

(No Model.)

H. BRUNN.  
SLEIGH.

No. 458,722.

Patented Sept. 1, 1891.

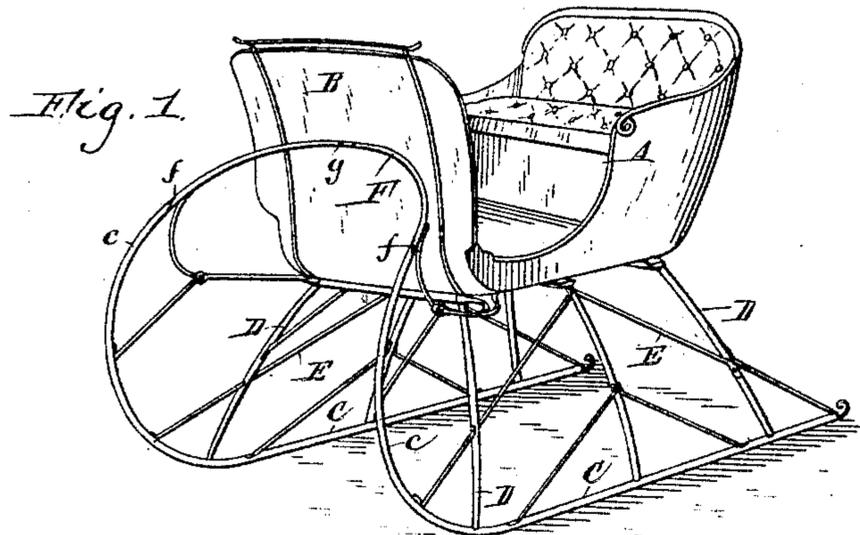


Fig. 2.

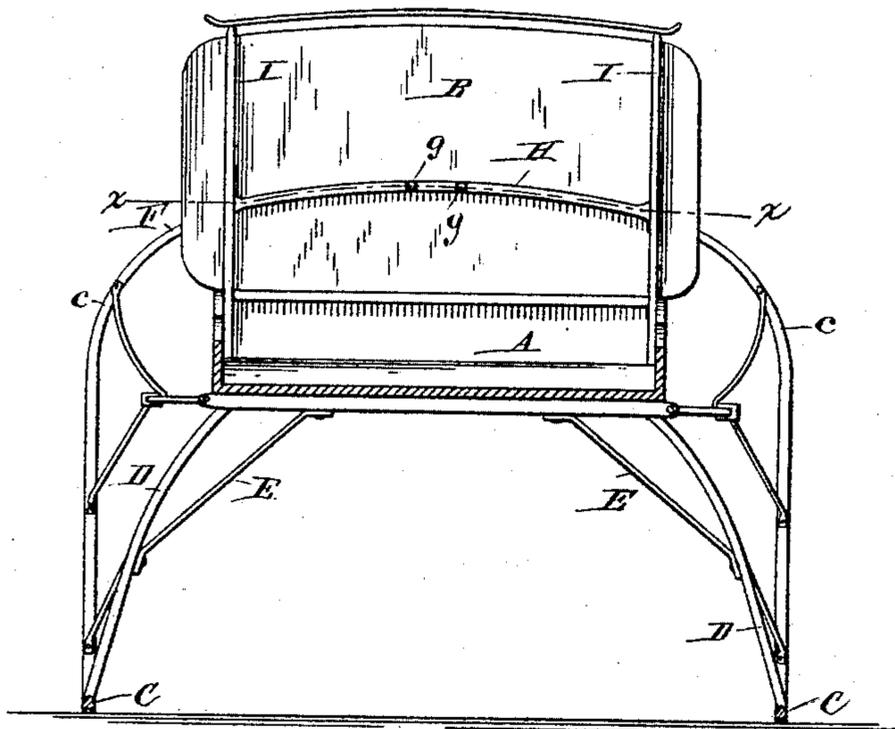
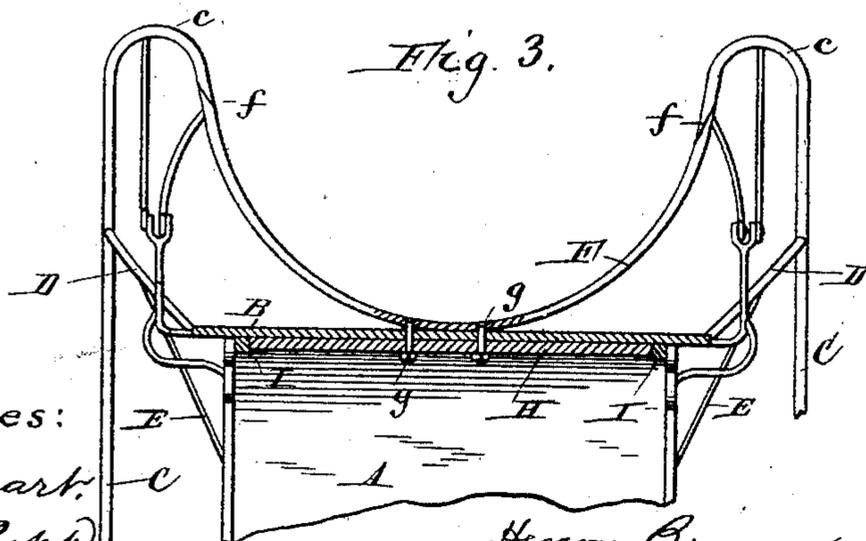


Fig. 3.



Witnesses:

Emil Neuhart.

Theo. L. Popp.

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By Wilhelm Bonnet Attorneys.

# UNITED STATES PATENT OFFICE.

HENRY BRUNN, OF BUFFALO, NEW YORK.

## SLEIGH.

SPECIFICATION forming part of Letters Patent No. 458,722, dated September 1, 1891.

Application filed December 10, 1890. Serial No. 374,127. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY BRUNN, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented new and useful Improvements in Sleighs, of which the following is a specification.

This invention relates to that class of sleighs and cutters in which the front portions of the runners are extended upwardly to the dash-board, and has for its object to produce a light and strong connection of the runners with the dash-board and to improve the appearance of the sleigh.

In the accompanying drawings, Figure 1 is a perspective view of a cutter provided with my improvements. Fig. 2 is a cross-section of the cutter, looking forward. Fig. 3 is a horizontal section in line *x x*, Fig. 2.

Like letters of reference refer to like parts in the several figures.

A represents the body of the cutter or sleigh, and B the dash-board.

C C represent the runners, which are connected with the body by the usual uprights D and stiffened by braces E. The front portions *c c* of the runners are bent upwardly and inwardly and are connected with each other and with the dash-board by an arched or curved brace F, which is spliced to the runners, as shown at *f f*, so as to form with the runners a continuous or unbroken sweep across the front of the sleigh. This brace bears with its crown or central portion against the front side of the dash-board, to which it is firmly secured by bolts *g g*.

H represents a cross-brace arranged against the rear side of the dash-board and connected to upright end braces I I, whereby the dash-

board is stiffened. The fastening-bolts *g g* pass through this cross-brace and secure the arched connecting-brace of the runners firmly thereto and to the dash-board, thus establishing an exceedingly strong and durable connection between these parts with a minimum amount of weight.

The arched brace and the front portions of the runners extend laterally beyond the body, as clearly represented in Figs. 2 and 3, whereby the body is protected and fenders are rendered unnecessary.

I claim as my invention—

1. The combination, with the body and dash-board, of runners having their front portions curved upwardly and inwardly and an arched brace which is joined to the front ends of the runners and forms a continuation thereof and which extends upwardly and rearwardly therefrom and is secured with its crown to the front side of the dash-board, substantially as set forth.

2. The combination, with the body and the dash-board provided on its rear side with upright end braces and a connecting cross-brace, of runners having their front portions curved upwardly and inwardly, an arched brace connecting the front portions of the runners and bearing with its crown against the front side of the dash-board, and fastening-bolts securing the arched brace to the dash-board and cross-brace, substantially as set forth.

Witness my hand this 10th day of November, 1890.

HENRY BRUNN.

Witnesses:

F. C. GEYER,  
WM. H. BRIER.