

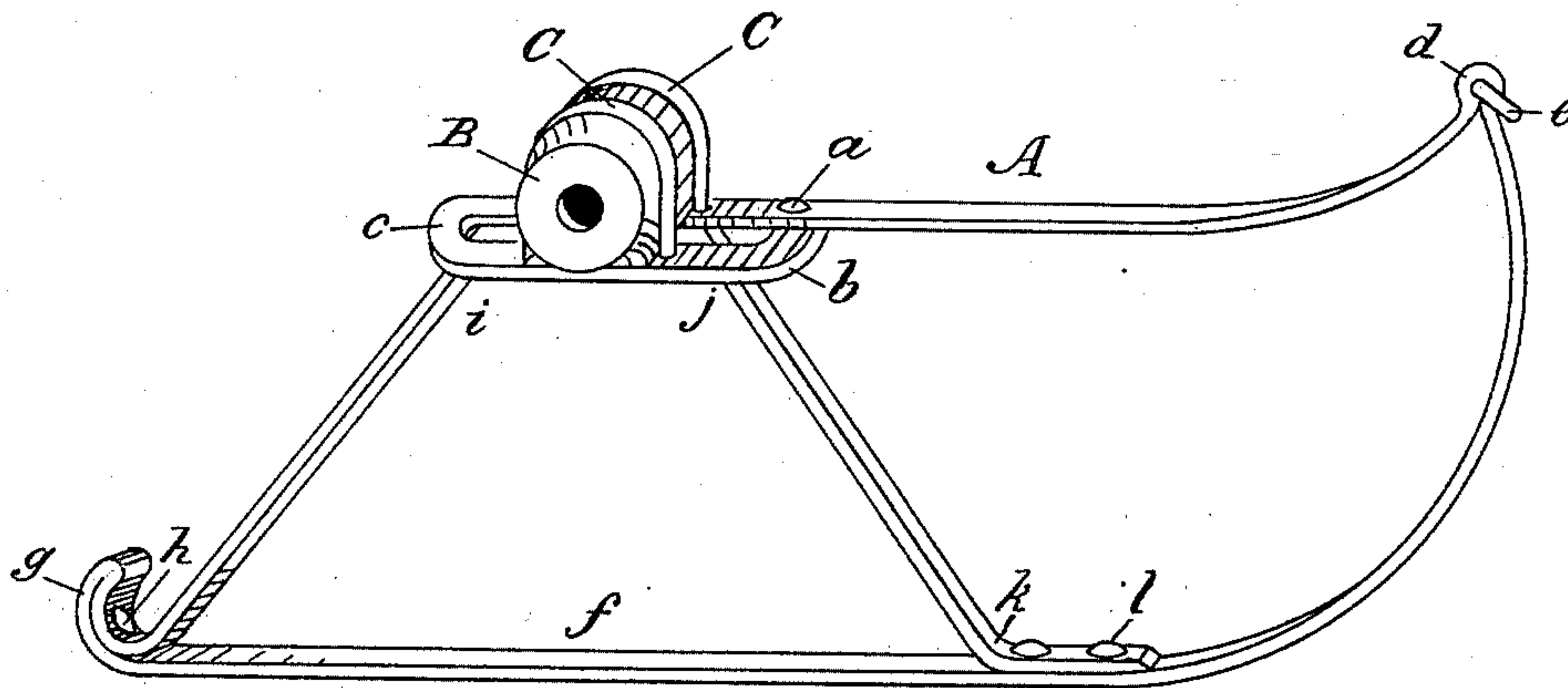
(No Model.)

G. P. ASKIN.

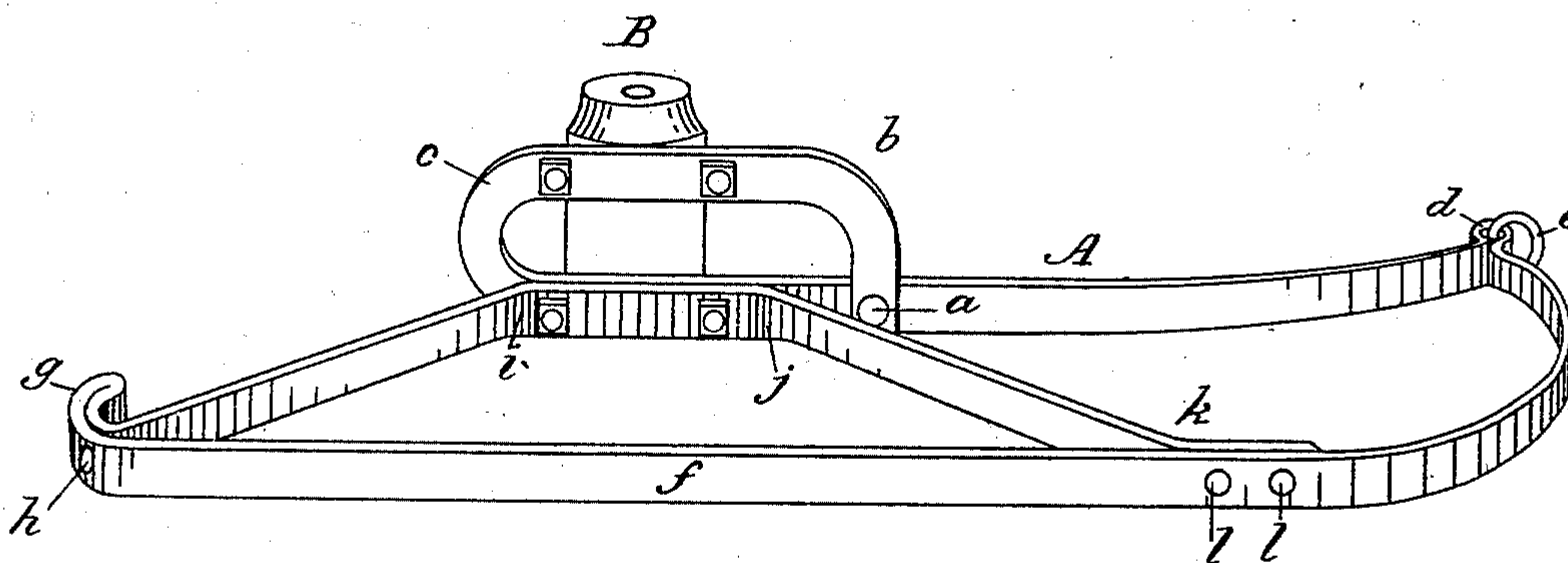
SLEIGH ATTACHMENT FOR WHEELED VEHICLES.

No. 509,786.

Patented Nov. 28, 1893.



— Fig. 1. —



—Fig. 2.—

Witnesses

Harry S. Fildes.
J. H. Edwards.

Inventor

George P. Ashkin,
by his attorney,
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UNITED STATES PATENT OFFICE.

GEORGE P. ASKIN, OF DETROIT, MICHIGAN, ASSIGNOR OF ONE-HALF TO
EDWARD M. HITCHCOCK, OF SAME PLACE.

SLEIGH ATTACHMENT FOR WHEELED VEHICLES.

SPECIFICATION forming part of Letters Patent No. 509,786, dated November 28, 1893.

Application filed March 30, 1893. Serial No. 468,373. (No model.)

To all whom it may concern:

Be it known that I, GEORGE P. ASKIN, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Bob-Sled Attachments for Wheeled Vehicles, of which the following is a specification.

The nature of my invention relates to an improvement in sled-bobs of the class that is used for replacing the wheels on the axle-arms of a vehicle whereby the latter may be advantageously used on snow or ice, and its object is to make a stronger, lighter and cheaper construction than shown in the various devices now used for the purpose.

To this end my invention consists in making the bob proper from a single bar of steel bent, formed and riveted, as more fully hereinafter shown and set forth.

Figure 1 shows my bob in perspective. Fig. 2 is a perspective view looking at the same from underneath.

In the drawings—A is the bob, and B a wooden hub, securely fastened thereto by the U-shaped clips, C, C.

In the manufacture of the bob, commencing at *a* a right angle bend, *b*, is made edgewise, extending backward, parallel with the bob-body for about eight inches, and forming the outer bed for the hub; a semicircular bend, *c*, is then made edgewise in the bar, which then continues forward horizontally, until nearing the toe, when it curves slightly upward; at the toe a loop, *d*, is formed, in which a check-ring, *e*, may be placed to receive the usual check-strap. From the toe, the runner part is bent downward with the usual curve, the bottom part being straight forming the runner, *f*; at the rear end or heel the bar is bent flat upon itself, and the double part is curled up to form the heel, *g*; a countersunk rivet at *h* may be used to fasten the doubled parts to-

gether. The bar is then bent diagonally upward and forward until it reaches the rear end of the inner hub-bed at *i*, extending thence horizontally forward to *j*, where it is bent diagonally forward and downward to the runner at *k*, its foot extending forward thereon, and is firmly fastened thereto by two countersunk rivets, *l, l*. The end *d* is likewise riveted to the top-chord, as is also the horizontal upper part of the brace-panel, thus strengthening greatly that part of the bob subjected to the greatest stress and strains. The hub has a taper bore to receive the axle-arm, on which it is held by the axle-nut.

I do not wish to confine myself to the employment of a wooden hub, as it is evident that metallic hubs may be used, and also that such hubs may be adjustable to fit axle-arms of various sizes, and further they may be secured to the bob otherwise than with clips.

The eye in the toe, and the curl in the heel of the runner may be dispensed with, without departing from the spirit of my invention.

When the bottom or runner of my bob is worn thin, a shoe can be readily riveted thereto, using the same holes for the new rivets.

What I claim as my invention is—

1. A sleigh bob formed of a single piece of flat metal and consisting of the lateral extension forming the hub bed, the bob parallel therewith, the runner and the braces connecting the bob and runner.

2. A sleigh bob formed of a single piece of metal, formed first to provide the lateral extension, next the bob parallel therewith, then the draft eye; then the runner and terminating in the inclined braces connected to the bob and finally to the runner and the hub secured on the extension.

GEORGE P. ASKIN.

Witnesses:

T. M. LEGG,
E. D. HIGGS.