locking said levers when the runner sections are in their outer positions, substantially as described.

4. A collapsible sled comprising a fixed

seat section, folding seat sections hinged thereto, runner sections, pairs of links hinged at their outer ends to the upper parts of the runner sections, a pivotal connection between the opposite ends of each pair of links and the seat section, a pair of levers pivotally connected to the seat section at a point in rear of the pivotal connection of one of the pairs of links thereto, said levers having downwardly curved portions pivotally connected to the lower portion of the runner sections, substantially as described.

In testimony whereof, I affix my signature in presence of two witnesses.

JAMES M. EVANS.

Witnesses:

BENT M. STAHL,
EWD. L. TOLSON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."