

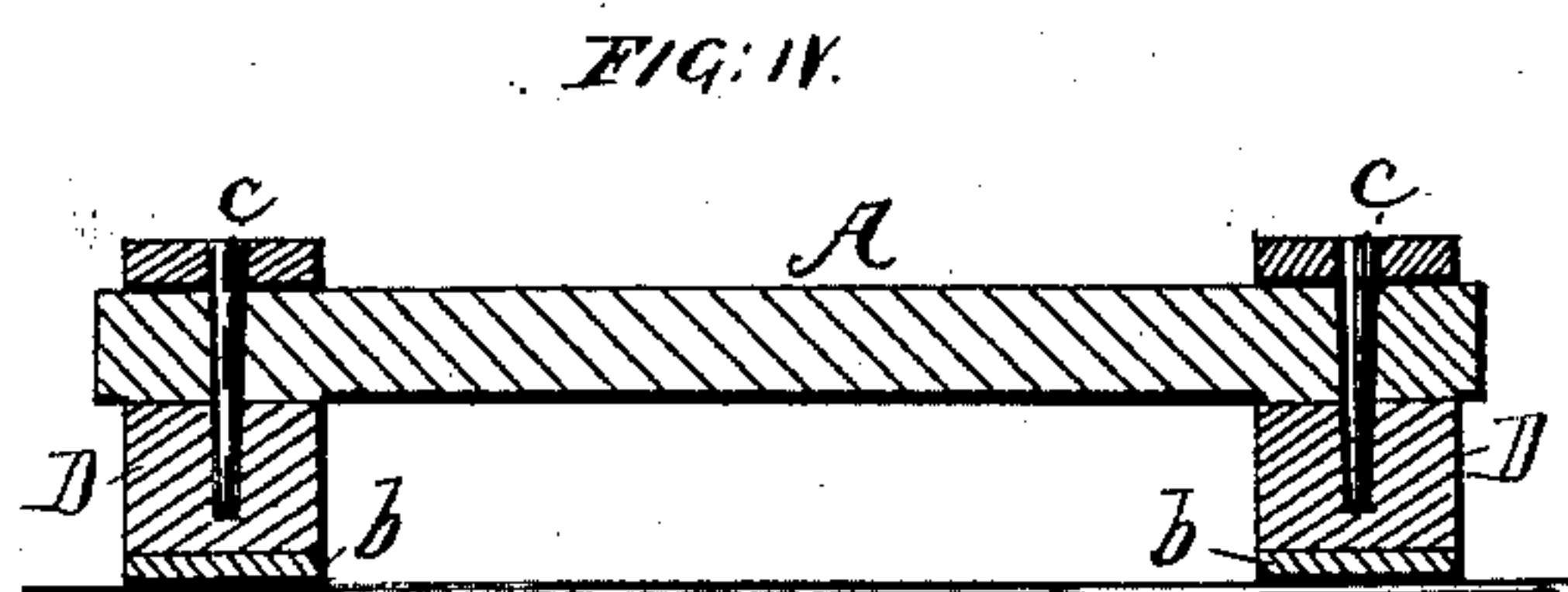
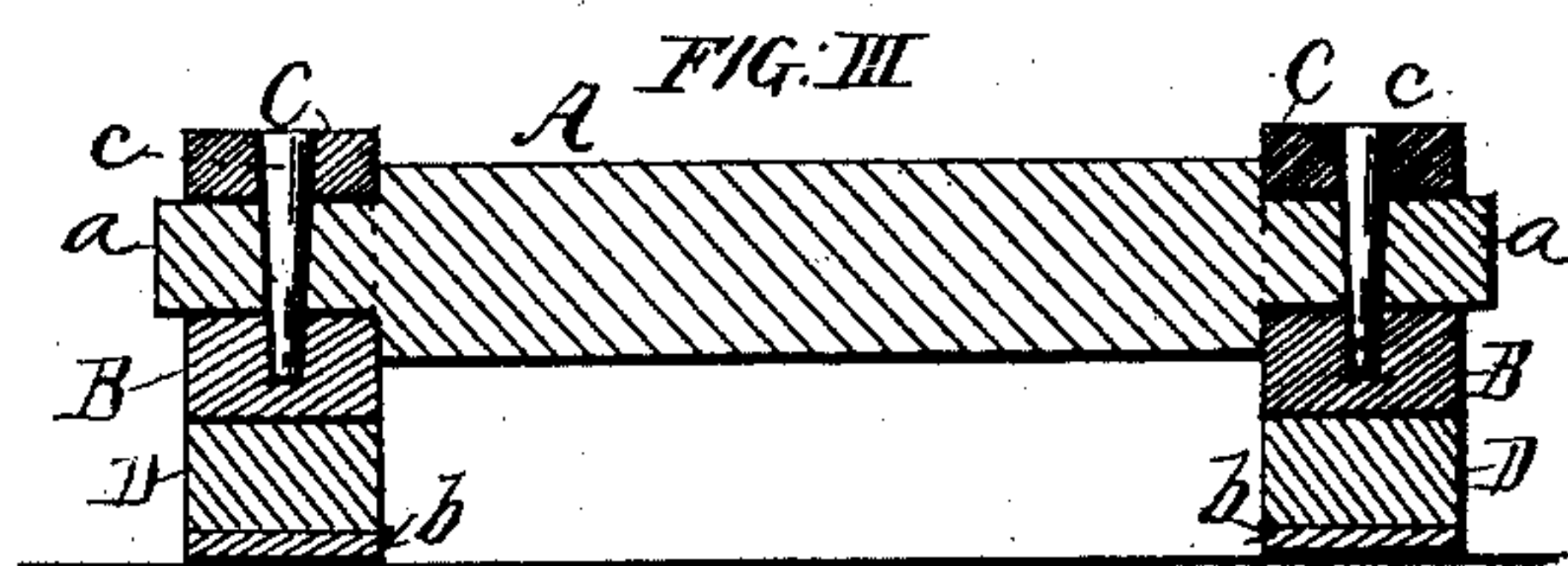
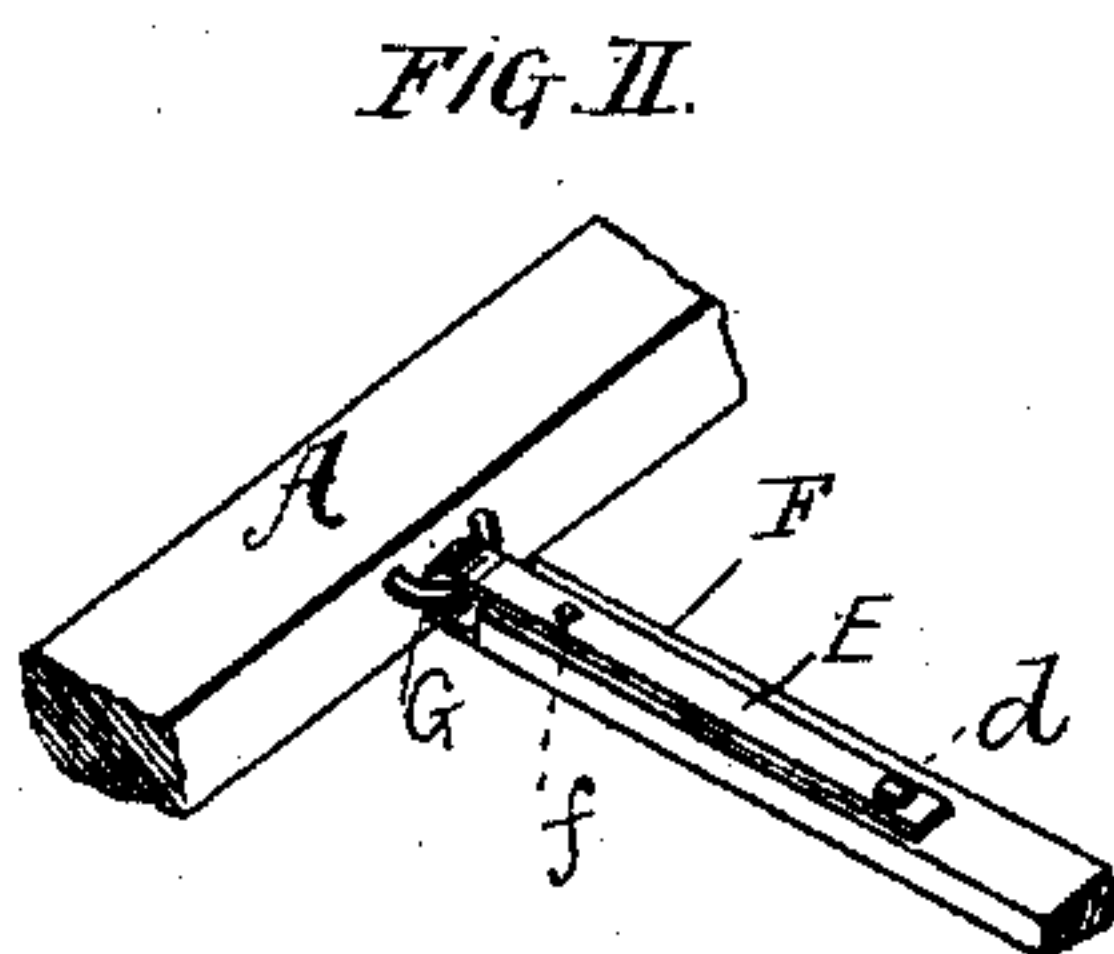
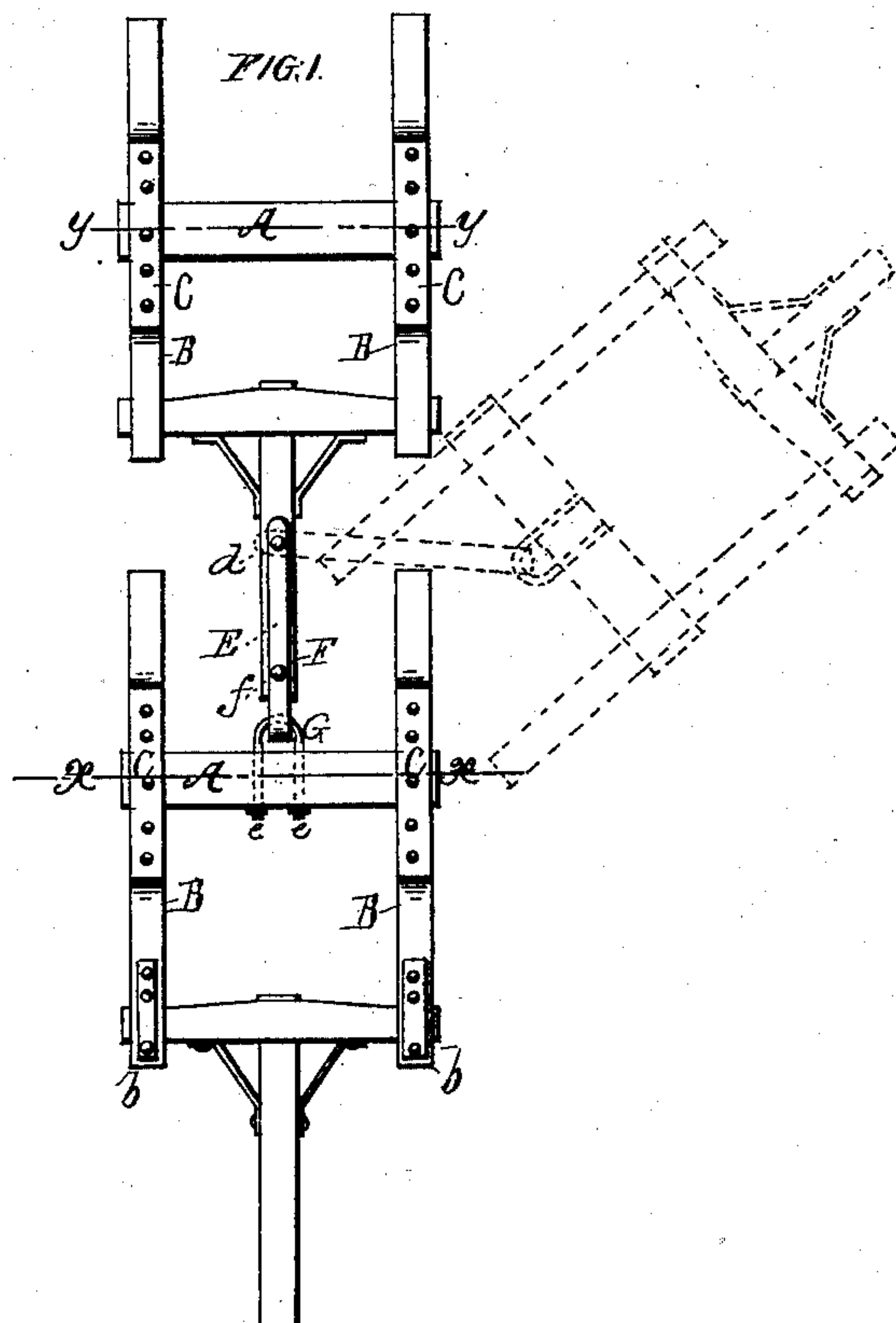
(No Model.)

G. DESJARDINS.

LOG SLEIGH.

No. 371,043.

Patented Oct. 4, 1887.



Witnesses:
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UNITED STATES PATENT OFFICE.

GEDEON DESJARDINS, OF PEMBROKE, ONTARIO, CANADA.

LOG-SLEIGH.

SPECIFICATION forming part of Letters Patent No. 371,043, dated October 4, 1887.

Application filed February 5, 1887. Serial No. 226,679. (No model.) Patented in Canada September 3, 1886, No. 24,869.

To all whom it may concern:

Be it known that I, GEDEON DESJARDINS, a subject of the Queen of Great Britain, residing at Pembroke, in the county of Renfrew, in the Province of Ontario, Canada, have invented a new and useful Improvement in Saw-Log Sleighs, (for which I have obtained a patent in Canada, dated the 3d day of September, 1886, No. 24,869,) of which the following is the specification.

My invention relates to improvements in that class of vehicles which are commonly used for heavy freighting purposes in winter, and especially by lumbermen for carrying logs and timbers, and which are generally used in pairs, one sleigh being attached to the rear of the other, and the load being laid across both sleighs.

My invention consists, first, of an improved construction of the blocks and beam of the sleigh; and, second, in a new and improved method of connecting the two sleighs together, whereby they may be turned about in a shorter space, and are made more convenient for general handling than sleighs of this class are as at present known and used.

In the accompanying drawings, which illustrate my invention, Figure I is a plan view of a pair of sleighs constructed on my improved plan. Fig. II is a perspective view showing the method of connecting the tongue of the rear sleigh with the beam of the leader. Fig. III is a sectional view on line *x x*, Fig. I, showing how I fit the beam and the block of the sleigh together. Fig. IV is a sectional view on line *y y*, Fig. I, showing a modification in the mode of fastening the beam A.

In this class of sleighs, as shown heretofore constructed, the beam is let top-flush into the blocks. A binder is then laid across the end of the beam and bolted to the block. A central block is then bolted to the beam, of a thickness equal to that of the binders, so that the rocker, which is pivoted to the beam through said central block, may swing clear of the beam and the binders above mentioned.

In my improved sleigh I cut a groove from both the top and bottom sides of the beam A, where it passes through the blocks, leaving the central portion or neck, *a*. A notch is cut

in the block B to receive this neck *a*, and equal to it in depth, so that the top of the neck will be flush with the top of the block B. A binder, C, is then placed on the top of the block, passing through the groove in the top of the beam, and secured in place by bolts or wood-screws passing down through the binders C, blocks B, and the sleigh-runners D, and, if preferred, through the runner-shoes *b*. A dowel, *c*, extending through the neck *a* into the block B, and part way through the binder C, adds materially to the strength of this connection. With a beam constructed in this shape, the addition of the central block on the beam, as now made, is rendered unnecessary.

Fig. IV shows a modified form of fastening the beam A to the runner D. It consists of laying the end of the beam A upon the runner D, and in holding it there by a binder C, which is provided with a notch to receive the ends of the beam. The binder and beam are held fast to the runner by a pin or spike, *c*.

The new features shown in the drawings as forming the connection of the two sleighs constitute also an important part of my invention, and consists, mainly, of the double link E, which is drawn over the end of the tongue of the rear sleigh, and is pivoted by the bolt *d*, which passes through the two ends of the link and through the sleigh-tongue F at some distance back from its end, and the staple G, which takes through the loop of the link and is secured in the sleigh-beam by the nuts *e*. *f* is a pin, which, passing through the link E and through the tongue F, near its end, holds the link straight in line with the tongue. The great advantage offered by this kind of connection is that it allows the vehicle to be turned about within a shorter space than could possibly be done without it. This is illustrated by the dotted lines in Fig. I.

When it is required to turn at a sharp angle, the pin *f* must first be taken out, which allows the link to be drawn aside and the front sleigh to be moved into the position shown.

What I claim as my invention is—

1. In the sleigh herein shown and described, the combination of the beam A, having transverse grooves both in its top and bottom sides, the necks *a*, fitted into the blocks B, the binders

C, lying in the top grooves of the beam flush with its top side, and the dowel *c*, substantially as shown, and for the purpose set forth.

2. In the above-described vehicle, the double
5 link E, pivoted to the tongue F by the bolt *d*, the pin *f*, arranged to hold the tongue and link in line, and the staple G, passed through the link and secured in the beam of the leading

sleigh by the nuts *e*, all substantially as shown, and for the purpose set forth.

In witness whereof I hereunto set my hand in presence of two witnesses.

GEDEON DESJARDINS.

Witnesses:

J. G. FORGIE,

M. J. GORMAN.