May 16, 1933. J. SOVIK 1,909,233

CHILD'S SLEIGH

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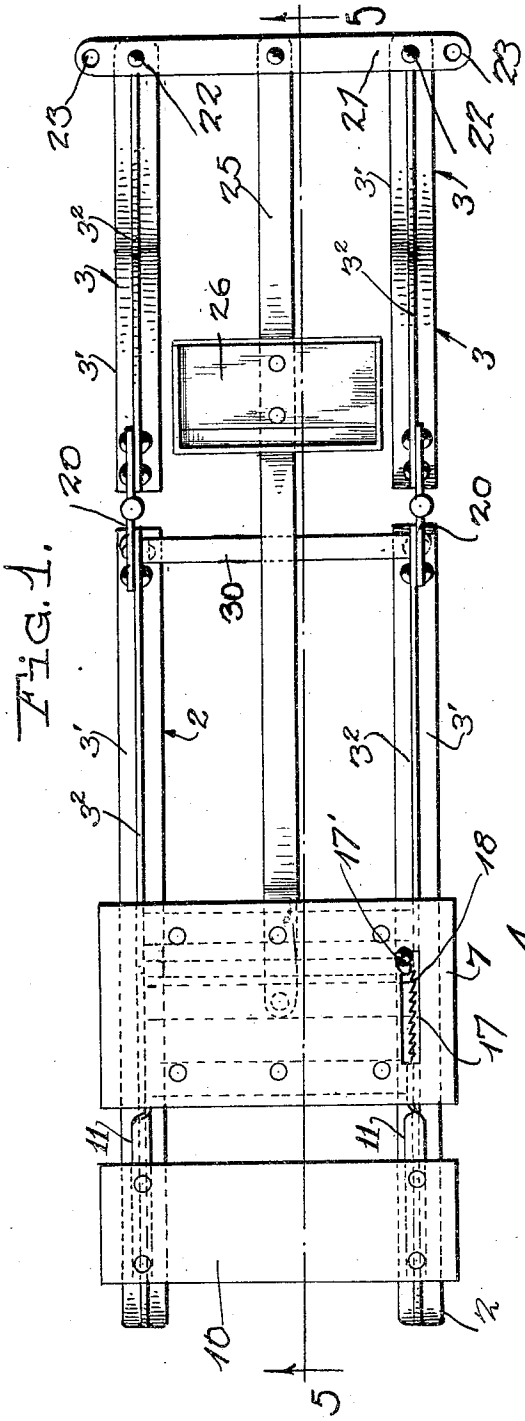

FIG. 1.

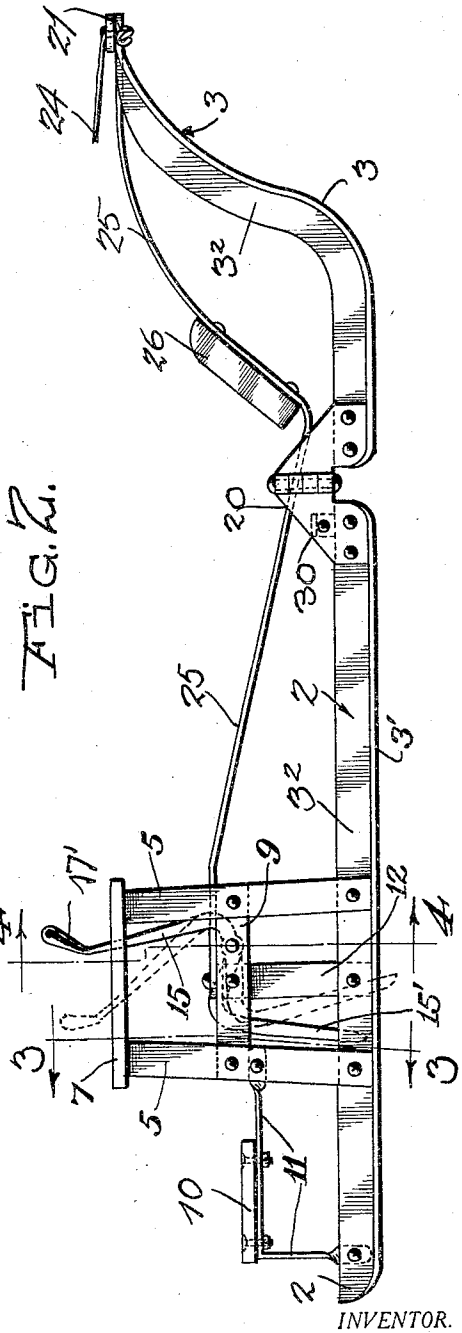

FIG. 2.

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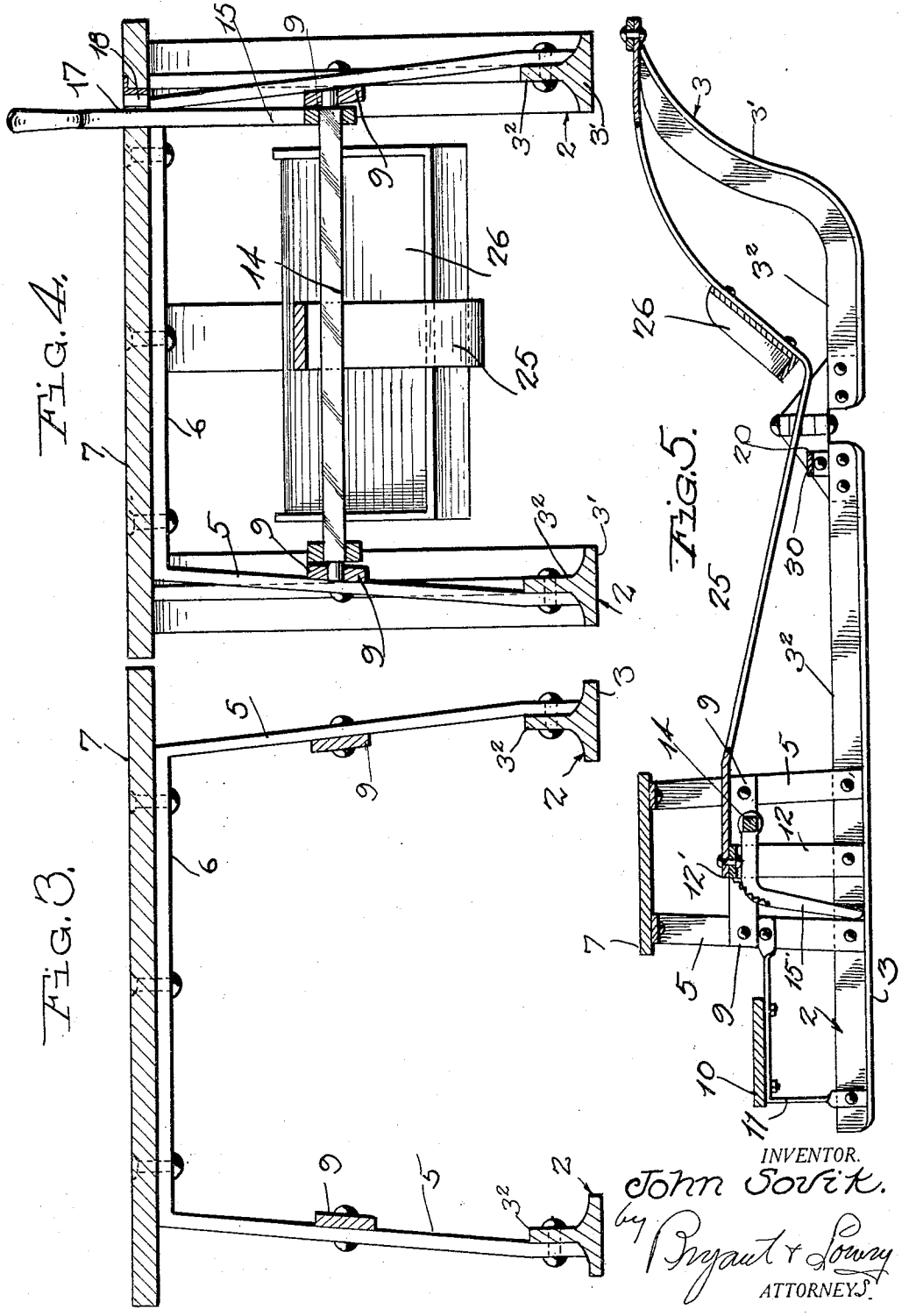

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Patented May 16, 1933 1,909,233

UNITED STATES PATENT OFFICE

JOHN SOVIK, OF YOUNGSTOWN, OHIO

CHILD'S SLEIGH

Application filed October 18, 1928. Serial No. 313,315.

This invention has relation to children's sleighs, and especially for coasting sleighs which are intended and used for rapid travel on iced inclines, over which the vehicles travel under the force of gravity.

The object of the invention is to provide a sleigh which will be of substantial strength and durability to withstand shocks and rough usage, and which will be capable of accurate guidance and of being stopped in its descent, or relaxed in speed as occasion may require.

With these and other objects in view, the invention consists in the novel construction and combination of elements hereinafter more particularly and definitely claimed.

In the accompanying drawings illustrating a preferred embodiment of my invention:

Fig. 1 is a plan view of the sleigh.

Fig. 2 is a side elevation.

Fig. 3 is a transverse section, on an enlarged scale of part of the frame work on the line 3, 3 of Fig. 2.

Fig. 4 is a sectional view of the line 4—4 of Fig. 2 and, 5—5 of Fig. 1.

Fig. 5 is a vertical longitudinal section on the line 5—5 of Fig. 1.

The main body portion of the sleigh consists of the runners, which, for the purposes of my invention comprise the relatively long horizontal bars 2, 2, constituting the principal elements of the supporting members, and the shorter bars 3, 3, which partially rest on the coasting surface and which have their forward portions curved upwardly and forwardly in the customary swan-neck fashion.

The runners are constructed of T iron or steel bars, the transverse head or flanges 3′—3′, of which, form the sliding bases, while the upright portions 3^2—3^2, afford means for the connection and support of the upper structural elements of the body of the vehicle.

Riveted or bolted to the webs 3^2—3^2, are the spread or diverging standards 5—5, composed of flattened metallic bars connected together at their upper ends by the transverse bars 6—6, the standards and connecting bars being preferably in one integral piece, bent to shape.

The standards 5—5, and cross bars 6—6, constitute the supports for the driver's seat 7, which consists of a horizontal board attached to the cross bars 6—6, by bolts or equivalent fasteners. The drawings illustrate four such standards, two on either side of the sleigh, and these are connected together in pairs by short horizontal bars 9—9, bolted or riveted to the standards at a point approximately midway between the runners and the seat.

Further seating or standing means are provided by a transverse board 10, located rearwardly of and below the seat 7, being supported by the L shaped bars 11, which are bolted or riveted to the runners 2—2, and to the rearmost standards.

Short uprights or standards 12—12, formed preferably of a flat bar bent to an inverted U-shape, are riveted to the runners 2—2, midway between the standards 5—5, and are also riveted to the horizontal bars 13—13, by which the standard 5 of each pair are connected together and braced. The standards 12—12, are connected together by the integral bar 12′.

The bars 9—9, form the supports for a transverse shaft 14, journaled thereto and carrying a brake lever 15, and a dog 15′, which latter extends downwardly and is tapered to an edge, which may be driven into the ice of the coasting incline, to act as a brake.

The brake lever 15, extends upwardly and through a slot 17, formed in the seat, within easy reach of the driver. This portion of the brake lever is beveled so as to engage with a holding rack 18, located in or below the slot 17. The latter is provided with a recess 17′, at one end, to permit the brake lever to be released from the rack.

As clearly shown in the drawings, and particularly in Figs. 1 and 2, the sections of the runners are hinged together by the hinge elements 20, so that the forward section may be swung sidewise in the arc of a circle, for steering purposes. It will be noted that the hinge structures comprise, for each hinge two plates secured by rivets to the runners, with the hinge pintles and eyes elevated above

the runners, thus providing a space between the forward and rear sections which will allow freedom of relative movement between the sections, and prevent the hinge portion from coming in contact with the iced surface on which the sleigh travels. At their forward ends, these runner sections are coupled together by means of a transverse bar 21, which is pivotally attached to each runner as shown at 22. This steering bar extends beyond the sides of the runners and is provided with holes 23, for the attachment of a steering rope or chain 24, which is within reach and control of the driver, and by which the steering section of the runners may be easily actuated.

A suitably bent bar 25, extends from the steering bar 21, to the transverse bar 12′, and is pivoted at both ends so that it may partake of the lateral movements of the steering mechanism.

This bar 25, carries a foot support 26, of tray-like formation and is intended as a rest for the driver's feet. The bar 26, is of flat resilient character and is so situated as to afford the greatest ease and security to its user. The rear runners 2—2, are connected together at their forward ends by a transverse brace 30.

As will be seen, the sleigh is built on very substantial lines, and of a character to afford the user great recreation with safety and reliance. All the parts, excepting the seats and foot board, are of iron or steel stock, well bolted or riveted together, and therefore strong and durable.

What I claim is:—

A child's sleigh comprising two runner sections of T-shape in cross-section secured together for relative lateral movement, the hinges thereof consisting each of a pair of obliquely arranged convergent plates secured respectively to the adjacent ends of the forward and rearward runner sections and having pivot eyes located wholly above the vertical webs of the T-shaped runner and above the ground line and thereby spacing the runner sections widely apart to prevent clogging of snow or ice between the runner sections and to allow freedom of movement between said runner sections.

In testimony whereof I affix my signature.

JOHN SOVIK.