No. 765,234. PATENTED JULY 19, 1904.

H. L. FERRIS.

BOB SLED.

APPLICATION FILED MAR. 18, 1904.

NO MODEL.

Fig. 1.

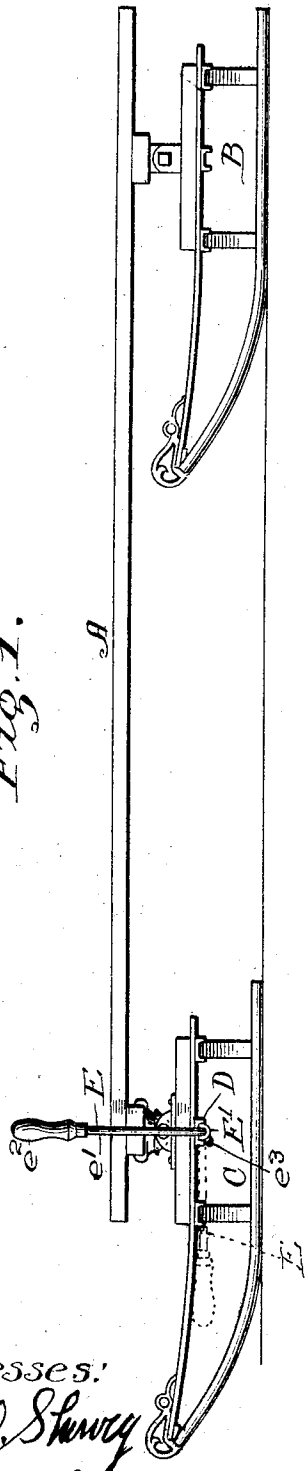


Fig. 3.

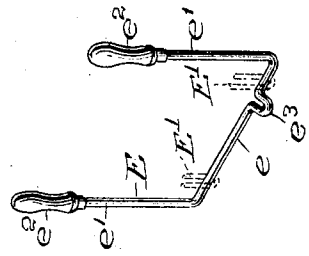
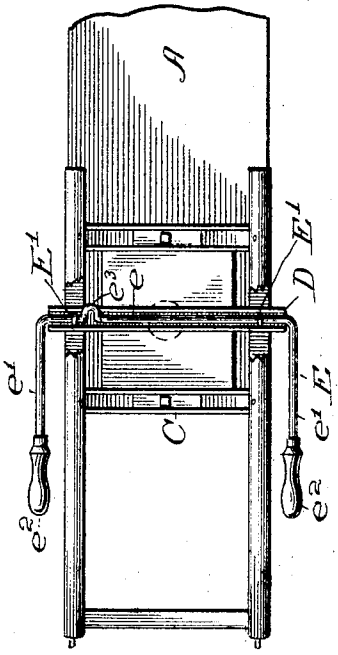


Fig. 2.



Witnesses:
Chas. O. Stewart
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Inventor:
Henry L. Ferris,
by H. Bitner his atty.

No. 765,234. Patented July 19, 1904.

UNITED STATES PATENT OFFICE.

HENRY L. FERRIS, OF HARVARD, ILLINOIS, ASSIGNOR TO HUNT, HELM, FERRIS & COMPANY, OF HARVARD, ILLINOIS, A CORPORATION OF ILLINOIS.

BOB-SLED.

SPECIFICATION forming part of Letters Patent No. 765,234, dated July 19, 1904.

Application filed March 18, 1904. Serial No. 198,856. (No model.)

To all whom it may concern:

Be it known that I, HENRY L. FERRIS, a citizen of the United States of America, residing at Harvard, in the county of McHenry and State of Illinois, have invented certain new and useful Improvements in Bob-Sleds, of which the following is a specification.

My invention relates to certain new and useful improvements in bob-sleds; and its object is to produce a device of this class which shall have certain advantages which will appear more fully and at large in the course of this specification.

To this end my invention consists in certain novel features which are shown in the accompanying drawings as embodied in my preferred form of construction.

In the aforesaid drawings, Figure 1 is a side elevation of my improved bob-sled. Fig. 2 is a bottom plan of the front portion of the sled, the runners being cut away to show the construction of the steering mechanism; and Fig. 3 is a perspective view of the steering-handle proper.

The exact construction of the preferred form of my invention will be described in full in this specification; but I do not intend by describing the details of this construction to limit myself in any way thereto, the scope of my invention being fully pointed out in the claims following the specification.

Referring to the drawings, A indicates a suitable top board, having secured to its rear end a sled B and having swiveled at its front end a sled C in the ordinary way. The sled C has extending transversely across it a channel-iron D, placed open side downward, as indicated in the drawings, and through this channel-bar extends the central part of a yoke-shaped steering-handle E, which is rotatably secured therein. This yoke-shaped handle consists, as will be seen in Fig. 3, of a horizontal portion e and two upwardly-extending portions e', lying in the same plane and having at their upper ends grips e^2. This steering-handle is held in place by staples E′, passed over the horizontal portion e and into the channel-iron D. The horizontal portion e is provided with a loop e^3, which engages with the opposite flanges of the channel-iron to limit the rotation of the steering-handle therein.

The operation of this device will be readily apparent. When it is desired to steer the bob-sled, the steering-handle is swung up to the position indicated in solid lines in Fig. 1, when the loop e^3 engages with the front flange of the channel-iron D to prevent backward movement of the steering-handle with respect to the front sled. The structure can then be readily steered by pulling on the projecting ends of the steering-handle and rotating the front sled upon the swiveled connection with the board A. In case of accident, however, as soon as the grips are released the handle swings down to the position indicated in dotted lines in Fig. 1, the rotation in this direction being limited by engagement of the loop with the rear flange of the channel-iron.

It should be noticed that the grip connection between the two handles, making each rigid with respect to the other, enables the one who steers the sled to place himself with one hand against one of the handles, while he pulls with the other hand to turn the front bob. He is thus given a purchase upon the latter as effective as if he were in a position to take hold of the bob itself, and the security of his position does not depend upon any placing of the feet against the pull exerted upon one of the handles, as would be the case if the two handles were independent and free to move forward one independent of the other.

I realize that considerable variation is possible in the details of this construction without departing from the spirit of my invention, and I therefore do not intend to limit myself to the specific form herein set forth and described.

I claim as new and desire to secure by Letters Patent—

1. In a device of the class described, the combination with a suitable top board, a rear sled secured thereto, and a front sled swiveled thereto, of a yoke-shaped handle extending across the front sled and pivoted thereto to swing from a vertical position forward.

2. In a device of the class described, the combination with a suitable top board, a rear sled

secured thereto, and a front sled swiveled thereto, of a yoke-shaped steering-handle consisting of a horizontal portion and two upwardly-extending portions in the same plane, the horizontal portion extending transversely across the front sled and being journaled to rotate about its longitudinal axis.

3. In a device of the class described, the combination with a suitable top board, a rear sled secured thereto, and a front sled swiveled thereto, of a yoke-shaped handle extending across the front sled and pivoted thereto to swing from a vertical position forward and means for limiting the swing of the handle in both directions.

4. In a device of the class described, the combination with a suitable top board, a rear sled secured thereto, and a front sled swiveled thereto, of a channel-iron secured open side downward to the lower surface of the front sled and a yoke-shaped steering-handle, comprising a horizontal portion lying in the channel-iron and journaled therein, and two upwardly-extending handle portions in the same plane.

5. In a device of the class described the combination with a suitable top board, a rear sled secured thereto, and a front sled swiveled thereto, of a channel-iron secured open side downward to the lower surface of the front sled, a yoke-shaped steering-handle comprising a horizontal portion lying in the channel-iron and journaled therein, and two upwardly-extending portions in the same plane and a projecting member on said horizontal portion, engaging with the flanges of the channel-iron to limit the rotation of the steering-handle.

6. In a device of the class described, the combination with a suitable top board, a rear sled secured thereto, and a front sled swiveled thereto, of a channel-iron secured open side downward to the lower surface of the front sled, a yoke-shaped steering-handle comprising a horizontal portion lying in the channel-iron and journaled therein, two upwardly-extending portions in the same plane, and an integral loop projecting from said horizontal portion and engaging with the flanges of the channel-iron to limit the rotation of the handle in both directions.

In witness whereof I have signed the above application for Letters Patent, at Harvard, in the county of McHenry and State of Illinois, this 4th day of March, A. D. 1904.

HENRY L. FERRIS.

Witnesses:
J. C. BLAKE,
L. EUGENE NORTON.