

(No Model.)

J. W. BANKSON.
ROLLER SLED.

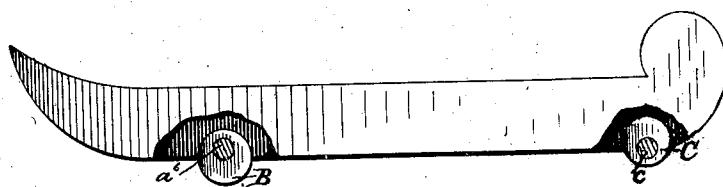
3 Sheets—Sheet 1.

No. 424,164.

Patented Mar. 25, 1890.



Fig. 1



Witnesses.

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W. L. Spedden

Fig. 7.

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(No Model.)

3 Sheets—Sheet 2.

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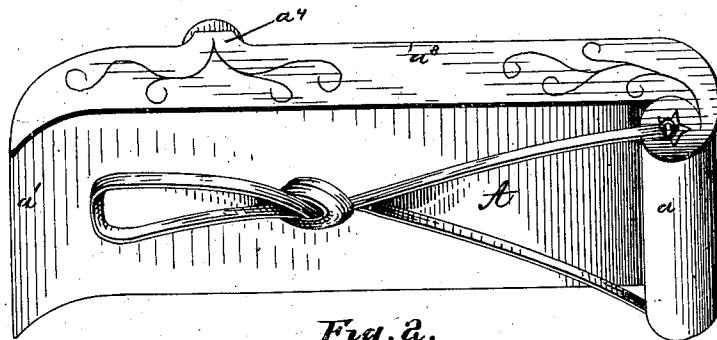


Fig. 2.

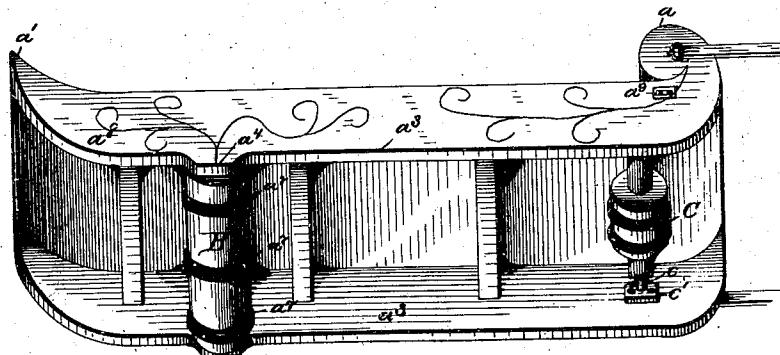


Fig. 3.

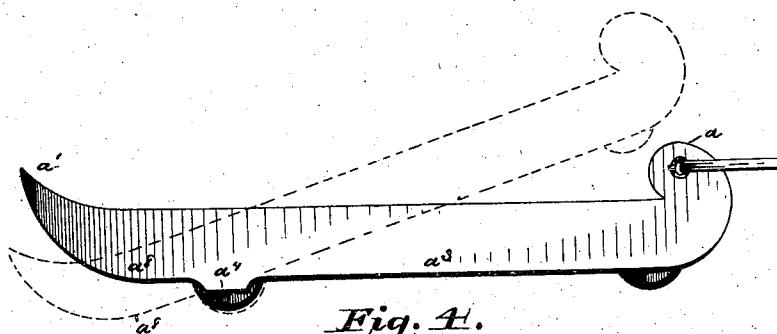


Fig. 4.

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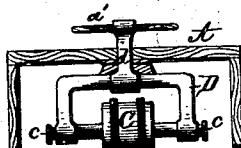


Fig. 5.

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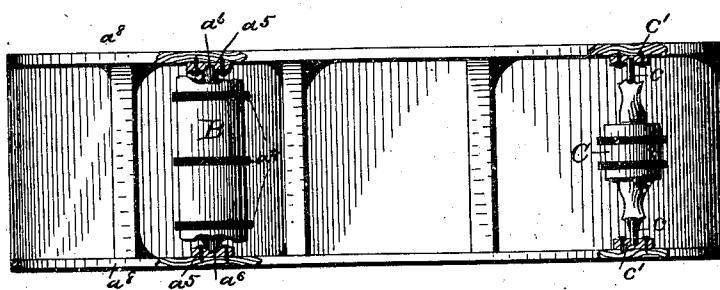


Fig. 6.

Witnesses.

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UNITED STATES PATENT OFFICE.

JOHN W. BANKSON, OF NEW YORK, N. Y.

ROLLER-SLED.

SPECIFICATION forming part of Letters Patent No. 424,164, dated March 25, 1890.

Application filed February 6, 1890. Serial No. 339,383. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. BANKSON, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Roller-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 appertains to make and use the same.

My invention relates to that class of sleds that are used on inclines.

The object of my invention is to improve upon that class of devices which are used upon an incline, either of smooth ground surface or flooring constructed of wood or other suitable materials, in public or private parks, rinks, or summer resorts. Heretofore these devices have been provided with flat bottoms and are known as "toboggans." These toboggans, while serving the purpose to a certain degree, have more or less objectionable features, which others have tried to overcome by using wheeled toboggans or cars having wheels running upon tracks or rails. This class of devices is objectionable, as it takes away all resemblance to or the pleasures of coasting.

My invention is designed to produce the same effect as coasting, and the result is accomplished by the use of rollers in the manner hereinafter described.

The invention therefore consists of constructions and combinations, all as will hereinafter be described in the specification and pointed out in the claims, reference being had to the accompanying drawings, in which—

Figure 1 is an illustration of the sled in practical operation; Fig. 2, a perspective of the sled; Fig. 3, a perspective showing the bottom of the sled; Fig. 4, a side elevation showing the normal position of the sled in full lines and the braking movement in dotted lines; Fig. 5, a front view showing the steering-gear; Fig. 6, a bottom plan view, and Fig. 7 a side view showing the metal rods run through the rollers slightly off the center.

A represents the body of the sled, having the foot-rest a and rear rest a' . To the foot-rest a a drawing-rope a^2 is attached. The runners a^3 are extended from the foot-rest to the rear rest, and are provided with projections

a^4 , located about one-third of the distance from the rear end of the sled, and are provided with bearings a^5 , of Babbitt or other suitable material, for the metal axle a^6 of the roller B, which preferably extend entirely through the roller and across the space between the runners. The diameter of this roller may be three or more inches, and to avoid noise the periphery may be grooved and rubber tires a^7 inserted.

The front end of the sled is provided with a roller C, which may be similar to roller B or of less length, as shown. The shaft c of roller C is journaled in bearings c' in the body of the runner, instead of in projections like roller B, so as to make the forward end of the sled lower than that part supported by roller B, over which the weight of the person is principally placed. This leaves the rear part of the runners elevated above the sliding-surface, so that the person on the sled, if he throws his weight to the rear, will tilt the sled and cause the parts a^8 to rest upon the floor and serve as a brake to check or arrest the motion of the sled, as shown in dotted lines, Fig. 4.

When the sled is used upon an incline which is partitioned, as in Fig. 1, the sides of the sled often come in contact with said partitions, which impedes its speed, and to obviate this a small roller or caster a^9 is inserted in the side of the runner in front and over the roller C.

When it is desired to use the sled upon smooth streets or to guide it around curves, the shaft c of the front roller C is shortened, and instead of being journaled in bearings in the runner it is journaled in an iron casting D, having an arm d , which projects through an opening in the top of the sled, and through which a handle d' is inserted for guiding the sled, as shown in Fig. 5. If desired, reins can be attached to each end of the handle d' .

In sliding upon inclines covered with ice or snow with the ordinary sled a hummock is often made on the incline, so that the sled, when it comes to said hummock, will rise in the air or jump, and to cause my sled to act in the same manner upon smooth surfaces or inclines I extend the shaft or axles a^6 and c through the rollers B and C at a point slightly off the center of said rollers, so that the revo-

lution of the rollers will cause the sled to rise or jump at each revolution of the rollers. If desired, a rod can be connected to both rollers, so as to cause them to revolve together, thus preventing one roller from revolving ahead of the other.

5 What I claim is—

1. A roller-sled having a foot-rest at one end and a curved portion at the other end to elevated above the sliding surface, and capable of being tilted by the weight of the rider to act as a brake to arrest the motion of the sled, as set forth.

2. The combination of a sled-body having 15 the foot-rest at one end, the curved portion at the other end, and the projections integral with the runners, and a roller journaled in said projections, substantially as described.

3. The combination of a sled-body having 20 the foot-rest at one end, the curved portion at the other end, and the projections integral with the runners, a roller journaled in said

projections, and another roller journaled in the side of the runners at or near the front end, substantially as described.

4. The combination of a sled-body having the foot-rest at one end, the curved portion at the other end, and the projections integral with the runners, a roller journaled in said projections, and another roller located at or near the front end and connected with a steering device on top of the sled, substantially as described.

5. The combination of a sled-body having a roller at each end and a metal axle inserted in said rollers slightly off their center, to impart to the sled a jumping motion, substantially as described.

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

JOHN W. BANKSON.

Witnesses:

GEO. R. BYINGTON,
L. R. MILLER.