

(No Model.)

P. B. DOTY.

HAND GUIDE AND BRAKE FOR SLEDS.

No. 364,910.

Patented June 14, 1887.

Fig. 1.

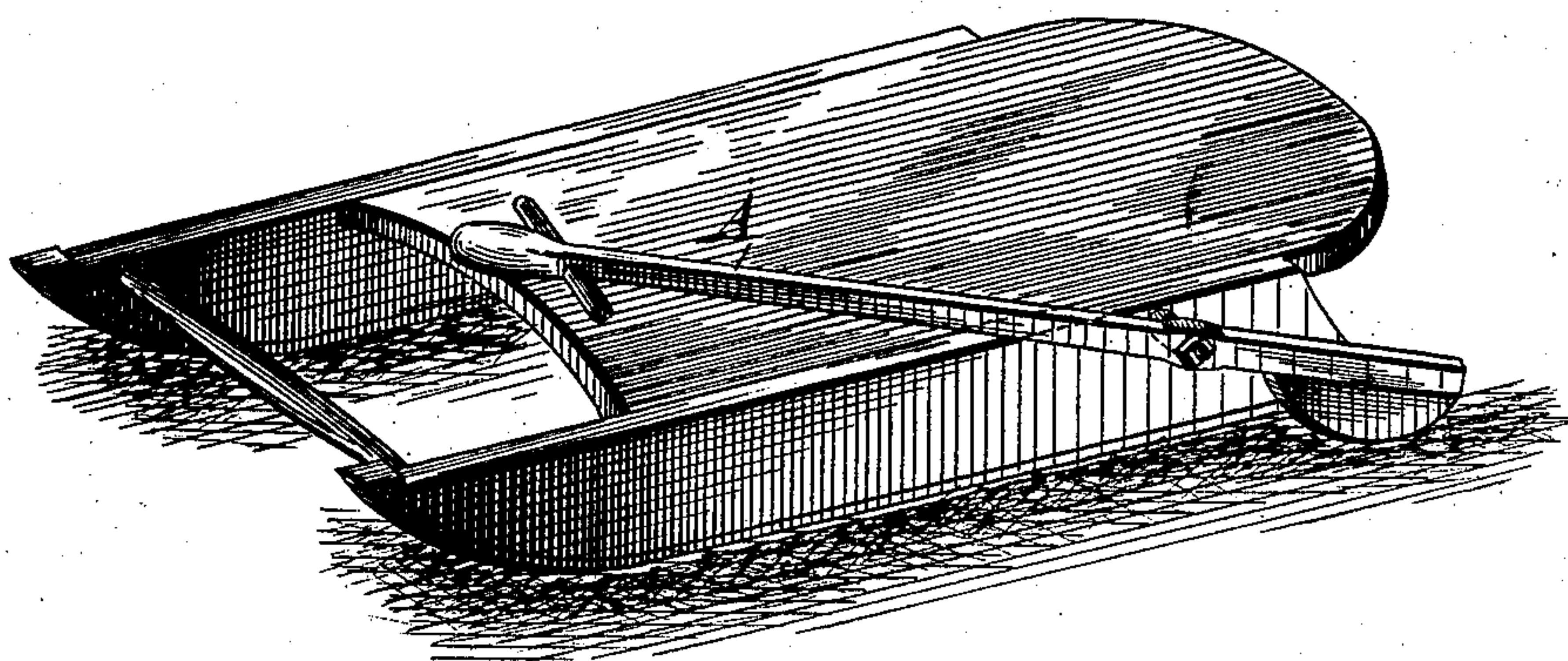
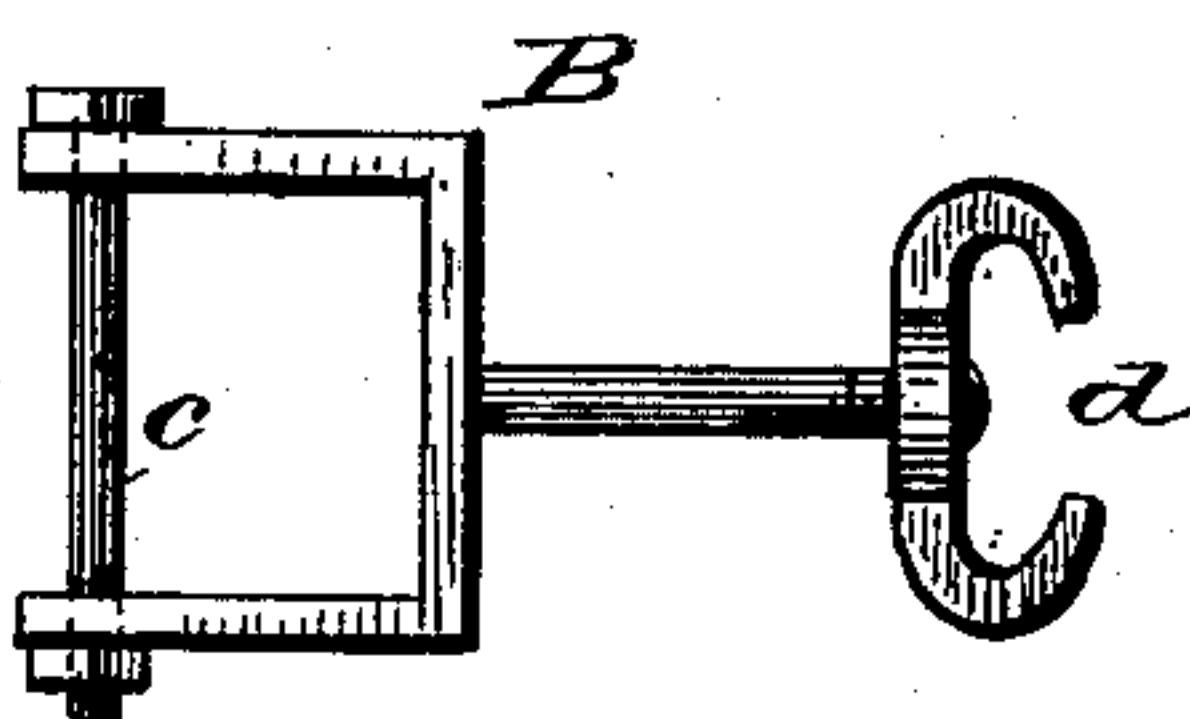


Fig. 2.



WITNESSES

Phil C. Dieterich.

P. B. Doty. INVENTOR

Amos F. Chaublin *C. H. Ransom & Co.* Attorney

UNITED STATES PATENT OFFICE.

PETER B. DOTY, OF CONNEAUT, OHIO.

HAND-GUIDE AND BRAKE FOR SLEDS.

SPECIFICATION forming part of Letters Patent No. 364,910, dated June 14, 1887.

Application filed April 6, 1887. Serial No. 233,905. (No model.)

To all whom it may concern:

Be it known that I, PETER B. DOTY, a citizen of the United States, residing at Conneaut, in the county of Ashtabula and State of Ohio, have invented certain new and useful Improvements in Guides and Brakes for Hand-Sleds; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to a guide and brake for hand-sleds. Its object is to enable the rider to sit erect and control the course of the sled while running, as well as to answer the purpose of a brake.

It consists of a certain construction and arrangement of parts, which will be more fully described hereinafter.

Figure 1 is a perspective view of guide (with fastener) attached to sled. Fig. 2 is a view of fastener detached from guide.

A represents the guide, which consists of a tough piece of oak or hickory or other suitable wood, from three to four feet in length and about an inch in diameter, through one end of which is a small hand-pin for the convenience of the operator, and in the other end is a thin bevel-edged semicircular piece of malleable iron fastened horizontally, by means of a groove, in wood, into which the straight edge of iron is placed and firmly secured by means of two bolts passing through the wood and iron.

Fastener B is a square clevis, made of iron or other suitable metal, with thumb-screw *d*, by which it is secured to rear part of sled. Pivot *c* passes through the upper part of said clevis and through guide A, and answers the purpose of an axle, upon which guide A is operated.

Without the use of this or some other similarly-constructed guide and brake very great inconvenience and much danger accompanies the use of the hand-sled in coasting. If you desire to sit erect without guide, you cannot control the course or slacken the speed of the sled. As hand-sleds are now used, the only way this can be accomplished is by lying horizontally on sled with feet projecting, which

children make answer the place of guide and brake. This is fruitful of harm, as well as destroying shoes and clothing.

A great number of serious accidents, as well as, many times, loss of life, are reported annually, resulting from children coasting without their sleds being provided with a suitable guide and brake.

I am aware that brakes or guides for sleds or sleighs have been made with levers hinged in front of the sled to the sides of the runners, and terminating in a bent arm, prong, or barb. Said brakes are very objectionable in practice when applied during accelerated motion. If lowered too much in the slightest, the bent arm, barb, or prong is forced in the snow or ground. The result is to turn the sled entirely over, throwing the operator forward with all the force of the sled in motion, frequently causing serious accidents. My invention obviates this difficulty by the difference in construction, and being attached to the rear part of sled-runner and projecting behind the sled, with the bevel-edged semicircular piece of iron so formed as not to penetrate the ground. In patent granted to Ney, November 1, 1881, No. 249,081, (sled-brakes,) it is true the brake is attached to rear end of sled-runner, but does not project behind it; hence when this brake is lowered to any extent it raises the runner and capsizes the sled.

My invention remedies this trouble by being so constructed as to project behind the sled.

I do not desire to claim the idea of guides or sled-brakes broadly; but

What I do claim as a new article of manufacture, and desire to secure by Letters Patent, is—

An improvement in sled guides and brakes, consisting of guide A, made of suitable material, with hand-pin in one end and semicircular bevel-edged piece of iron in the other secured to rear part of sled by means of fastener B, with screw *d* and pivot *c*, upon which guide A is hinged, substantially as described, and for the purpose set forth.

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

PETER B. DOTY.

Witnesses:

ALLEN M. COX,
ABNER K. HAYWARD.