

No. 673,626.

Patented May 7, 1901.

W. C. PIERCE.
BOB SLEIGH.

(Application filed Oct. 5, 1900.)

(No Model.)

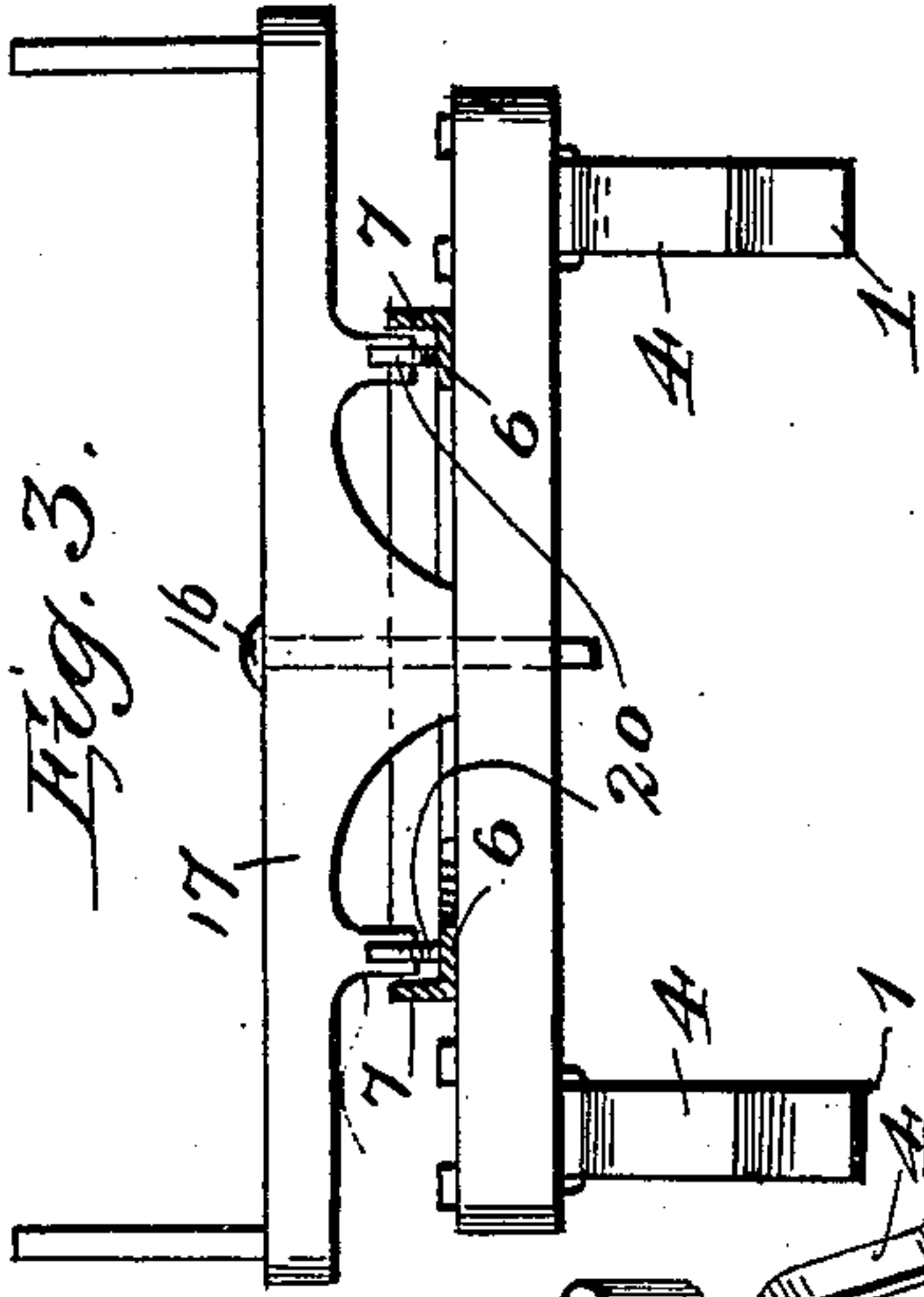
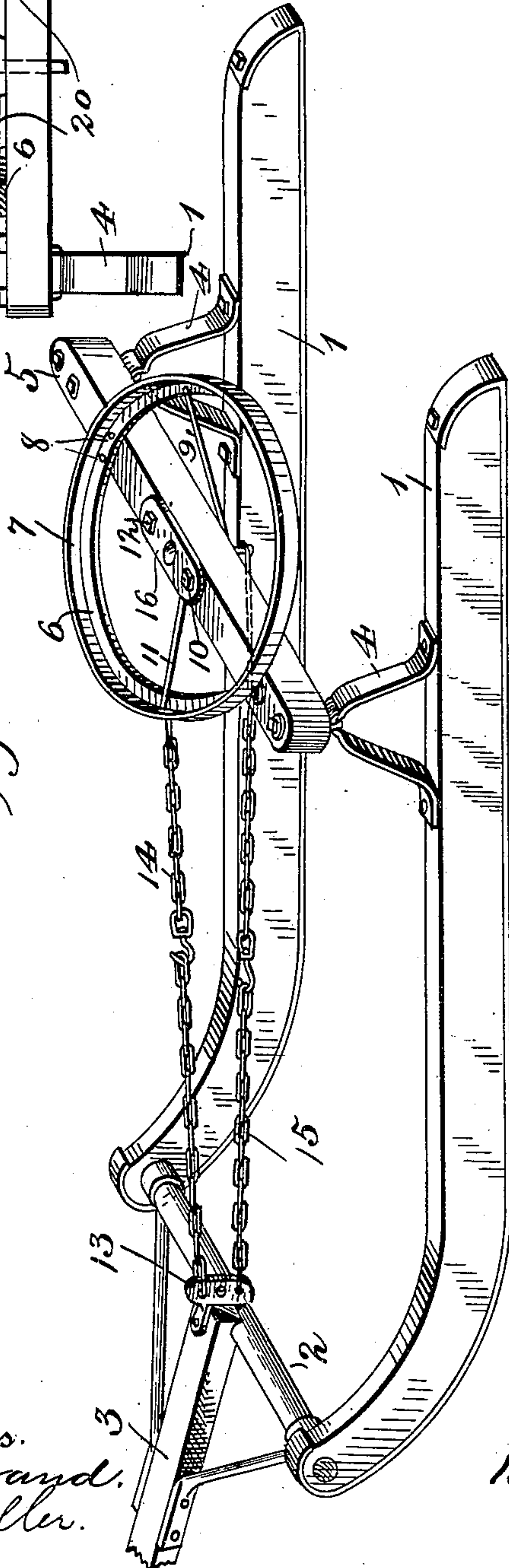
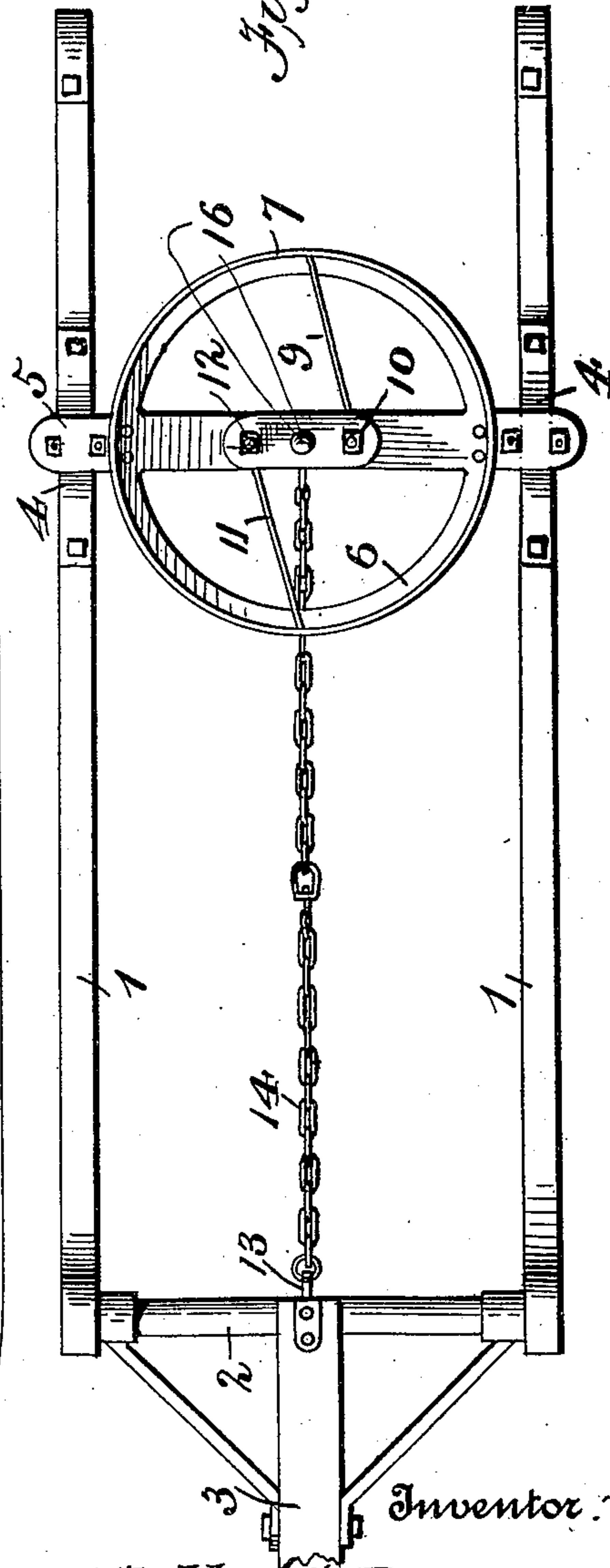


Fig. 1.



Witnesses.
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Fig. 2.



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UNITED STATES PATENT OFFICE.

WALTER CLARENCE PIERCE, OF WAUKON, IOWA.

BOB-SLEIGH.

SPECIFICATION forming part of Letters Patent No. 673,626, dated May 7, 1901.

Application filed October 5, 1900. Serial No. 32,160. (No model.)

To all whom it may concern:

Be it known that I, WALTER CLARENCE PIERCE, a citizen of the United States, residing at Waukon, in the county of Allamakee and State of Iowa, have invented certain new and useful Improvements in Bob-Sleighs; and I do hereby 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 appertains to make and use the same.

My invention relates to certain new and useful improvements in bob-sleighs; and it consists of certain novel details of combination and construction of parts, as will be hereinafter clearly set forth.

One object of my invention is to provide an attachment for my improved sled which will prevent the bolster from casually tipping when the sled is turned.

Other objects and advantages will be made clearly apparent from the following specification considered in connection with the accompanying drawings, in which—

Figure 1 is a perspective view of part of my invention complete. Fig. 2 is a top plan view thereof. Fig. 3 is a rear elevation showing part of the track designed to support the bolster.

Referring to the details of my invention and parts designed to cooperate therewith, 1 and 1 indicate the runners of a bob-sleigh, which may be constructed substantially in the usual or any preferred manner and are provided with the roller 2, properly journaled in the forward ends of the runners and connected, as is usual, with the tongue 3.

Upon the runners I erect the standards 4, and upon the upper ends of said standards I secure the cross-piece or bolster-supporting section 5, the standards being preferably so made that they will securely hold said section 5 in its operative position.

Upon the section 5 I secure a continuous ring or track-like section, which comprehends the track-section proper, 6, and the guiding-flange 7, as clearly shown. The track-section may be securely fastened to the section 5 in any preferred way, as by the bolts 8, and in order to properly brace and reinforce the said track-section in its operative position I provide the rear brace 9, which extends from the rear side of the track-section to the under

side of the section 5, where it may be secured by the bolt 10. The forward side of the track-section is similarly braced or reinforced by the rod 11, which extends from the forward side of the track-section to the under side of the section 5, where it is secured by means of the bolt 12, as clearly shown in Fig. 2.

In order to properly secure the track-section in position, I connect the forward side thereof to the clevis 13 by means of the chain 14, while an additional chain 15 is also connected to the lower end of the clevis and extended into engagement with the lower end of the king-bolt 16, the chain being secured to the king-bolt in any preferred way.

The bolster 17 is held in position upon the plate 18 by means of the king-bolt 16, as is common, while upon each end of the bolster I secure the supporting standard or brackets 19, each being provided with a traction-wheel 20, designed to run upon the track 6.

If preferred, the bracket 19 and traction-wheels 20 may be entirely dispensed with, in which case a contiguous part of the bolster 17 will rest upon the flange 7, and it is obvious that even though the sled be turned at right angles to the load which it carries the firmly-mounted track-section will securely reinforce the bolster and prevent it from tipping, and thereby prevent the load from being upset.

By bracing the rear and forward sections of the track 6 by means of the rods 9 and 11 it is obvious that said parts of the track will be sufficiently reinforced to withstand the strain placed thereon when the sled is placed at right angles to the load or when the section 5 is disposed substantially at right angles to the bolster. The bolster and the load disposed thereon will therefore be at all times reliably reinforced and supported, thus permitting the sled to be freely turned within a limited area. It will be understood that in lieu of the chains 14 and 15 suitable rods may be employed, if preferred.

While I have described the preferred construction which may be adopted in carrying out my invention, it will be understood that I desire to comprehend in this application all such substantial equivalents and substitutes as may be considered to fall fairly within the scope of my invention, and I do not there-

fore wish to be confined strictly to the exact showing herein made.

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

1. The herein-described attachment for bob-sleighs or the like, comprising a substantially circular track-section; braces adapted to support said track-section and chains or rods extending in the forward part of the sled to the track-section and its supporting-base, all substantially as specified and for the purpose set forth.

2. As an improvement in bob-sleighs, the combination with suitable runners, and a bolster-support provided therefor, of a circular track-section mounted on said support, rods properly reinforcing said track-section upon its rear and forward sides; braces extending from the tongue to said track-section and support, whereby said track will be sustained

against a tipping movement, in combination with a bolster having extensions designed to engage said track, all combined substantially as specified and for the purpose set forth.

3. The herein-described attachment for bob-sleighs, comprising a track-section, suitable means to reinforce or brace said track-section in its operative position, in combination with a bolster having extensions designed to engage said track-section whereby said bolster will be held against tipping and thereby sustain the load in an upright position, all substantially as specified and for the purpose set forth.

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

WALTER CLARENCE PIERCE.

Witnesses:

HENRY DAYTON,

HARRY L. DAYTON.