

(No Model.)

G. W. DEARBORN.

SLEIGH.

No. 282,963.

Patented Aug. 14, 1883.

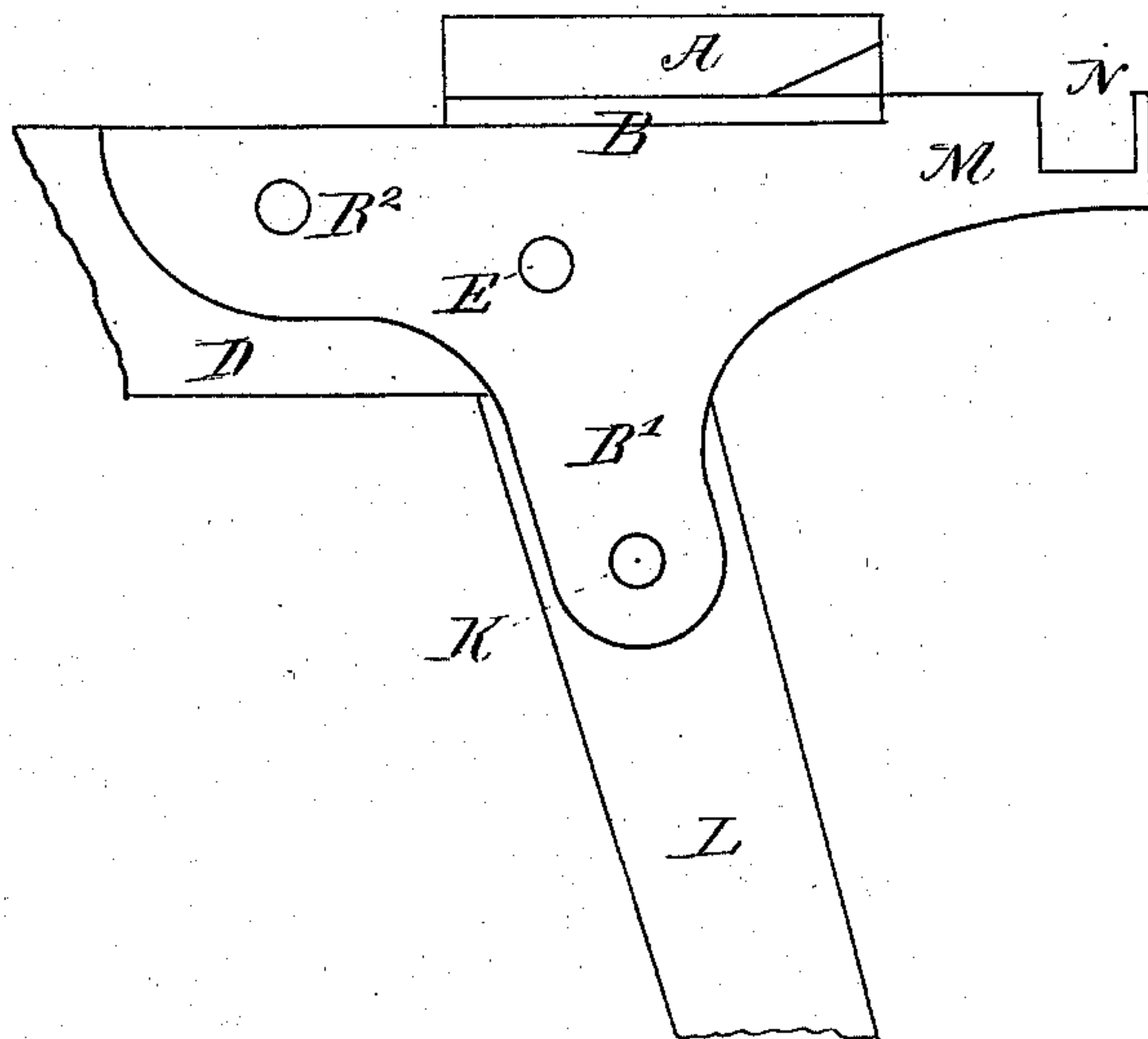


Fig. 1 -

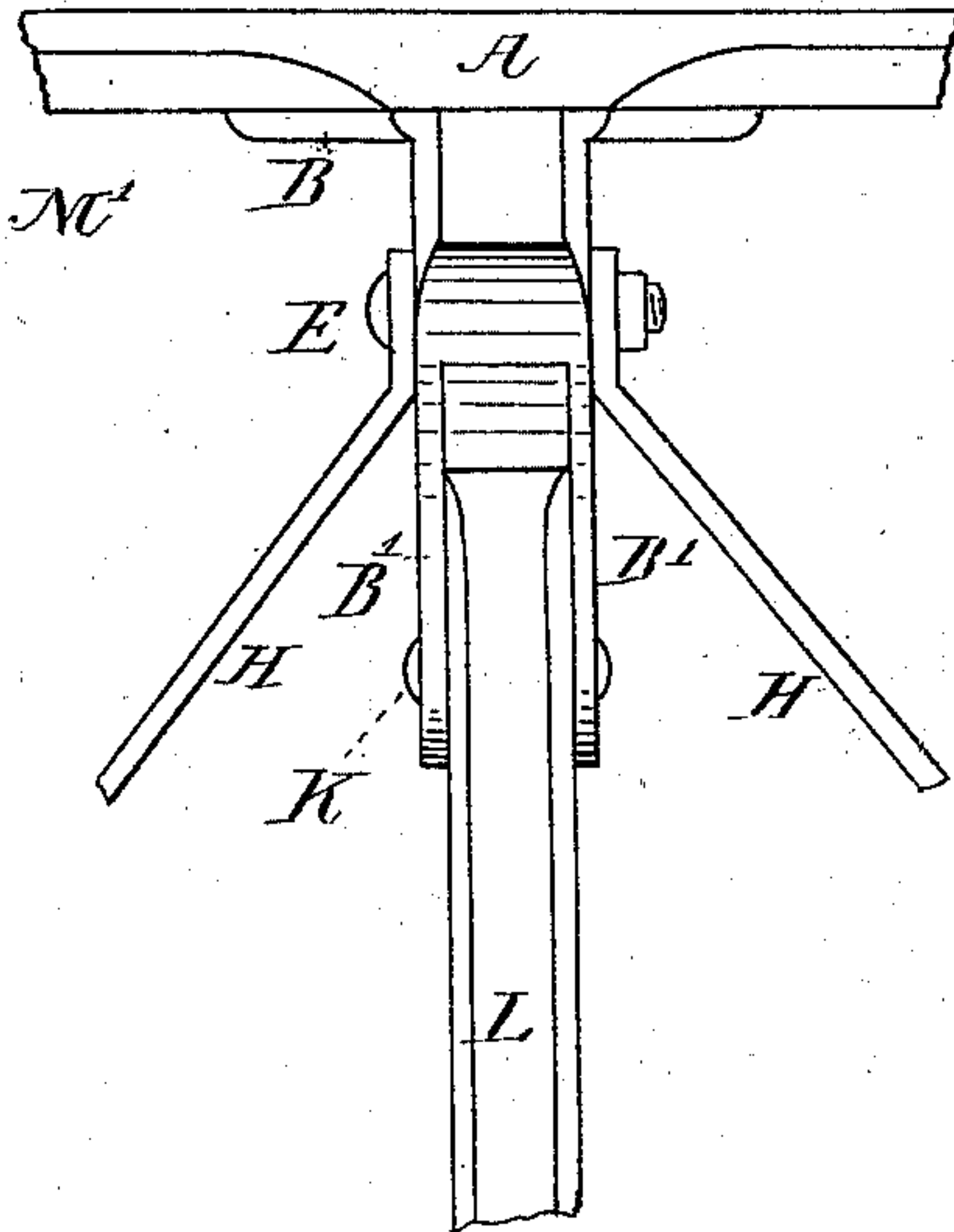


Fig. 2 -

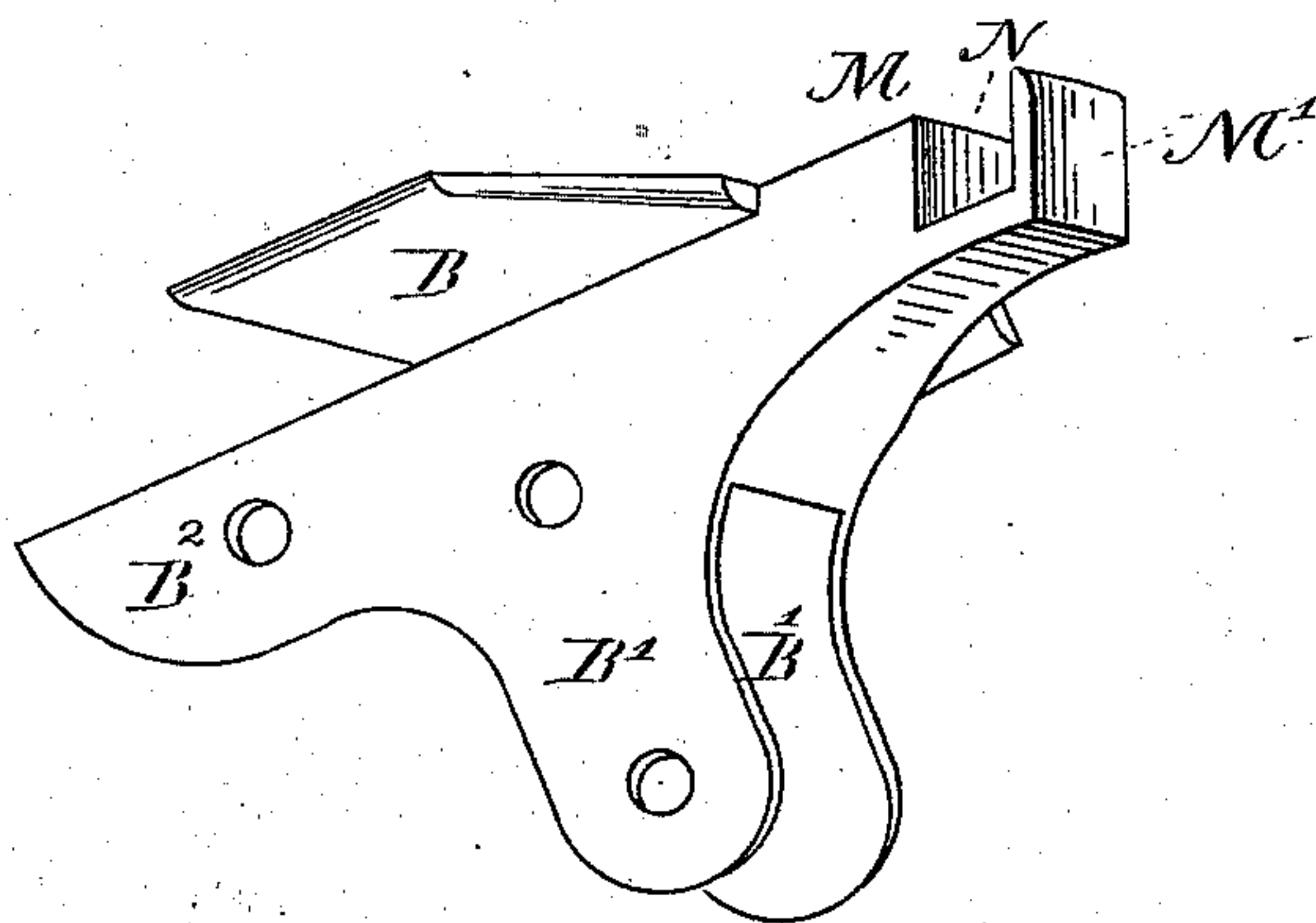


Fig. 3 -

WITNESSES

Helen M. Ferguson

Frank G. Parker

INVENTOR

George Washington Dearborn

UNITED STATES PATENT OFFICE.

GEORGE W. DEARBORN, OF BOSTON, MASSACHUSETTS.

SLEIGH.

SPECIFICATION forming part of Letters Patent No. 282,963, dated August 14, 1883.

Application filed October 28, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE WASHINGTON DEARBORN, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in the Construction of Sleighs, of which the following is a specification.

The object of my invention is to provide a firm device for uniting the lower-frame-work of a sleigh with the body of the same. I attain this object by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is an elevation showing my invention as it would appear in a cross section of a sleigh-body. Fig. 2 shows the same as it would appear in the side elevation of a sleigh-body; and Fig. 3 is a perspective view, showing the double-webbed bracket which I use for uniting the several parts.

In the drawings, A represents one of the rails of a sleigh-body. D represents one of the cross-bars of the frame, and L a standard for connecting the cross-bar D to the runner of the sleigh. These several parts may be made in any of the well-known styles and require no further description.

The connecting device or bracket B B' B' is made in the shape shown in the several drawings, Fig. 3 being a perspective view of the same. This double-webbed bracket is placed, as shown in Figs. 1 and 2, so that the webs B' B² embrace the cross-bar D and the standard L, while the upper flange, B, forms a broad and secure support for the rail A.

H and H are the ordinary iron braces, which extend from the cross-bar D to the runner.

The rear part, B², of the webs may be ex-

tended back a greater or less distance, so that one or more bolts may pass through them and the cross-bar D. This is desirable in the construction of large sleighs or sleds, for the purpose of giving additional strength.

When it is desirable to use an outside guard, an extension, M M', may be made on the piece B B' B', this extension being provided with a recess, N, Figs. 1 and 3, into which the guard-rail may be inserted.

E is a bolt which passes through the braces H H, the two webs, B' B² B' B², of the bracket, and the cross-bar D, thus fastening all the parts together in a secure and substantial manner.

K, Figs. 1 and 2, is a rivet which passes through the upper end of the standard L. The number of the bolts and rivets may be varied to suit the requirements of each case.

Having thus described my invention, what I desire to secure by Letters Patent is—

1. The combination of the cross-bar D, standard L, and rail A with the bracket-piece B' B' B² B², provided with horizontal wing-pieces B, adapted to support the rail, substantially as described, and for the purpose set forth.

2. The combination of the rail A, bracket B' B' B² B², provided with horizontal wings B for supporting the rail, with the extension-piece M M' recessed on its upper surface at N, and thus adapted to receive the guard-rail, substantially as described, and for the purpose set forth.

GEORGE WASHINGTON DEARBORN.

Witnesses:

HELEN M. FEEGAN,
WILLIAM EDSON.