K. TAKEMI.

BOB SLED.

APPLICATION FILED SEPT. 18, 1916.

1,216,009.

Patented Feb. 13, 1917.

2 SHEETS—SHEET 1.

Fig. 1.

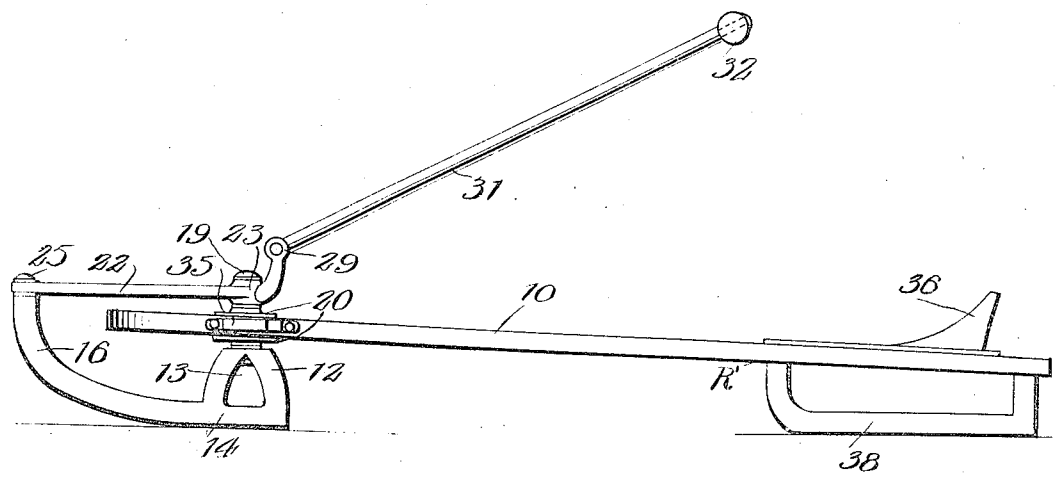


Fig. 2.

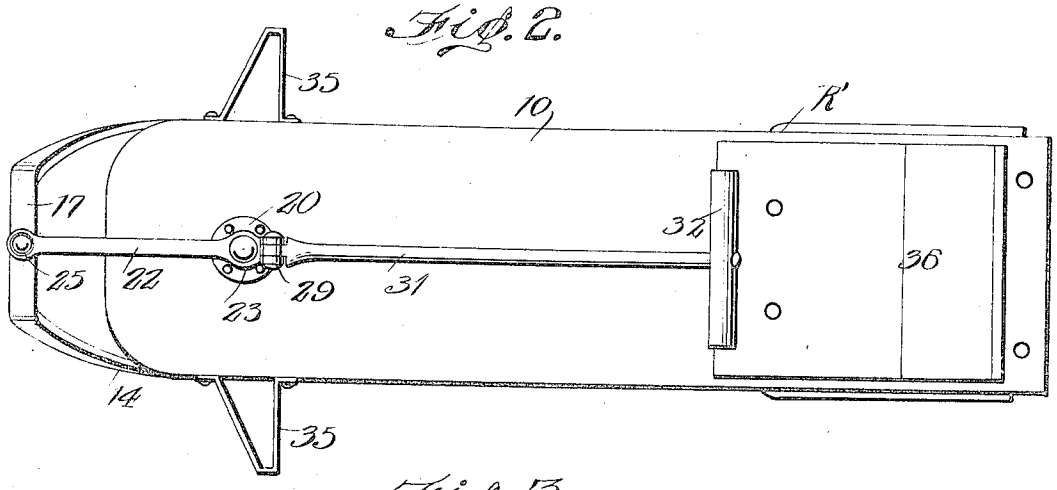
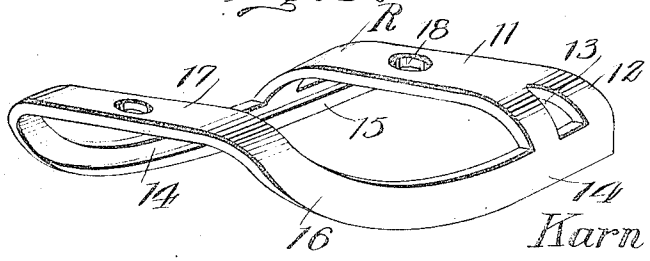


Fig. 3.



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2 SHEETS—SHEET 2.

Fig. 4.

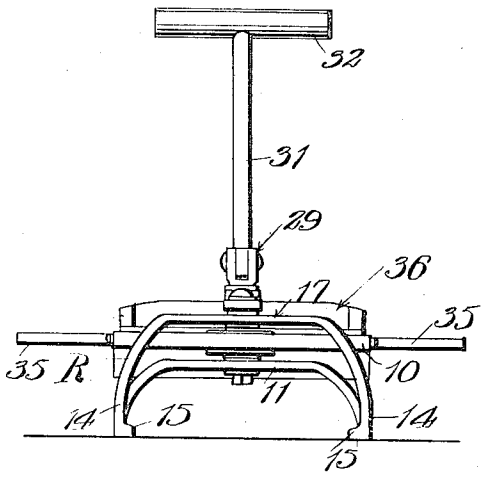


Fig. 5.

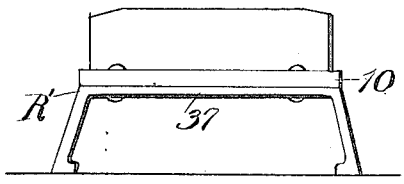


Fig. 6.

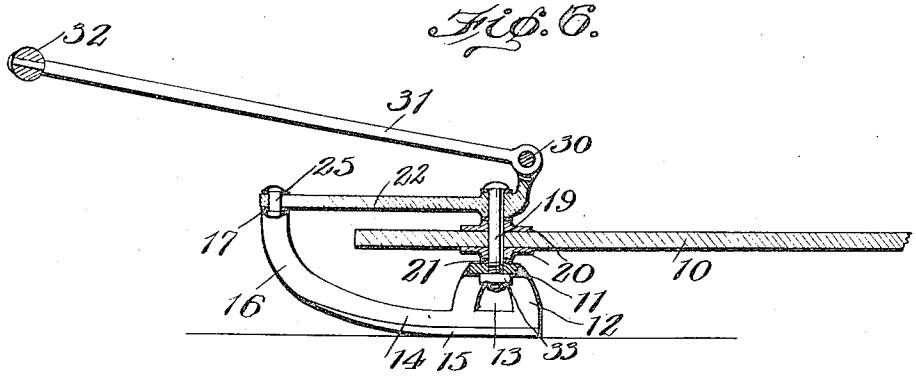
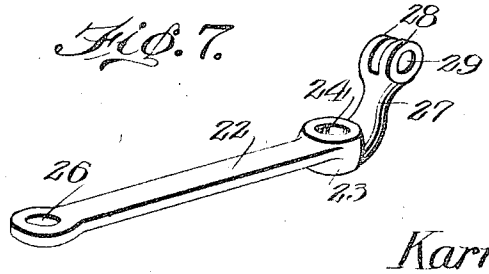


Fig. 7.



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UNITED STATES PATENT OFFICE.

KARN TAKEMI, OF NEW YORK, N. Y.

BOB-SLED.

1,216,009. Specification of Letters Patent. Patented Feb. 13, 1917.

Application filed September 18, 1916. Serial No. 120,678.

To all whom it may concern:

Be it known that I, KARN TAKEMI, a subject of the Emperor of Japan, and resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Bob-Sleds, of which the following is a specification.

The present invention relates to new and useful improvements in bob-sleds and has particular reference to a novel and improved type of sled embodying a strong and durable structure which is simple in construction, easily assembled and light in weight.

An object of my invention is to provide a sled of the class described having a novel form of steering means associated therewith, the forward runner being swiveled and provided with reinforcing means, said reinforcing means serving to carry a steering handle.

Another object of my invention is to provide a bob-sled of the class described having a novel handle associated therewith which may be used for steering the sled when coasting or for pulling the sled at the end of a trip.

Other objects and advantages to be derived from the use of my improved bob-sled will appear from the following detailed description and the claims, taken with an inspection of the accompanying drawings, in which:—

Figure 1 is a side elevational view of a bob-sled embodying the improvements of my invention;

Fig. 2 is a top plan view of the same;

Fig. 3 is an enlarged detailed perspective of the front runner;

Fig. 4 is a front end elevational view of the sled;

Fig. 5 is a rear end elevational view of the same;

Fig. 6 is a fragmental longitudinal sectional view of the forward end of the sled; and

Fig. 7 is an enlarged perspective view of the brace arm for association with the front runner.

Referring more particularly to the drawings, wherein similar characters of reference designate like and corresponding parts throughout the various views, 10 designates the body of my improved sled, which in the present instance consists of a board of a suitable length and width to suit the conditions to which the same is to be applied.

The forward steering runner is designated R in its entirety and is preferably formed from a single sheet of heavy metal having a rear transom 11 provided with enlarged end portions 12 curved downwardly and formed with apertures 13 to lighten the structure of the runner. The sides 14 are provided with flanges 15 on their lower edges, said flanges affording a relatively wide ground engaging surface. The forward ends of the sides 14 are curved upwardly as at 16 and terminate to form a front transom 17, said front transom being in a plane higher than that of the rear transom, for a purpose which will hereinafter appear.

The rear transom 11 is provided with an aperture 18 through which a bolt 19 is engaged, said bolt also passing through the body 10 of the sled. A pair of bearing plates 20 are arranged on the top and bottom of the body 10 to receive the wear and weight. A washer 21 is inserted between the underneath plate 20 and the rear transom 11.

A brace arm for the front runner is provided, said brace arm being designated 22 and having an enlargement 23 provided with a central opening 24 to be engaged by the bolt 19. The arm 22 extends forwardly on top of the body 10 and is connected by a pin, rivet or the like 25 to the front transom 17. The forward end of the arm 22 is provided with an aperture 26 permitting such connection.

The rear end of the arm 22 is provided with an upstanding lug 27 bifurcated to provide ears 28, said ears being formed with openings 29 to receive a pivot pin 30 on which is journaled and freely movable a steering pole 31 having a handle 32 on the free end thereof.

A nut 33 on the lower end of the bolt 19 serves to retain said bolt in engagement with the rear transom and said brace arm, serving to bring the former and latter into snug free engagement with the bearing plates 20.

A pair of foot rests 35 extend from opposite sides of the body 10 adjacent the forward end thereof for an obvious purpose. A back rest 36 is provided on the top of

the body 10 adjacent the rear end thereof, the rear runner R′ being mounted beneath said seat. The rear runner is formed similar to the front runner with the exception that the transoms 37 thereof are in alinement relative the body 10. However, the sides 38 of the rear runner R′ are inclined relatively to the body 10 so that when in use the forward end of the body will be higher than the rear end thereby placing the center of gravity of the rear runner below that of the forward runner to prevent skidding and overturning of the sled when in use.

It will be seen that in use the operator is seated at the rear of the sled, his feet being placed upon the rests 35. The sled may be steered by moving the arm 31 to swing the front runner. It will be readily apparent that owing to the disposition of the greater part of the weight at the rear of the sled skidding and overturning of the same while in use is practically impossible. I desire to lay particular stress upon the strong and durable construction of the runners as well as the novel form of the same, this permitting manufacture of the device with the least expense.

From the above description taken in connection with the accompanying drawings, it is thought that a clear and comprehensive understanding of the construction, operation and advantages of my invention may be had, and while I have shown and described the device as embodying a specific structure, I desire that it be understood that such changes may be made in said structure as do not depart from the spirit and scope of the invention as claimed.

Having thus fully described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. In a bob-sled, the combination of a body having a stationary runner section on one end thereof, a guiding runner section on the opposite end, the latter being swiveled under the front end of the body, and a brace arm arranged on the top surface of the body connecting the forward end of the guiding runner to strengthen the same.

2. The combination with a body having runners, of a steering runner having a front and rear transom, said transoms being in relatively different planes, the rear transom being located beneath said body and pivotally associated therewith, and a brace arm extending forwardly on the top of said body from said pivot to the forward transom.

3. In a bob-sled, the combination of a body having runners, a steering runner therefor including a body having forward and rear transoms, the rear transom being lower than the forward transom and arranged beneath said body, a pivot pin for said rear transom, said pivot pin extending upwardly through the body, a brace arm mounted on said pivot pin and connected with the forward transom, an extension upstanding on said brace arm, and a handle for steering said front runner pivotally associated with said upstanding extension.

4. A bob-sled, including a sled runner formed from a single sheet of metal having sides, an end transom, a forward transom the forward transom being higher than the rear transom for a purpose specified.

In testimony whereof, I affix my signature hereto.

KARN TAKEMI.