

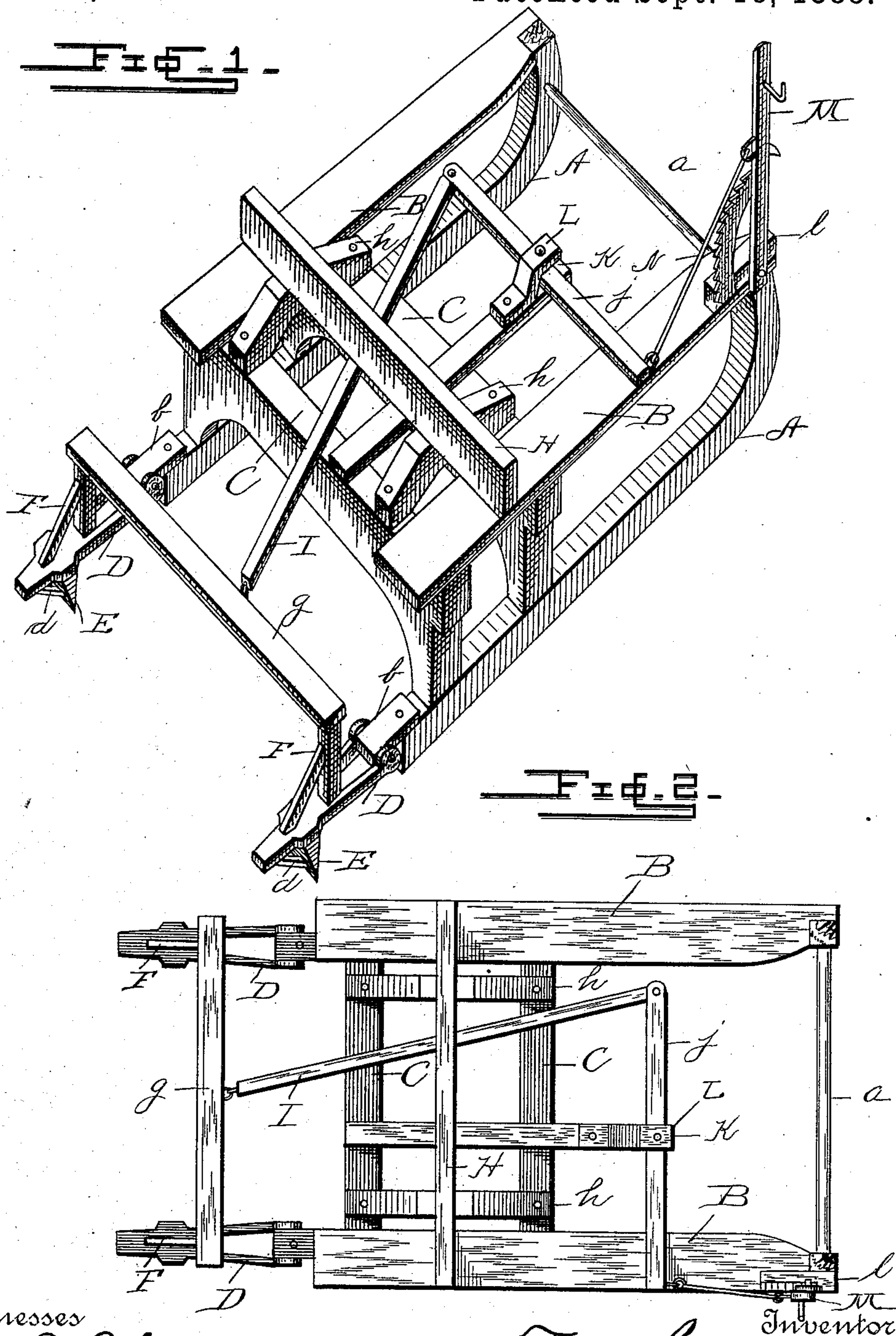
(No Model.)

T. GILLOGLEY.

SLED BRAKE.

No. 389,700.

Patented Sept. 18, 1888.



Witnesses

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UNITED STATES PATENT OFFICE.

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SLED-BRAKE.

SPECIFICATION forming part of Letters Patent No. 389,700, dated September 18, 1888.

Application filed February 20, 1888. Serial No. 264,644. (No model.)

To all whom it may concern:

Be it known that I, THOMAS GILLOGLEY, a citizen of the United States, residing at High Market, in the county of Lewis and State of New York, have invented certain new and useful Improvements in Sled-Brakes; 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 ap-
10 pertains 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.

This invention relates to certain new and useful improvements in bob-sleds; and the novelty resides in the peculiar combinations and in the construction, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the drawings, and then particularly pointed out in the claims.

Similar letters of reference indicate like parts in both views.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a perspective view of a bob-sled embodying my improvements, and Fig. 2 a top plan thereof.

Referring now to the details of the drawings by letter, A designates the runners, B the raves, and C the cross girts or sills, all of which parts may be of any approved construction and material. The forward ends of the runners are connected by the bar *a*. To the rear ends of the runners are secured the arms *b*, braced by the angular braces *c*, secured to said arms and to the cross-girt, as shown. To these arms *b* are pivotally secured the shoes D, the inner ends of which are bifurcated and embrace the arm *b*, as shown in Fig. 2. Detachably secured to the outer ends of these shoes are the downwardly-extending calks E, which are braced by the braces *d*, as seen in
45 Fig. 1. From the shoes D, near their pivots, rise the standards F, the upper ends of which are connected by the cross-bar G. *g g* are braces connecting the said standards with the shoes. Secured to the cross-girts are the longitudinal bars *h*, to which is secured the bolster H, beneath which is arranged the connecting-bar I, the rear end of which is pivotally connected to the cross-bar G, as shown at

i. The forward end of this bar H is pivotally secured in the forks of the lever J, which is pivoted near the center of its length to the bar K, secured to the cross-girts and braced by the iron L, secured to said bar K, and through which the pivot of the lever passes. Pivoted at one end of the block *l*, secured to the rave of the runner, is the operating-lever M, which has pivotally connected therewith between its ends the rod N, the other end of which is pivotally connected with the end of the lever J.

I am aware that it is not new to pivot to the rear ends of the runners shoes provided with calks, and to connect the same by pivotal connections with the operating-lever pivoted at the front end of the sled; and I do not seek to cover said construction, broadly, but restrict myself to my particular construction, attaching special importance to the braces F *d* and other peculiarities of construction, as specified by the appended claims.

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

1. The combination, with the runners, of the shoes pivoted to the rear ends thereof and provided with calks, the braces *d* for said calks, and braces F, the lever pivoted to the cross-girt of the runners, the operating-lever pivoted to the forward end of the runner, and pivotal connections between the two levers and with the shoes, substantially as and for the purpose specified.

2. The combination, with the runners, the raves, the cross-girts, and the bolsters arranged with a space between the rave and the girts, of the arms *b*, secured to the rear ends of the runners, the shoes pivoted to said arms, the standards rising from said shoes, the cross-bar connecting said standards, the operating-lever pivoted to the front end of the runner, the lever pivoted to the cross-girt, the bar pivotally connecting the lever with the cross-bar, and the rod pivotally connected with the two levers and the brace-iron L, substantially as and for the purpose specified.

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

THOMAS GILLOGLEY.

Witnesses:

JAMES DOYLE,
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