W. GREGG.

Stone and Log Sled.

No. 209,039. Patented Oct. 15, 1878.

Fig. 1.

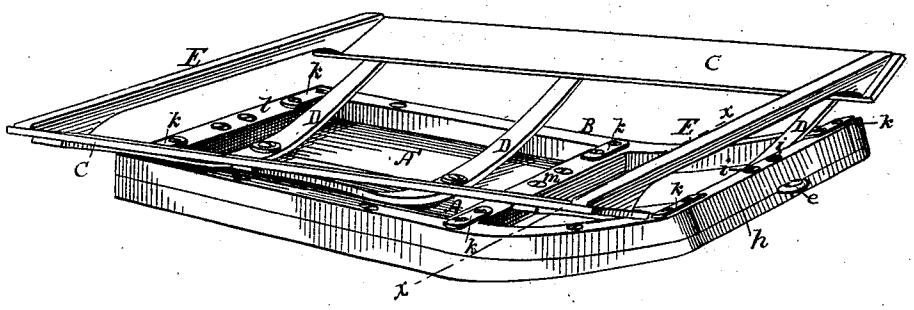


Fig. 2.

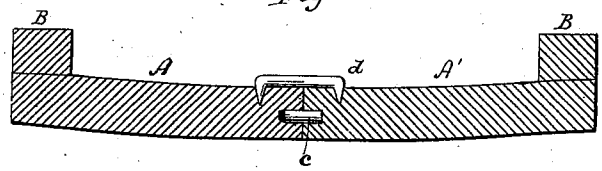


Fig. 3.

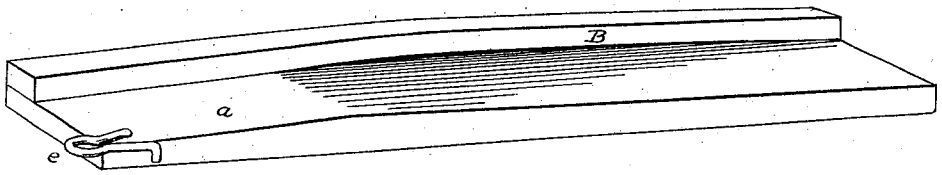
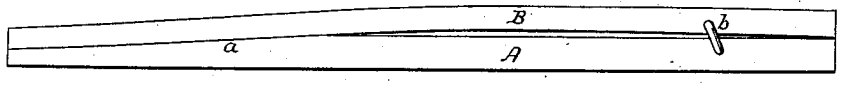


Fig. 4.



WITNESSES:

C. Clarence Poole

R. A. Dyer.

INVENTOR:

William Gregg.

by Geo. W. Dyer & Co.

Attys.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

WILLIAM GREGG, OF MASON, MICHIGAN.

IMPROVEMENT IN STONE AND LOG SLEDS.

Specification forming part of Letters Patent No. **209,039**, dated October 15, 1878; application filed April 13, 1878.

To all whom it may concern:

Be it known that I, WILLIAM GREGG, of Mason, in the county of Ingham and State of Michigan, have invented an Improvement in Stone and Log Sleds, of which the following is a specification:

The nature of my invention relates to certain new and useful improvements in the construction of sleds or boats, such as are described in Letters Patent No. 195,359, issued to me on the 18th day of September, 1877, and upon which this invention is designed to be an improvement.

The invention consists in the construction and combination of the various parts, as more fully hereinafter described.

Figure 1 is a perspective view of my improved sled. Fig. 2 is a cross-section at the line *x x* in Fig. 1. Fig. 3 is a perspective view of a section ready for bending into shape. Fig. 4 is a side elevation of this last-named section.

Like letters indicate like parts in each figure.

In the drawings is shown a boat or sled made from two pieces of plank, A A′, both being alike in thickness and length. The upper surface of the forward end is beveled off or chamfered for about one-quarter its length, as shown at *a* in Figs. 3 and 4. To that edge of the plank which will form the outside of the sled is secured the side rail, B, by means of the diagonally-placed loops *b*, one end of which is driven into the bottom plank, and the other into the side rail, as shown. The opposite edge of the plank is beveled from near the center each way to the ends slightly, as shown in Fig. 3, very much as a stave is beveled, in order to make a barrel with a bilge, and partially for the same purpose. The plank, with side rail attached, as described, is then placed in a steam-box, and then, after being sufficiently steamed, is bent to shape on a proper former, and then the side rail is firmly bolted to the plank, and the loops *b* removed. The two planks A and A′ having been thus prepared, the inner edges are brought together, and secured by the inserted dowels *c* and the metal clamps *d*, driven into the upper face of the planks, as shown in Fig. 1.

Beveling the inner edges of the planks as I have described forms a bilge, so to speak, upon the bottom of the sled, thereby forming a pivotal point, upon which the sled is easily turned.

After securing the planks together, as set forth, the ring or fastening *e*, to which the team is attached, is placed at the bow or forward end of the sled. This fastener is made of the form shown in Fig. 3, with two hooked ends, one of which is driven into each of the planks, so that the eye will project beyond the bow of the sled. Then the end piece, *h*, with squared ends, and of sufficient length to fit between the side rails, is placed in position, and partially secured by the bolts *i*, one each side of the fastening *e*, securely holding the fastening in place, and compelling it to perform two functions—to wit, that of securing the front ends of the planks together, and that of an eye to which to secure a team. The outer ends of the end piece are then secured by metal plates *k* and suitable bolts to the side rails. At the rear end of the sled the end piece, *l*, is secured in a similar manner, as also a stiffener-piece, *m*, near the bend. This latter piece also forms a rest upon which the ends of logs may rest when the sled is employed in hauling them.

C are the longitudinal outriggers, fastened to outer ends of the bent supports D, which latter are secured at their centers to the boat, as shown, and the outriggers are prevented from straightening the supports by the cross-ties E, which are secured at their ends to said outriggers. This latter-described device enables the sled to be employed for hauling straw, stalks, or other bulky articles.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The improved sled, bilged upon its bottom, substantially as and for the purpose described.

2. In a log sled, the combination, with the bent planks A A′, having side pieces, B, attached thereto, of the fastening *e*, attached to both of such planks, and held in place by the end piece, *h*, substantially as described and shown.

WILLIAM GREGG.

Witnesses:
H. S. SPRAGUE,
PETER E. DE MILL, Jr.