

(No Model.)

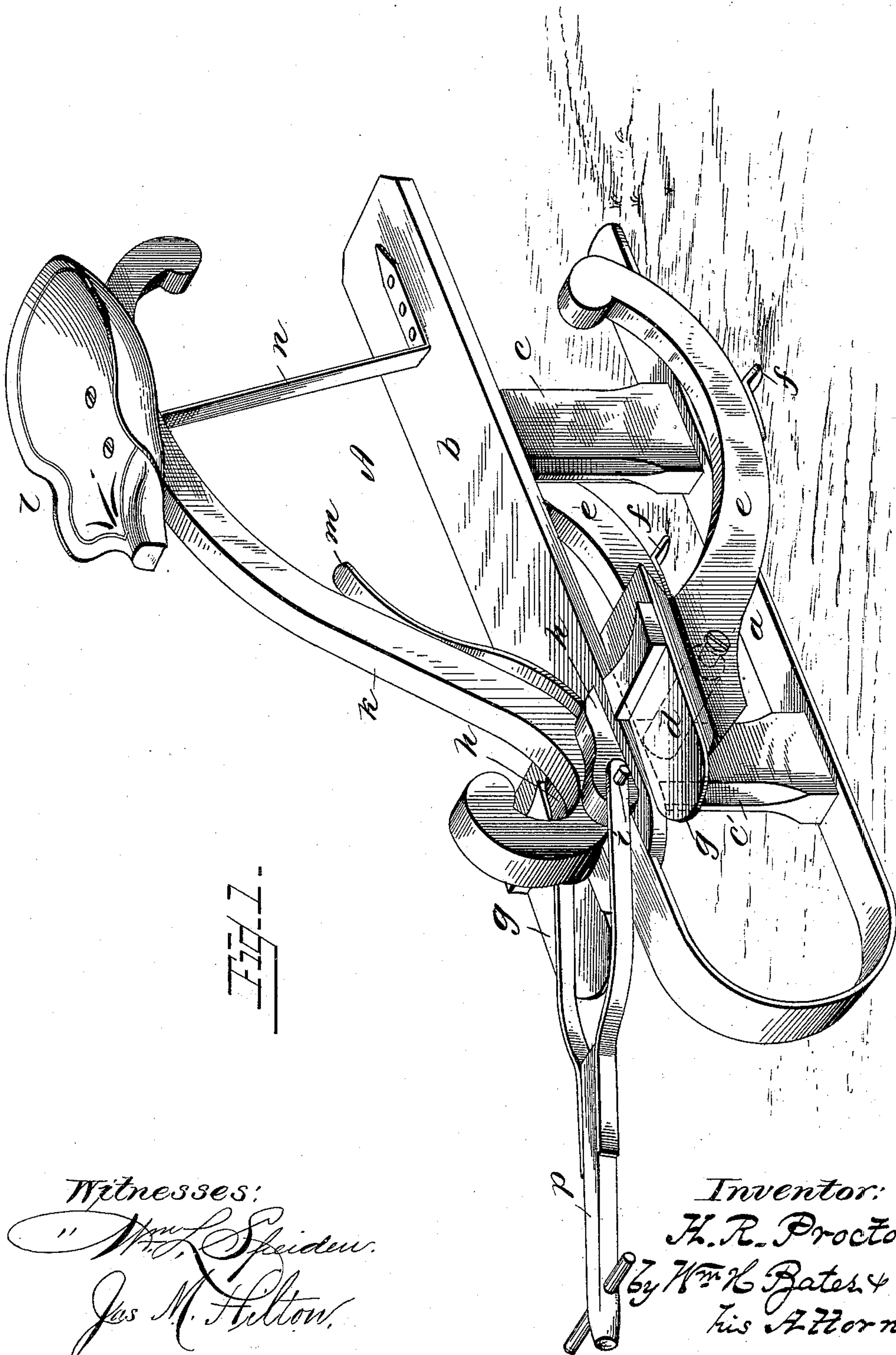
2 Sheets—Sheet 1.

H. R. PROCTOR.

SLED.

No. 307,730.

Patented Nov. 4, 1884.



Witnesses:

"*Wm. L. Spiden.*
Jas M. Hilton.

Inventor:

H. R. Proctor

By Wm H Bates & Co
his Attorneys.

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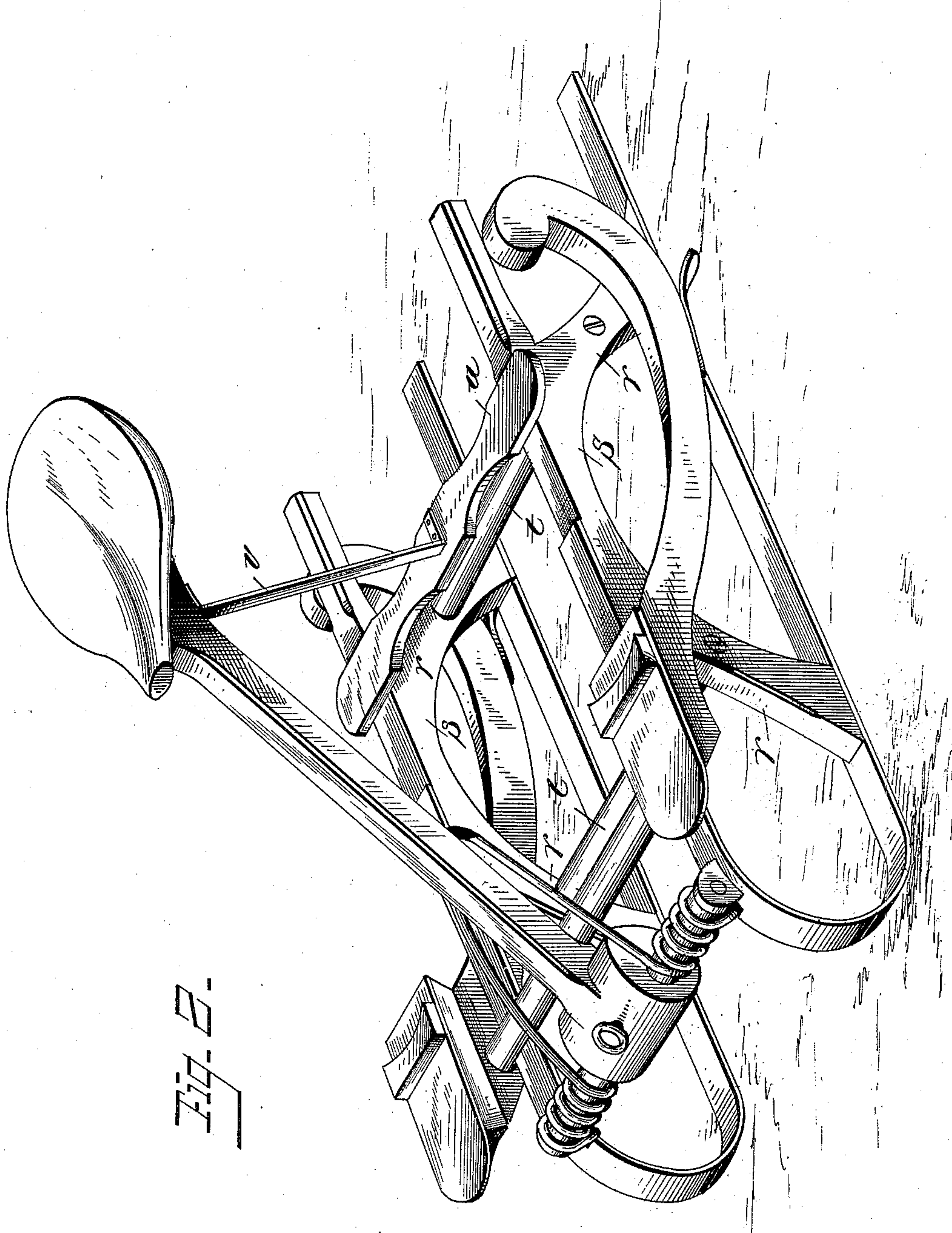
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WITNESSES

Wm. L. Spence.
Jas. M. Hilton

INVENTOR

H. R. Proctor.
by Wm. H. Bates & Co
his Attorneys

UNITED STATES PATENT OFFICE.

HARRY R. PROCTOR, OF BRADFORD, PENNSYLVANIA.

SLED.

SPECIFICATION forming part of Letters Patent No. 307,730, dated November 4, 1884.

Application filed July 10, 1884. (No model.)

To all whom it may concern:

Be it known that I, HARRY R. PROCTOR, a citizen of the United States, residing at Bradford, in the county of McKean and State of Pennsylvania, have invented certain new and useful Improvements in Sleighs, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention has relation to improvements in sleighs; and it consists in the construction and novel arrangement of the same, all as will be hereinafter more fully explained.

The annexed drawings, to which reference is made, illustrate my invention, Figure 1 representing a perspective view of my device, and Fig. 2 also a perspective view showing my improvement.

Referring by letter to the accompanying drawings, A designates the sleigh, Fig. 1, which consists of a single runner, *a*, and the rave *b* upon the front and rear standards, *c c'*.

Secured to the upper portion of the front standard, *c'*, is a transverse bar, *d*, the outer ends of which form journal-bearings for the pivoted foot-levers *e e*, which are pivoted at their forward ends thereto, while the rear end thereof is free and provided with the points *f f*, which bite the snow or ice in stopping the sleigh or steering the same. The pivoted ends of these guide-levers are provided with foot-rests *g g*, upon which the rider places his feet, one on each side of the sleigh, and upon the forward end of the rave are bearings *h h*, between which is pivoted by a bolt, *i*, the forward end of a spring-seat bar, *k*, the rear portion of which is inclined upwardly and provided with the seat *l*.

m represents the spring by means of which the seat is supported and given a yielding movement, and *n* is a strap, one end being connected to the sleigh-body and the opposite end to the seat-bar, and serves to limit the upward movement of the seat.

Pivoted to the bolt in the forward end of the sleigh is the tongue *p*, by means of which said sleigh may be drawn, and when the sleigh

is ridden downhill the tongue is thrown rearwardly, and serves as a handle for the rider. It will be seen that the rider straddles this sled, and can steer the same as well as stop it by means of the foot-levers, and the raised spring-seat relieves the rider from all jarring.

In Fig. 2 of the drawings I have shown my improvement constructed with two runners, the standards *r* and raves *s* of which are made of one piece of material, the side foot-levers being similar to those of Fig. 1, and operated in the same way. The standards are connected to one another by suitable cross-bars, *t*, and an upper cross-bar, *u*, to which the seat is secured by the strap *v*, to prevent said seat being raised too high.

If desirable, a box-body may be attached to the sleigh by a spring or springs interposed between said body and the sleigh.

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

1. In a sled, the combination, with the seat A, standards *c*, and runner *a*, of the brake-bars *e*, pivoted at their forward ends to the cross-bar *d*, and provided at their forward ends with foot-rests *g g*, whereby said brakes are manipulated in steering and stopping the same, substantially as specified.

2. In a sled, the combination, with the rave *b*, standards *c*, runners *a*, and brake-bars *e*, pivoted as described, of the seat *l*, secured to the rearwardly-inclined bar *k*, pivoted at its forward end between the bearings *h*, and provided with the spring *m*, whereby said spring-seat is independent from the body of the sled in its operation, having the limiting-strap *n*, and provided with the bifurcated handle *p*, pivoted to the rod *i*, substantially as described.

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

HARRY R. PROCTOR.

Witnesses:

F. D. REEVES,

JNO. K. WILSON.