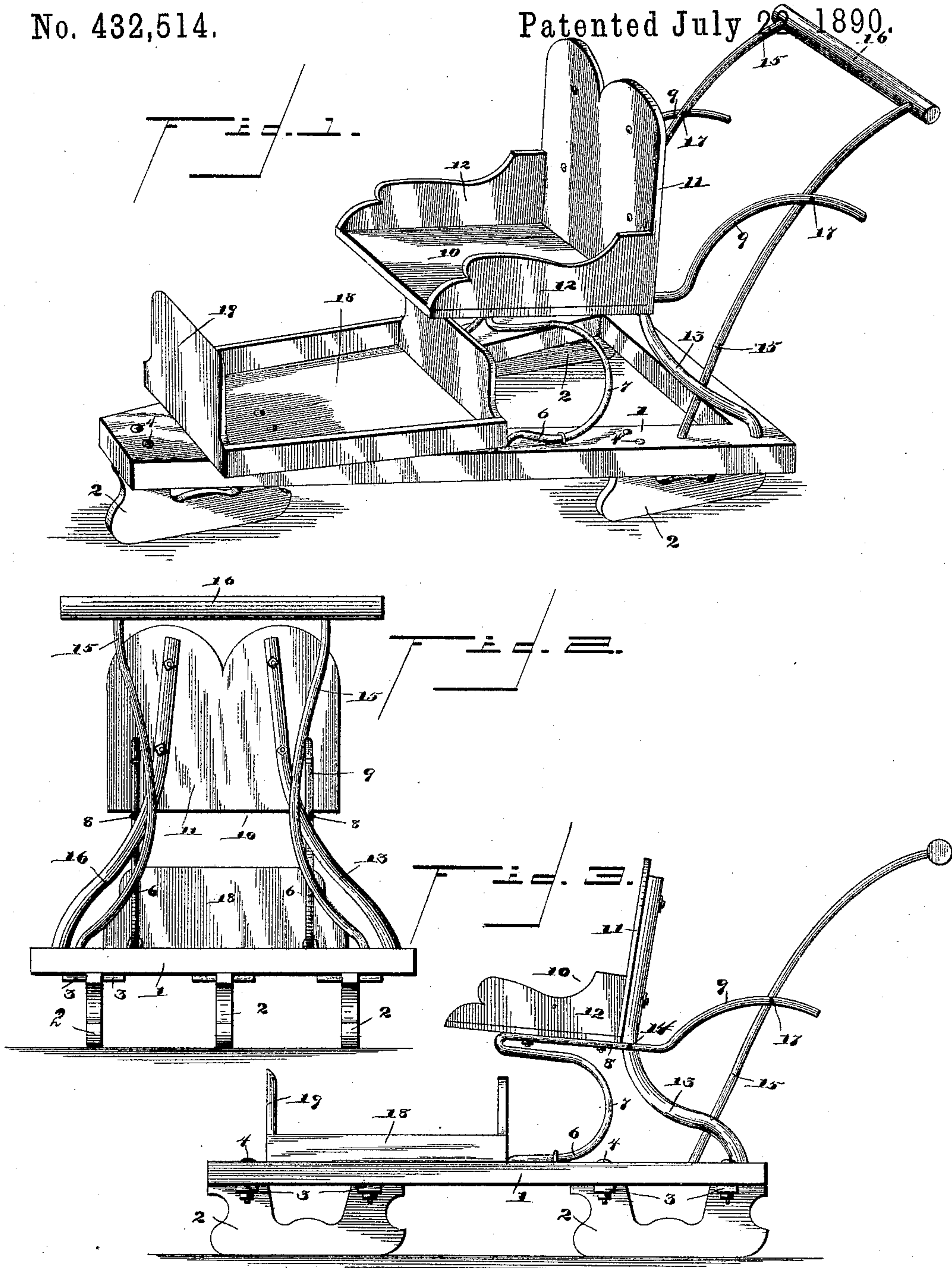


(No Model.)

C. E. & J. D. CRONK.
SLED.

No. 432,514.

Patented July 26 1890.



Witnesses:

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UNITED STATES PATENT OFFICE.

CASTELLIO E. CRONK AND JOEL D. CRONK, OF BELVIDERE, ILLINOIS.

SLED.

SPECIFICATION forming part of Letters Patent No. 432,514, dated July 22, 1890.

Application filed February 28, 1890. Serial No. 342,112. (No model.)

To all whom it may concern:

Be it known that we, CASTELLIO E. CRONK and JOEL D. CRONK, citizens of the United States, residing at Belvidere, in the county of Boone and State of Illinois, have invented a new and useful Sled, of which the following is a specification.

This invention has relation to sleds of that class adapted to be pushed over the surface of ice, and among the objects in view are to provide a strong and substantial vehicle of the class mentioned that shall be comfortable to the occupant and readily adapted for the mode of propulsion above mentioned.

Referring to the drawings, Figure 1 is a perspective of a sled constructed in accordance with our invention. Fig. 2 is a rear elevation of the same. Fig. 3 is a side elevation.

Like numerals of reference indicate like parts in all the figures of the drawings.

In practicing our invention we provide a triangular frame 1, preferably of light wood, and to the three angles of the same secure ordinary runners or blades 2, of the form best adapted for ice surfaces. Each of the blades is provided at its upper edge with opposite pairs of lateral perforated lugs 3, and through the same and into the base there are passed screws or bolts 4. Rising from the opposite sides of the frame are a pair of seat-standards 6, formed of spring metal and rearwardly bowed, as at 7, to lend resiliency, after which they are bent upon themselves to form seat-supporting bars 8, which are carried to the rear to form braces 9, where they terminate.

Upon the seat-bars 8 is secured the seat 10, having the usual back 11 and sides or arms 12. From the rear angles of the frame there extend upwardly a pair of braces 13, which at intervals are connected to the back, said braces preferably being formed of light wood and secured by bolts or rivets 14 to the seat-bars at their points of crossing and to the back 11. In front of the braces there are secured the lower ends of a rearwardly-projecting pair of handle-bars 15, which extend

rearwardly beyond the end of the frame 1 and are connected at their extremities by a handle 16, and below said handle to the rearwardly-inclined braces 9 by means of bolts or rivets 17.

Upon the forward end of the frame 1 is mounted the foot-tray 18, which is merely a rectangular box provided with the usual dashboard 19, and adapted to accommodate the feet of the occupant.

The operation of our invention will at once be apparent from the above description, and from the same it will be observed that we have provided an extremely simple, light, cheap, comfortable, and easily-propelled sled.

The peculiar triangular shape of the sled is specially designed for the purpose of guiding the sled accurately.

Having thus described our invention, we claim—

1. In a sled of the class described, a base or frame provided with runners, curved seat-supporting standards extending from the base and projecting in rear of the seat, and a handle projecting rearwardly from said base and secured to the rear ends of the standards, substantially as specified.

2. In a sled of the class described, the triangular base having the runners at its three angles, the standards 6, projecting therefrom, curved, as at 7, and bent upon themselves to form seat-bars 8, and rearwardly to form braces 9, the seat 10, having the back 11, the inclined upwardly-disposed braces 13, connected to the seat, and the rearwardly-disposed handle-bars 15, connected by the handle 16, said handle-bars being riveted or otherwise secured to the braces 9, and the foot-tray 18, substantially as specified.

3. The frame 1, of triangular shape, and the blades 2, located at each of the angles of the frame, and having lateral perforated lugs 3, and screws or bolts 4, for securing them to position upon the frame, the standards 6, formed of spring metal, bowed, as at 7, and bent upon themselves to form seat-supporting bars 8, terminating in braces 9, the seat 10, having the back 12, and the braces

13, connected to the back and at their lower
ends to the base and to the seat-bars at their
point of crossing, the handle-bars 16, rising
from the base and connected to the braces 9
5 at their points of crossing, and the foot-tray
18, having the dash 19 mounted upon the
frame, substantially as specified.

In testimony that we claim the foregoing as

our own we have hereto affixed our signatures
in presence of two witnesses.

CASTELLIO E. CRONK.
JOEL D. CRONK.

Witnesses:

CHARLES M. STROUD,
W. W. WOOD.