

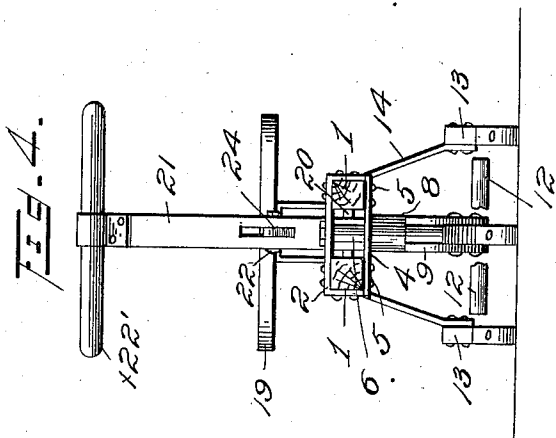
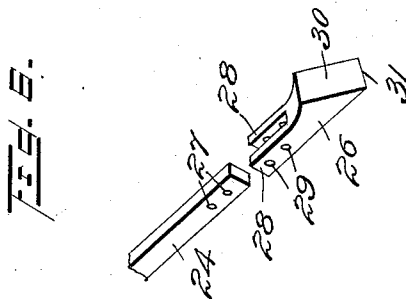
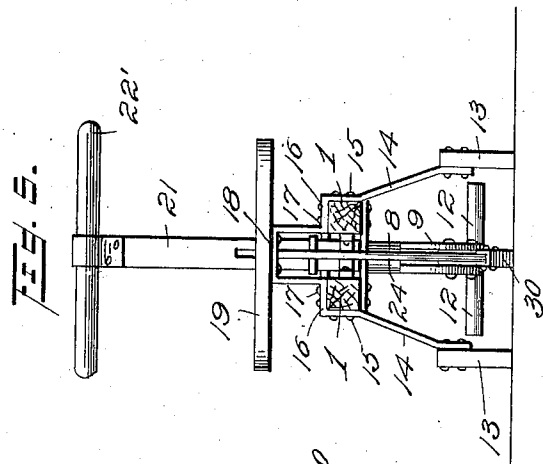
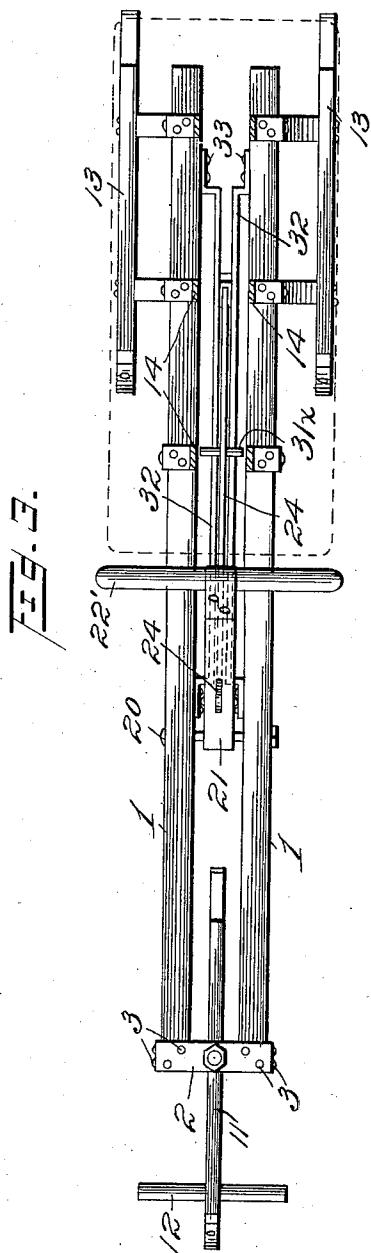
C. F. HAMEL.
AUTOSLED.

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1,015,019.

Patented Jan. 16, 1912.

2 SHEETS-SHEET 2.



WITNESSES

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AUTOSLED.

1,015,019.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CHARLES F. HAMEL, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Autosleds, of which the following is a specification.

This invention relates to auto sleds and one of the principal objects of the invention is to provide a sled of simple construction in which the propelling means may be easily operated by the rider and in which the steering means shall be within easy reach of the feet of the rider.

Another object of the invention is to provide an auto sled of few parts comprising a pair of parallel beams or supports in the front ends of which a single runner is pivoted, said runner having foot rests for steering the sled, the rear ends of the beams being supported by two runners and the propelling device being mounted between the beams and operated by a lever extending up within reach of the rider upon the seat at the rear end of the beams.

Still another object of the invention is to simplify the construction of devices of this character and to render them more durable and efficient in use.

These and other objects may be attained by means of the construction illustrated in the accompanying drawings, in which,

Figure 1 is a side elevation of an auto sled made in accordance with this invention, Fig. 2 is a longitudinal sectional view of the same, Fig. 3 is a top plan view of the same in which the seat brackets are shown in section, Fig. 4 is a front elevation of the sled, Fig. 5 is a rear elevation of the same, Fig. 6 is a detail perspective view of the plow or pusher at the lower end of the propeller bar.

Referring to the drawings, the numerals 1 designate the longitudinal beams or supports which are spaced apart and held in proper relative positions by means of a plate or brace 2 at the front ends, said brace extending down upon the outer sides of the two beams 1, and secured in place by means of bolts or rivets 3. To the underside of the beams 1 a separate plate 4 is provided. This plate is secured by rivets 5 to the beams 1. The brace 2 and the plate 4 are provided with aligned apertures, and extending through these apertures and pivoted therein

is a stud or bolt 6. The lower end of the bolt 6 is provided with a head 7 and the bolt extends through a boss or bearing 8 formed on a fork provided with curved members 9. The members 9 are riveted as at 10 to the opposite sides of the front runner 11, said runner being provided with foot rests 12 extending upon opposite sides thereof for permitting the rider to steer the front runner. The rear runners 13 are supported upon opposite sides of the beams by means of suitable brackets 14 secured to the runners at their lower ends and extending up at the sides of the beams 1 where they are riveted at 15 and up over the top of the beams as at 16, where they are riveted at 17. From this point the members extend upwardly and are connected by a table or support 18 upon which the seat 19 is secured. It will be understood of course that this form of brace or support may be changed or modified in various ways. The beams 1 are also held in proper relative positions by means of a bolt 20.

Pivoted on the bolt 20 is a propeller lever 21 provided with suitable handles 22' at its upper end. Pivotally connected at 22 to the lever 21 in a suitable recess 23 in said lever is a propeller bar 24, said propeller bar being provided with a series of perforations 25 to permit of suitable adjustment for the throw of said bar. At the lower end of the bar 24 is a pointed shoe or plow 26 which is secured to the bar 24 through suitable perforations 27 and spaced flanges 28 provided with alining perforations 29. The shoe 26 is beveled as at 30 and provided with a sharp edge or point 31 which engages the snow or ice during the backward pull of the lever 21 and which will slide over the ice during the forward movement of said lever as will be understood. A stud or pin 31* projects upon opposite sides of the propeller 24 and this pin bears upon suitable guides 32 secured to the adjacent inner sides of the beams 1 as shown more clearly in Fig. 3, said guides being secured at their ends by means of rivets 33 to the beams. The pin 31 rides upon the upper edges of the guides 32 and this controls the movements of the propeller bar, 24.

From the foregoing it will be obvious that a sled made in accordance with this invention can be propelled very rapidly over the ice and snow and can be controlled in

its direction by the feet of the rider supported upon the foot rest 12. It will also be obvious that the movements of the bar 24 are controlled by the guides 32 and that
5 the sled as a whole is simple in construction, light in weight, strong and durable and cannot readily get out of order.

I claim:—

1. A sled comprising parallel beams, a
10 single runner pivoted between the beams at the front end, said runner being provided with foot rests, longitudinal guides secured to the inner sides of the beams, a lever pivoted centrally between the beams, a propeller
15 bar pivotally connected to said lever and provided with a plow or pusher at its lower end, pins projecting from the opposite sides of the propeller bar and adapted to bear upon the upper edges of the guides in
20 the operation of the propeller bar, said lever being provided with handles, and a pair of rear runners connected to the beams.

2. An auto-sled comprising parallel beams spaced apart and provided at their front ends with a pivoted runner having
25 foot rests for directing the movements of the sled, curved members connected to the runner, braces connected to the beam and provided with alined apertures, and a stud for pivoting said runner in said braces, a
30 lever pivoted centrally between the beams, a propeller adjustably pivoted to the lever and provided with an oppositely projecting pin, guides on the inner sides of the beams for said pin, a plow on the end of the pro-
35 peller bar, and two runners connected to the rear ends of the beams.

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

CHARLES F. HAMEL.

Witnesses:

C. W. MERRILL,
W. J. WUERFEL.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."