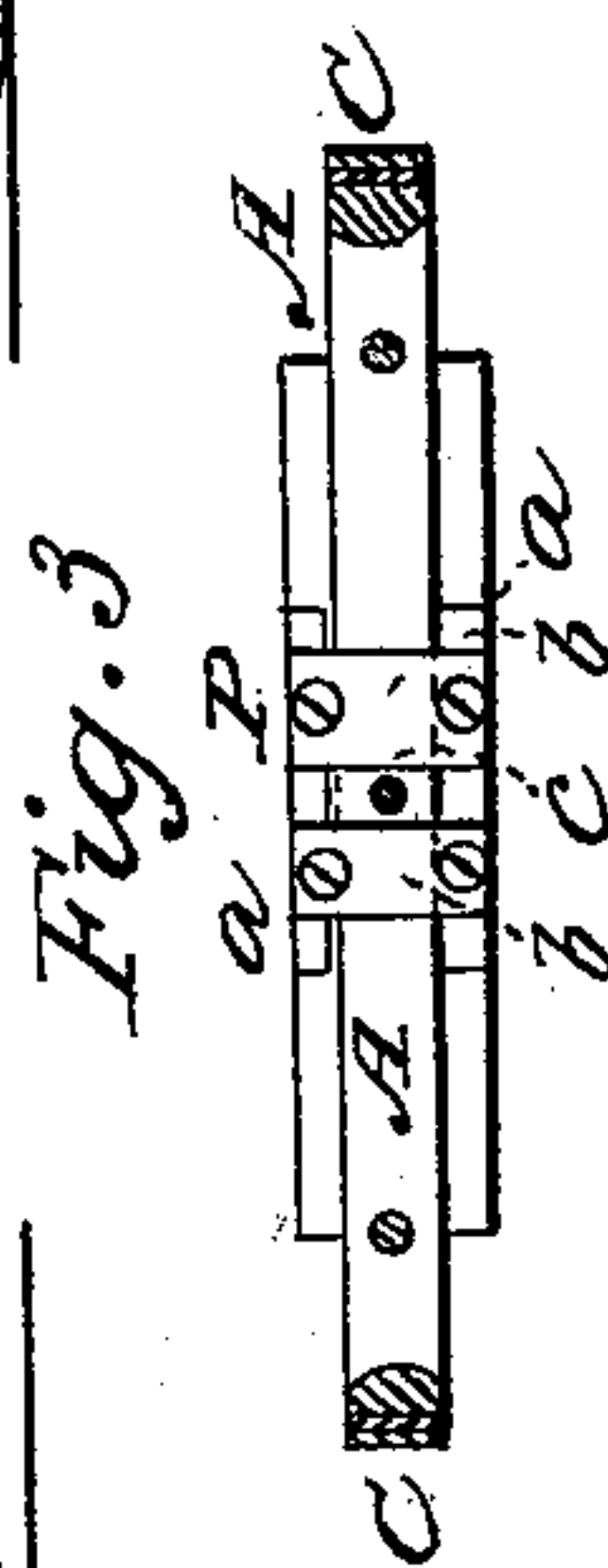
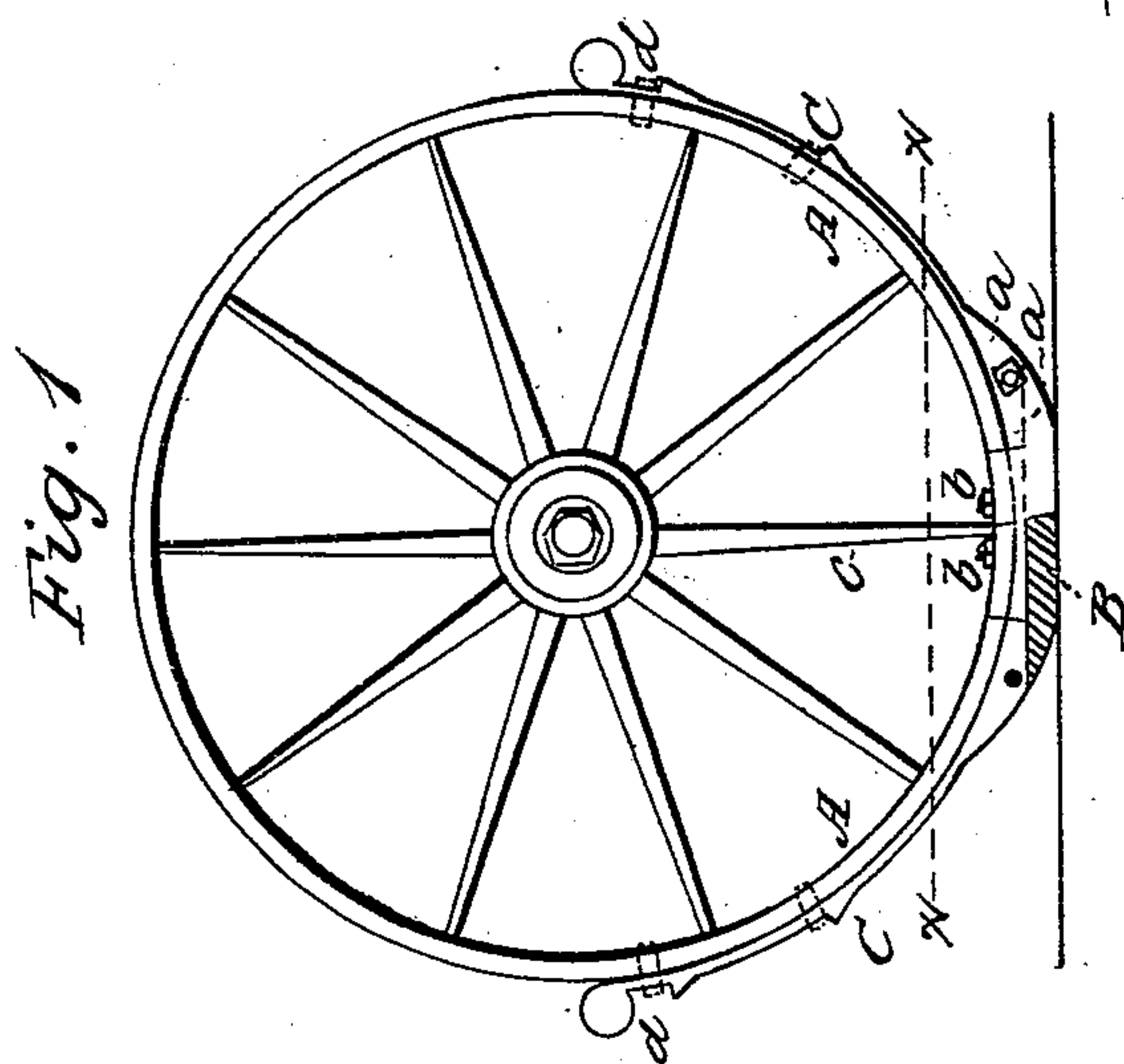
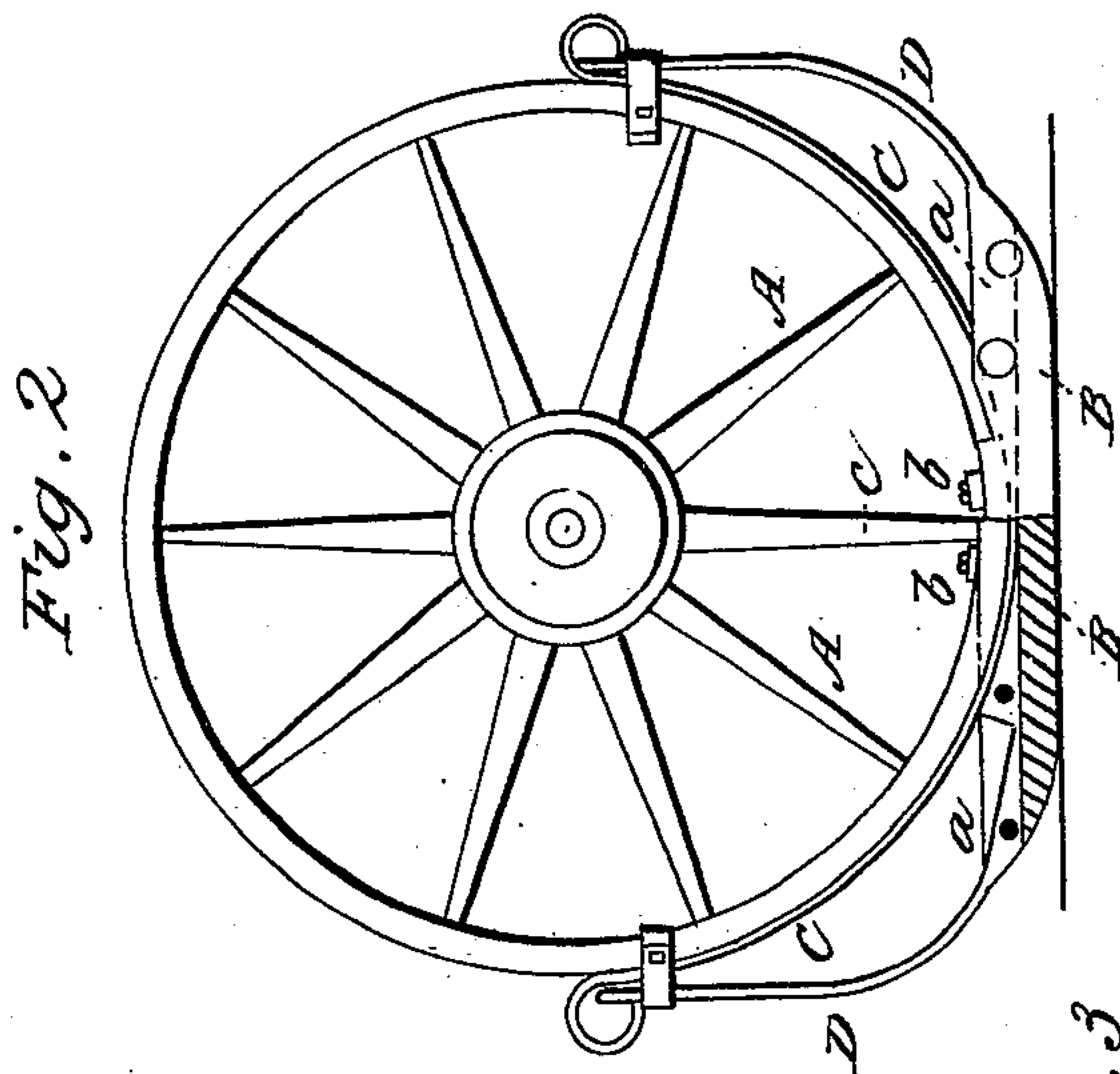


J. STONEBANKS.

Sleigh.

No. 85,408.

Patented Dec. 29, 1868.



Witnesses:  
C. Raettig  
M. A. Morgan

Inventor:  
J. Stonebanks.  
Munn & Co.  
Attorney



JOSEPH STONEBANKS, OF COLLEGE POINT, NEW YORK.

*Letters Patent No. 85,408, dated December 29, 1868.*

**IMPROVEMENT IN ATTACHING WHEELS TO SLEIGHS.**

The Schedule referred to in these Letters Patent and making part of the same.

*To all whom it may concern:*

Be it known that I, JOSEPH STONEBANKS, of College Point, in the county of Queens, and State of New York, have invented a new and improved Sleigh-Attachment to Wheeled Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

Figures 1 and 2 are side views of wagon-wheels, provided with my improved sleigh-attachment.

Figure 3 is a horizontal section of the wheel, taken on the plane of the line *x x*, fig. 1.

Similar letters of reference indicate corresponding parts.

The object of this invention is to produce a simple device whereby carriages, wagons, and all other kinds of wheeled vehicles—even street-cars—can be readily converted into sleighs or sleds, so that such vehicles can be used on snow as well as on the ground, as may be required.

The invention consists in fastening runners to the wheels, said runners having pivoted spring-holders, by means of which they are secured to the felloes, and prevented from turning.

A, in the drawing, is a wagon or car-wheel, of ordinary or suitable construction.

B is a runner, made of metal or other suitable material, of suitable length.

The runner is a flat plate, having rounded ends, and has two flanges *a a*, which project from its sides, and

fit against the sides of the wheel, as is clearly shown in fig. 2.

These flanges are high enough to allow plates *b b* to be fastened to their upper edges on the two sides of a wheel-spoke, C, as shown, so as thereby not only to suspend the runner from the wheel, but also to prevent the wheel from turning in the runner.

Between the flanges *a a* are pivoted, near to their ends, the thickened lower ends of springs C C, which are laid against the periphery of the wheel, and fastened thereto by means of straps or clips *d d*, as shown. These springs serve, also, as brakes for the wheel, in case the plates *b b* are dispensed with.

In order to strengthen the whole device, brace-springs D D may be pivoted to the runner outside of the springs C, to stay the latter, as shown in fig. 2.

If the runners are made long enough, they will not allow the wheels to turn on their axles with them, but, if made too short, the wheels will or may have to be locked, by means of pins fitted through their hubs into the axles, or otherwise.

Having thus described my invention,

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

The combination of the runners B with the spring-holders C and the spring-braces D, substantially as herein shown and described.

The above specification of my invention signed by me, this 23d day of October, 1868.

Witnesses: JOSEPH STONEBANKS.

FRANK BLOCKLEY,  
E. GREENE COLLINS.