

W. HUGHES.
Bob-Sleigh.

No. 226,518.

Patented April 13, 1880.

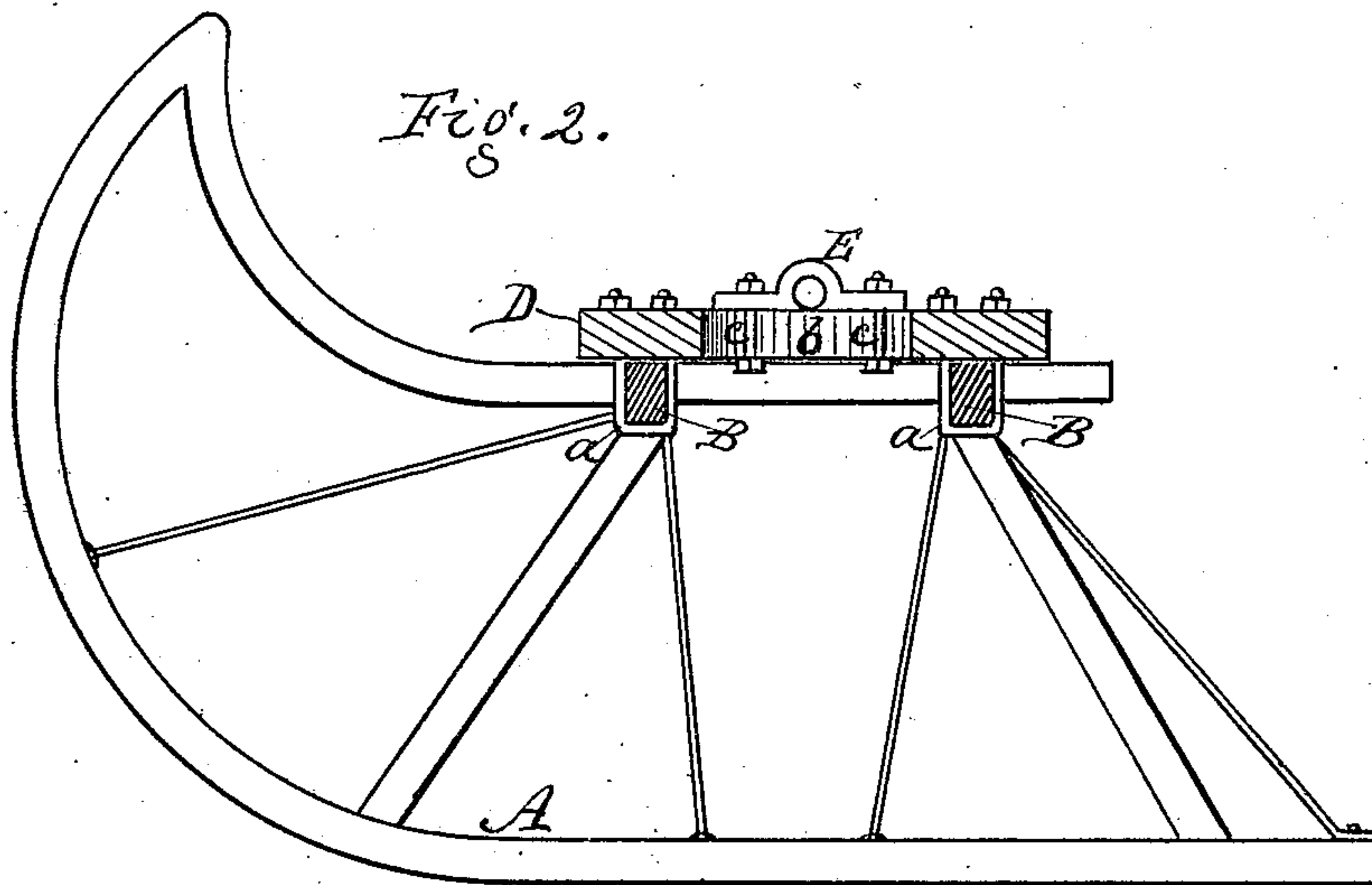
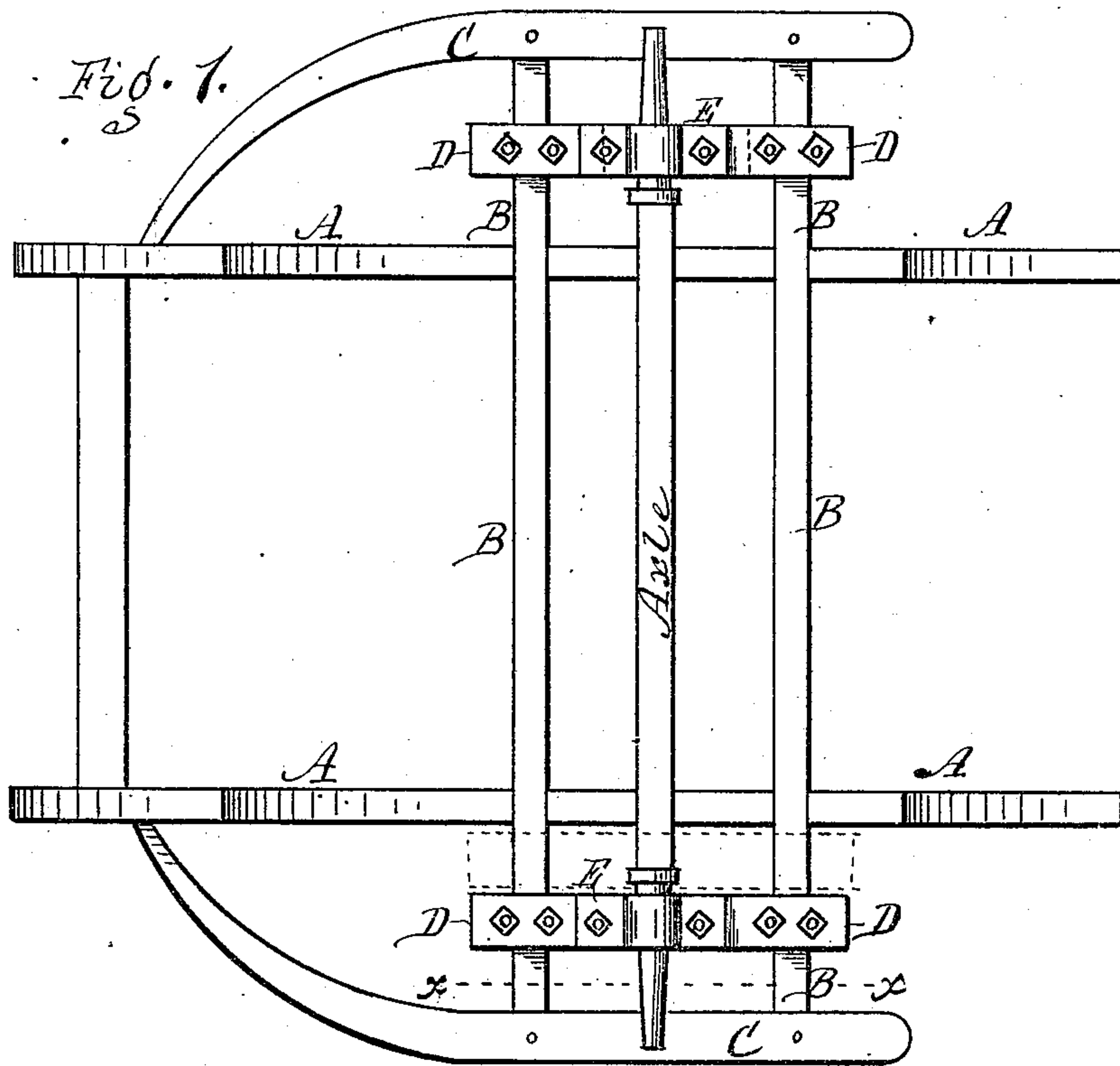
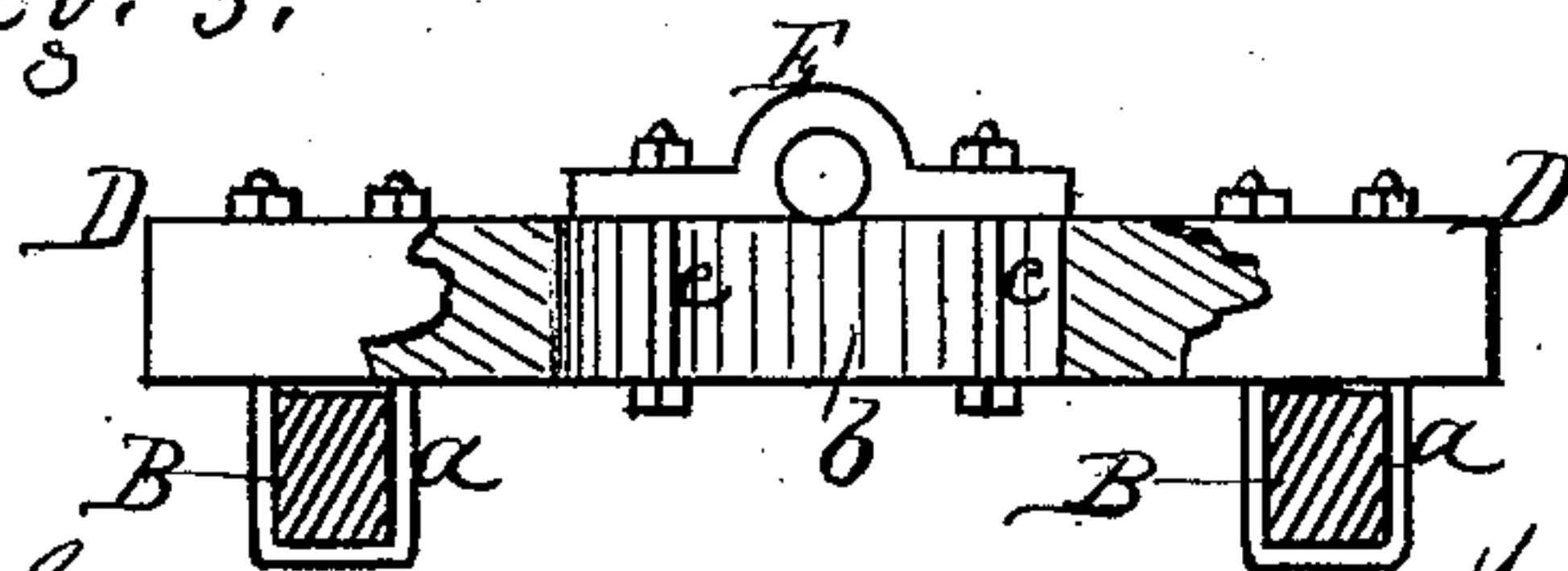


Fig. 3.



Attest:

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per R. E. Osgood,
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UNITED STATES PATENT OFFICE.

WILLIAM HUGHES, OF ROCHESTER, NEW YORK, ASSIGNOR TO BERNARD O'REILLY, OF SAME PLACE.

BOB-SLEIGH.

SPECIFICATION forming part of Letters Patent No. 226,518, dated April 13, 1880.

Application filed January 29, 1880.

To all whom it may concern:

Be it known that I, WILLIAM HUGHES, of the city of Rochester, county of Monroe, and State of New York, have invented a certain
5 new and useful Improvement in Bob-Sleighs; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, in which—

10 Figure 1 is a plan of one of the bob-sleighs, showing my improvement applied thereto. Fig. 2 is a section in line *x x*, the sleigh being in elevation. Fig. 3 is a view of the adjusting-bar and block.

15 My improvement relates to bob-sleighs adapted to receive the body of a carriage, hearse, hack, or other vehicle having the wheels removed.

20 Ordinary bob-sleighs are not adapted to receive carriage-bodies having the axles attached, for the reason that the axles project over the sides and are liable to strike impediments.

25 My invention consists of extensions built outside the rails and runners, and bars or boxes supporting the axle, capable of lateral adjustment on said extensions, and caps resting on the blocks capable of longitudinal adjustment, all as hereinafter described.

30 Two bobs are used, as usual, of which only the front one is shown in the drawings.

35 A A are the runners. B B are the cross-beams. These cross-beams project some distance beyond the runners, and on the outer ends are fenders C C, which are bent or formed so as to join with the runners at front. The projections of the cross-beams and the fenders on the outer ends form the extensions upon which the adjusting-bars rest.

40 D D are bars which rest upon the extended ends of the cross-beams, standing crosswise of the same and in line with the runners. They are secured to the cross-beams by clips *a a*, which embrace the cross-beams, and by loosening these clips the bars can be adjusted out
45 and into any position on the extensions of the cross-beams, as indicated by the full and dotted lines in Fig. 1. This is of much importance, as the bars are thereby adapted to different
50 lengths of axles. Where the axle is short the

bars are adjusted in toward the runners, and where it is long they are adjusted out toward the fenders.

There is a difference in the length of the journals of different axles, according to the
55 kind or size of wheels used, and by the use of these adjusting-bars they can be made to fit different journals and have their bearings close up to the collars of the journals.

E E are caps or boxes resting on top of the
60 bars D D, and also adjustable, but endwise or longitudinally upon the bars, as indicated by dotted lines in Fig. 1. These caps or boxes receive and hold the journals of the axle and allow the turning motion necessary as the
65 sleigh passes over inequalities of the surface.

The bars D D are provided with vertical longitudinal slots *b b*, through which pass bolts
70 *c c*, which secure the caps or boxes to the bars. By loosening the bolts the cap or box can be moved endwise, the bolts sliding in the slot *b*, and the bolts can be tightened again at any position. The object of this adjustment of the
75 caps or boxes upon the bars is to balance the load on the sled, so that there shall be no undue preponderance in front or rear, thereby insuring the proper action of the sleds.

Differences in the weight or the kind of carriages mounted on the sleds require differences
80 in adjustment.

Ordinary bob-sleighs are made no wider than the runners, and when axles are mounted thereon they project over the sides and are liable to strike impediments either by accident or the "slewing" of the sled. By building on
85 the extensions, as described, the axles do not project over the sides, and the fenders ward off blows.

I am aware that raves and fenders are formed on ordinary driving-sleighs; but they are not
90 extensions, such as above described, adapted to permit adjustment of bearing-bars and blocks which hold the axles of carriages or vehicles transferred to the bob-sleighs.

I do not claim, simply and broadly, lateral
95 adjustment of the boxes which hold the axles; but

I claim—

1. In a bob-sleigh, the combination of the extensions B B, built on the outer sides of the
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sleigh and projecting beyond the same, and the bars D D for receiving the axle, resting on said extensions and capable of lateral adjustment on the same, as herein shown and described, and for the purpose specified.

5 2. In a bob-sleigh, the combination of the extensions on the sides of the sleigh, the bars which support the axle upon said extensions, and the caps or boxes which secure the axle

upon the bars, said bars and boxes being made adjustable, as and for the purpose described.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

WILLIAM HUGHES.

Witnesses:

R. F. OSGOOD,
JACOB SPAHN.