

W. F. FOLEY.

Sled Brake.

No. 93,190.

Patented Aug. 3, 1869.

Fig. 1

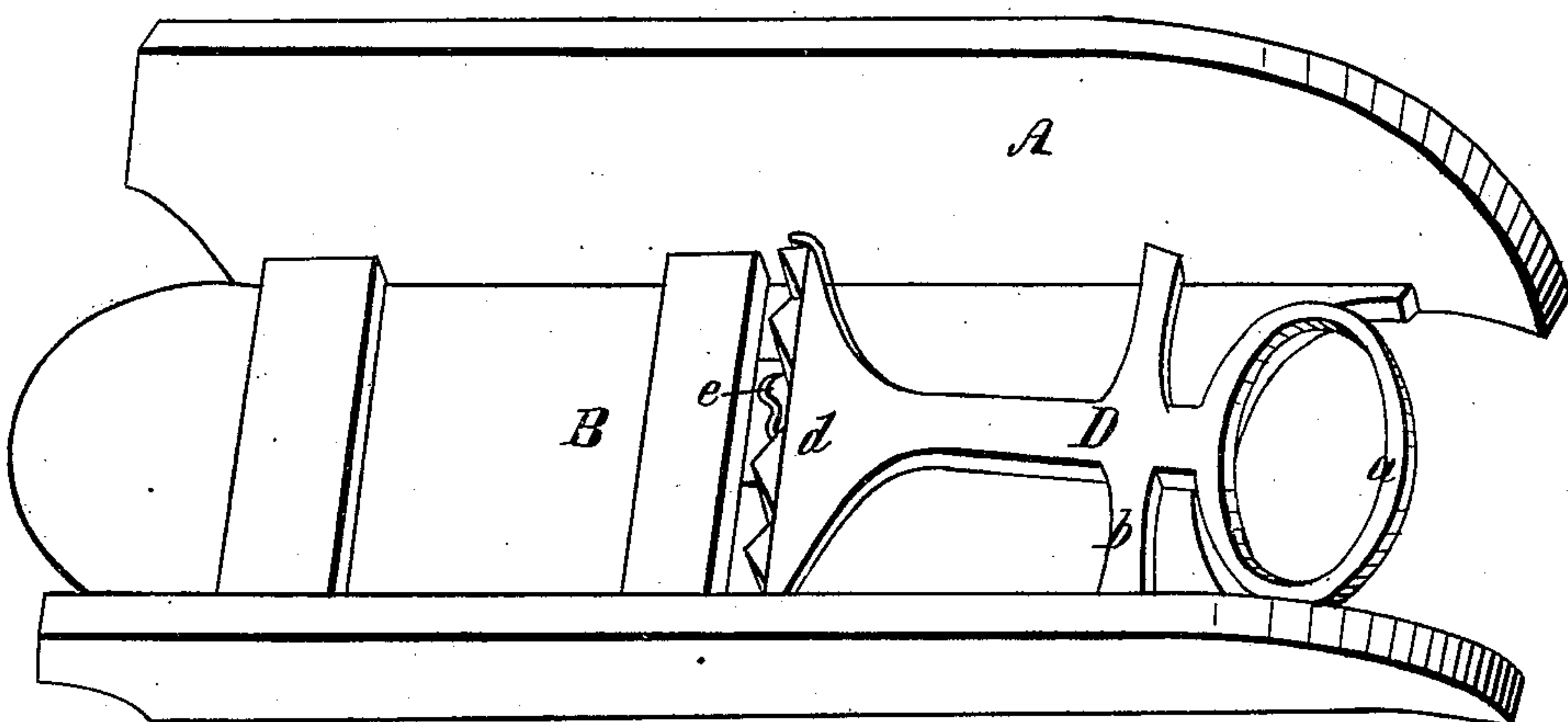


Fig. 2

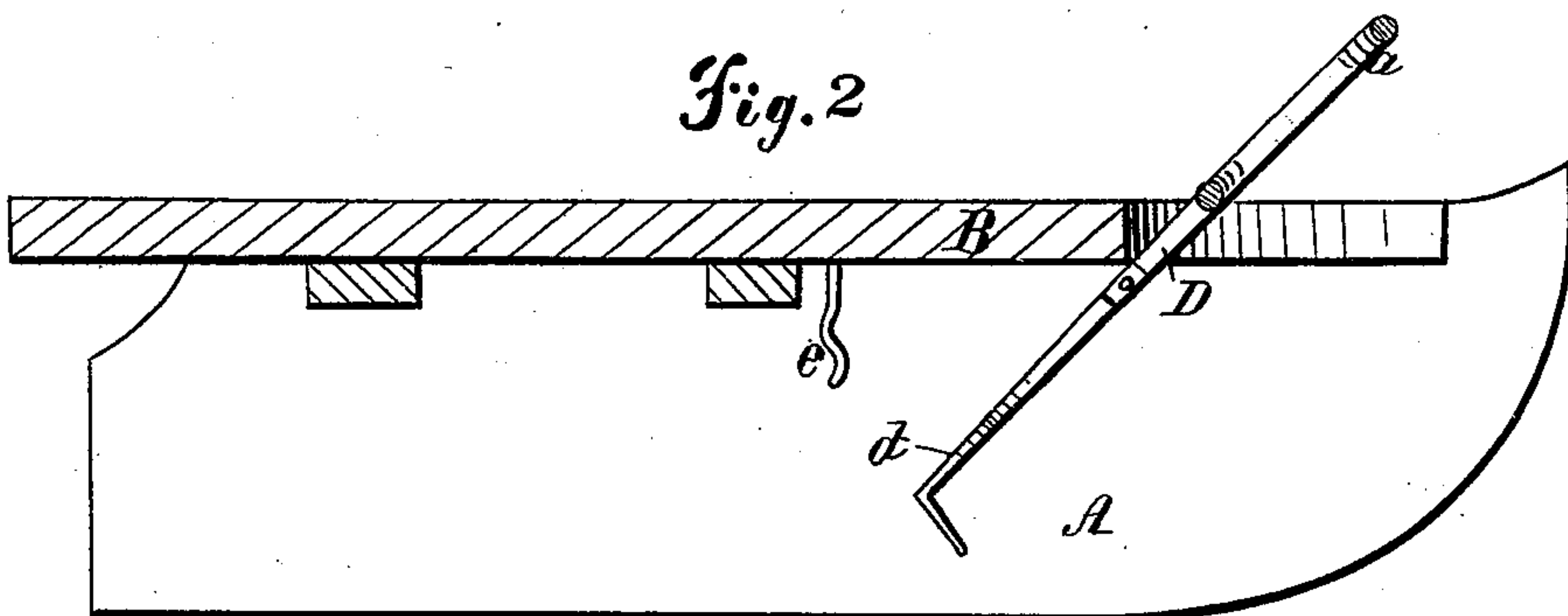
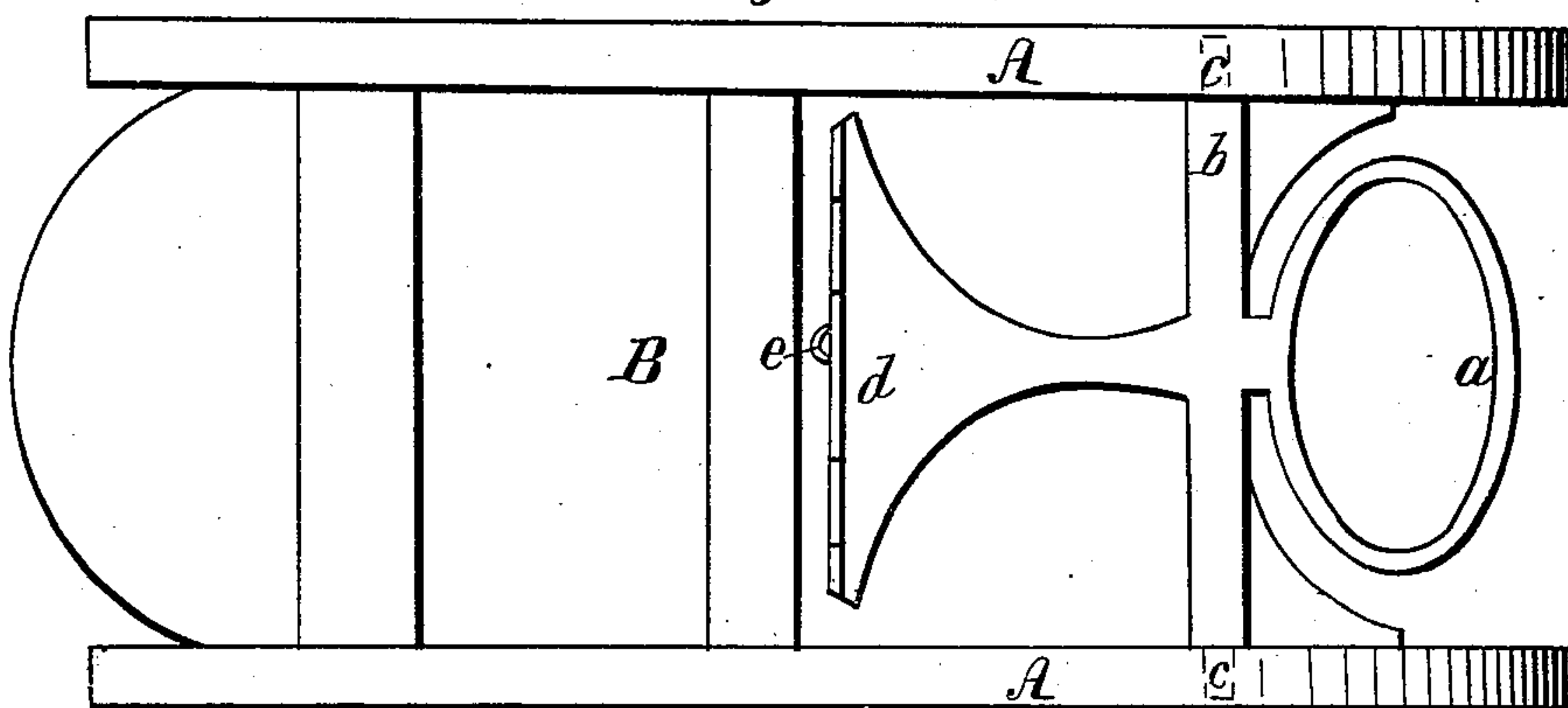


Fig. 3



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United States Patent Office.

WILLIAM F. FOLEY, OF ALBANY, NEW YORK.

Letters Patent No. 93,190, dated August 3, 1869.

IMPROVED SLED-BRAKE.

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, WILLIAM F. FOLEY, of the city and county of Albany, and State of New York, have invented an Improved Brake for Hand-Sleds; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a perspective view of a hand-sled, bottom side up, showing the improvement.

Figure 2 is a longitudinal section, showing the same.

Figure 3 is a vertical view from beneath.

The nature of my invention consists in a pivoted lever, furnished with a suitable handle to operate the same, and also, with claws to bite or catch in the surface ridden over. The said brake is placed midway between the runners in front, and hung from both runners by means of a cross-bar, the ends of which act as pivots on which the said brake swings.

The handle used may be in the form of an oval, similar to that of a lock-key, or may have a cross-head by which the person may grasp, to throw it into action or out, as may be desired.

By this invention, a hand-sled for coasting can be almost instantly stopped in its descent down a hill, without the usual recourse to the feet of the rider to slacken or stop such descent of the sled.

The adoption of this invention would save much of the excessive wear of the boots or shoes of the rider, which now usually attends that healthy and pleasant exercise of coasting, which is sometimes objected to on the grounds of the expense of boot or shoe-leather.

The liability of running against and injuring pedestrians, by reason of the inability of the rider to stop his sled, is with this invention removed, for the sled can be easily and quickly stopped in its downward progress.

To enable others skilled in the art to make and use

my invention, I will proceed to describe it in reference to the accompanying drawings, and the letters of reference marked thereon, the same letters indicating like parts.

A represents the runners of a sled.

B is the bottom board.

Between the runners A A, fig. 1 and 3, is pivoted the braking-lever D.

The said lever D may be made of metal in whole or part, and consists of a handle-end *a*, cross-bar *b*, and claw-end *d*, all of which, if of malleable iron, may be cast in one piece. The handle *a* may be oval, or any other suitable form for the rider to grasp.

The bar *b* has its outer bearings furnished with journals *c c*, fig. 2 and 3, which have their bearings in the runners A A, as shown, and at a point nigh to the bottom board B, in front.

Being thus hung, the brake D can be thrown into action by the rider pulling on the handle *a*, which will throw down the claw-end *d*, as shown in fig. 3, and when the rider presses forward the said handle *a*, the said claw-end *d* will be raised up out of action, and be thrown into the catch *e*, fig. 1 and 2. The catch *e* is elastic, and is formed so as to receive, and also release the claw-end *d* at the will of the rider, who operates this brake either by pushing the handle *a* down, or pulling it up, as circumstances might require.

Having described my invention,

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

In combination with a hand-sled, the brake D and spring *e*, constructed, arranged, and operated substantially as described for the purpose set forth.

W. F. FOLEY.

Witnesses:

THOMAS McGRATH,
JAMES A. BUCKBEE, Jr.