

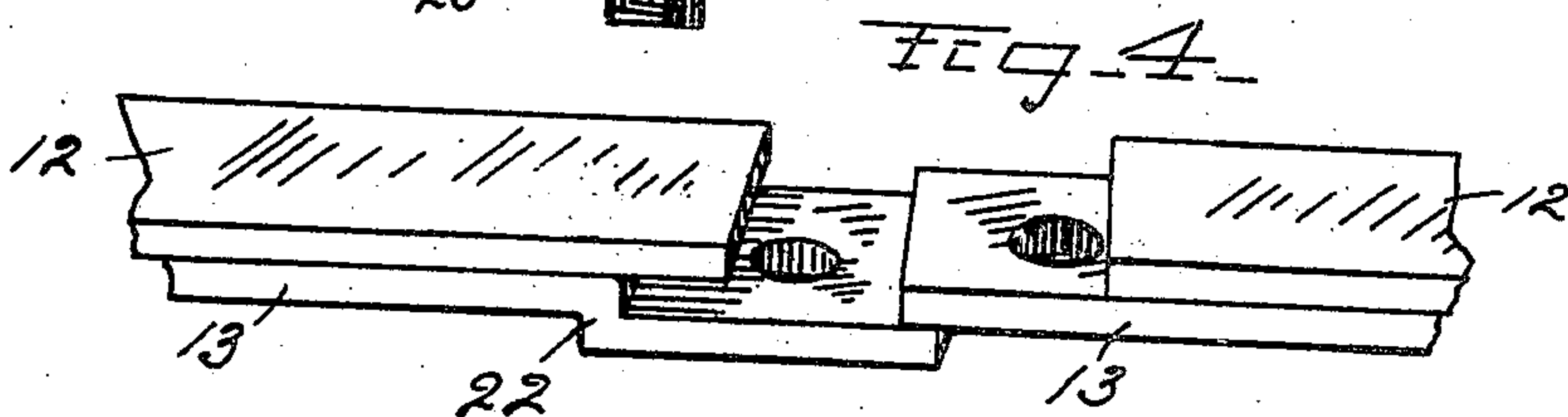
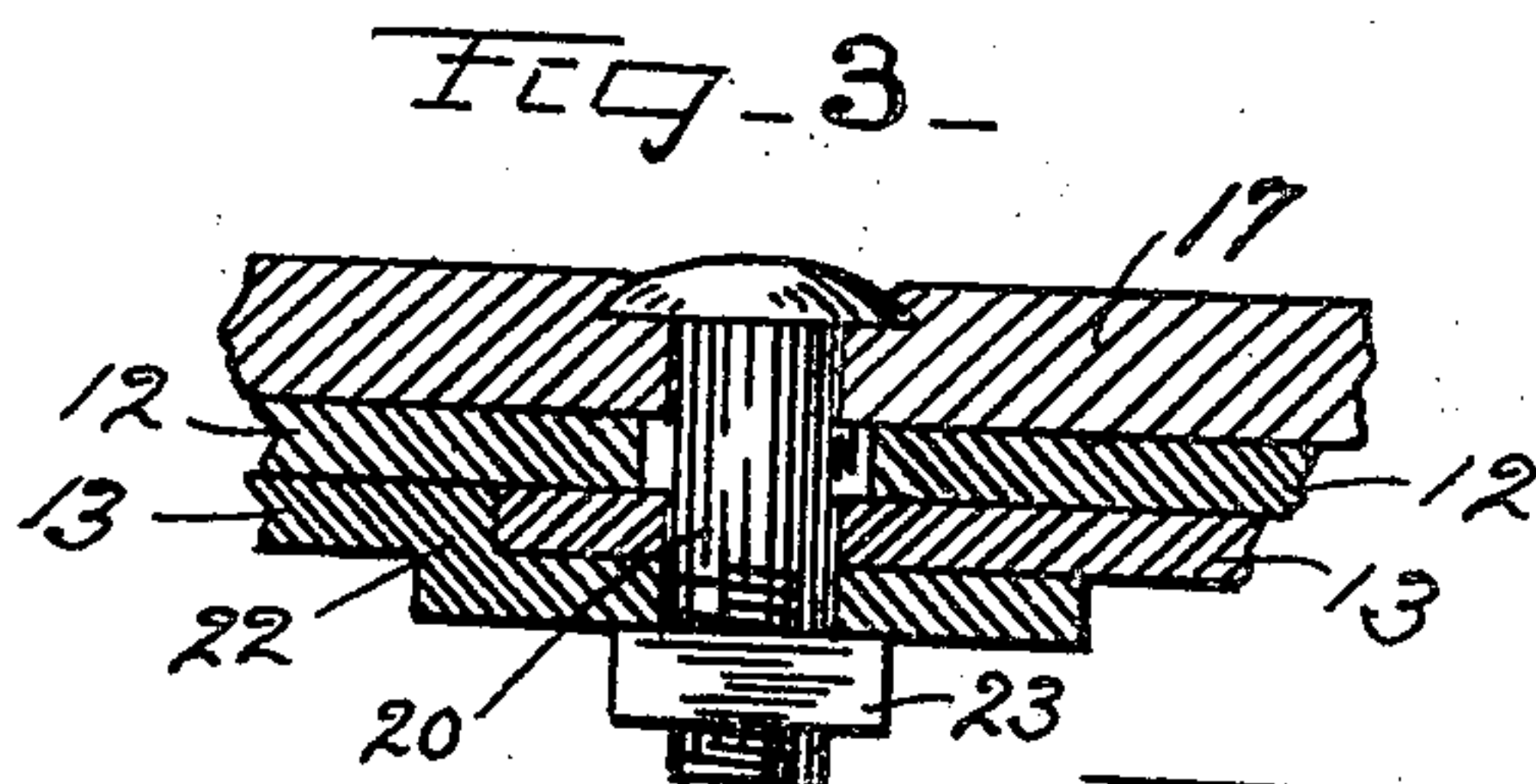
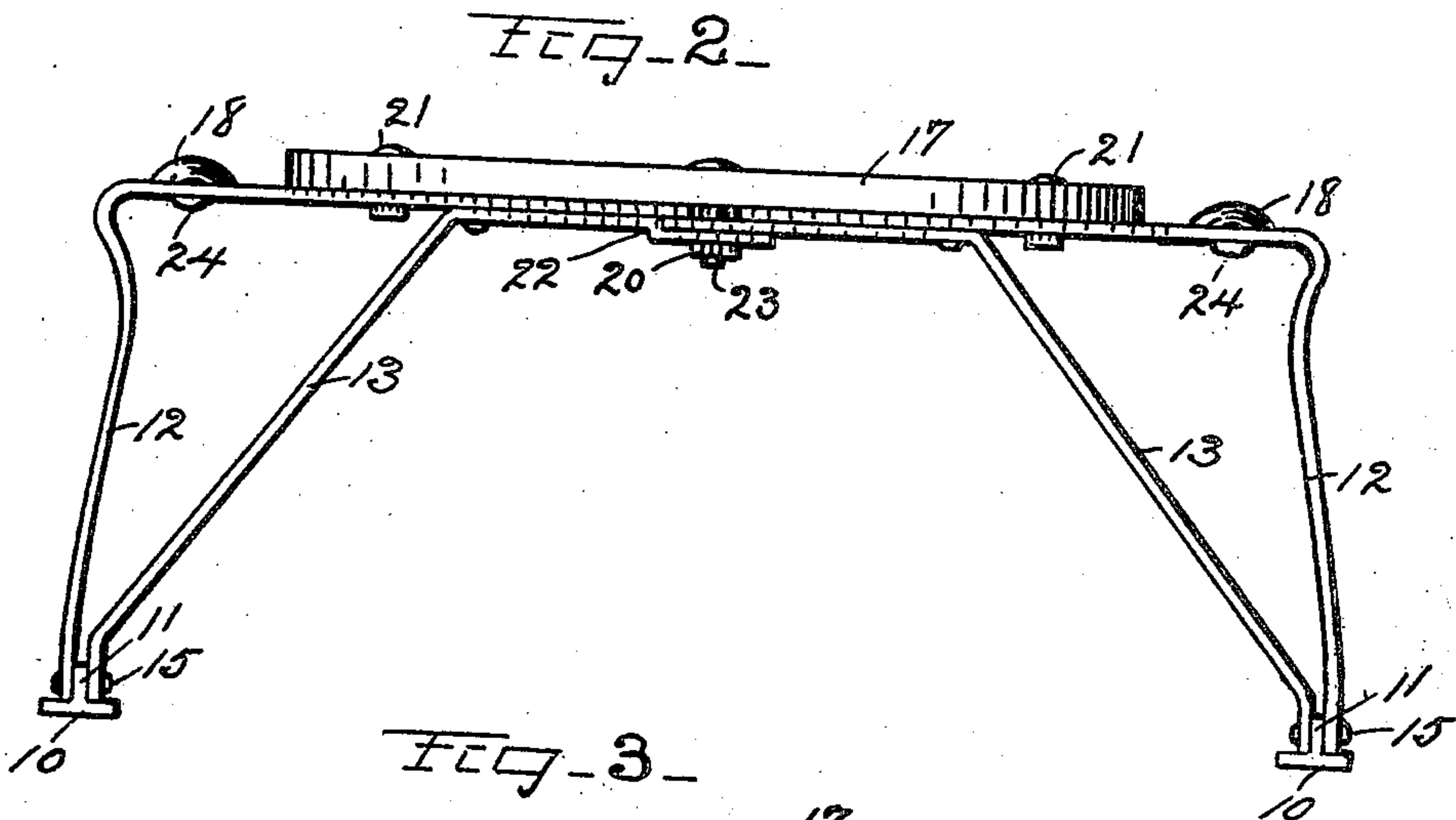
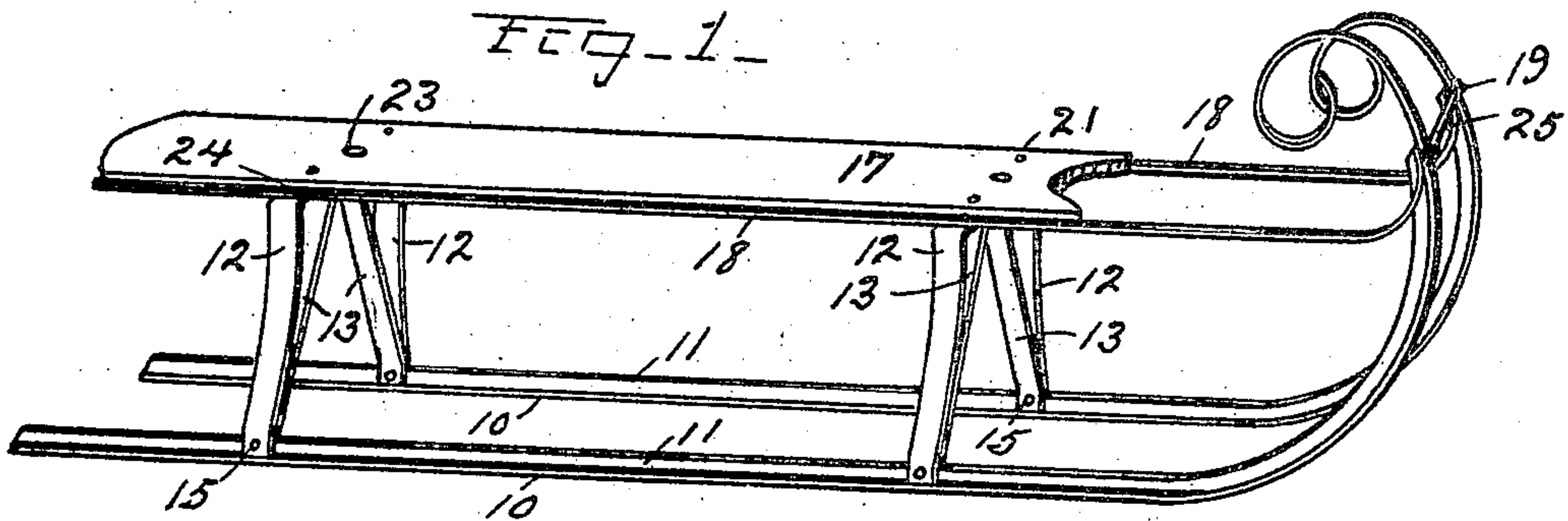
No. 817,605.

PATENTED APR. 10, 1906.

W. R. WILSON & C. E. HOWE.

STEEL SLED.

APPLICATION FILED DEC. 31, 1904.



Inventors

Witnesses

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# UNITED STATES PATENT OFFICE.

WILLIAM R. WILSON AND CHARLES E. HOWE, OF WABASH, INDIANA.

## STEEL SLED.

No. 817,605.

Specification of Letters Patent.

Patented April 10, 1906.

Application filed December 31, 1904. Serial No. 239,243.

*To all whom it may concern:*

Be it known that we, WILLIAM R. WILSON and CHARLES E. HOWE, of Wabash, county of Wabash, and State of Indiana, have invented a certain new and useful Steel Sled; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which like figures refer to like parts.

The object of this invention is to so make a steel sled that the same may be readily knocked down for shipment and can be packed in a comparatively small space for shipping and yet when put together will be as strong as a solid construction.

The nature of this invention will be understood from the accompanying drawings and the following description and claims.

In the drawings, Figure 1 is a perspective view of the sled. Fig. 2 is a rear elevation thereof. Fig. 3 is a transverse central vertical section through the sled at the front between the two side supports on a large scale. Fig. 4 is a detail in perspective of the adjacent ends of the side supports separated somewhat.

In detail the drawings herein show runners 10, made of a small steel T-rail inverted. On each side of the upwardly-extending flange 11 of said runner bars 12 and braces 13 are secured by the rivet 15. Said bar 12 extends upward nearly vertically to about the height of the sled, then is bent inward horizontally to the middle of the sled. The brace 13 extends diagonally up to the horizontal portion of the bar 12 and is secured to it by a rivet.

There are in the sled shown four of the bars 12 and four of the braces 13, the same being arranged in oppositely-located pairs, as shown in Fig. 2, one pair being located near the rear end of the sled and one pair toward the front of the sled. They are united, as shown in Figs. 2, 3, and 4. 17 is the platform, consisting of a wooden board, and 18 represents side rails made of steel and at 19 secured to the runners.

In assembling the parts the platform 17 is placed on the floor inverted, with the bolts 20 and 21 in place, but with the nuts removed. Then the steel side supports heretofore described are inverted and placed on said platform, so that the bolts in the platform will extend through the corresponding holes in the bars 12 and the braces 13. It will be perceived that the ends of the horizontal portions of the bars 12 extend to the bolt 20, that is in the

platform. The inner upper end of one brace 13 extends for some distance beyond the bolt 20, having a hole in it through which said bolt passes, while the upper inner end of the other brace 13 likewise extends beyond the bolt 20, but is bent and shouldered at 22 to fit snugly against and overlapping the end of the companion brace, as seen in Fig. 2. The bolt 20 also extends through the overlapping end of said brace. When the nut 23 is tightened, the platform and its supports are secured firmly and strongly together. Nuts are also placed upon the bolts 21, and the connection between the side rails and the horizontal portion of the bars 12 is similarly made by the rivets 24. When the parts just described have been assembled, the cross-bar 25 is screwed in place on the front ends of the runners. It is thus seen that the support for the platform of this sled is longitudinally divisible in the middle and can be packed together for shipment and handling. When the parts are assembled, the projecting inner upper end of one brace 13 of each pair of supports enters and locks into the space between the overlapping end of the corresponding brace and the inner end of the corresponding bar 12, as will be understood from Fig. 4, so that the parts fit and lock snugly together and when the bolt 20 is in place will resist depression by a weight located centrally on the sled and will also resist independent longitudinal strain. In other words, the union is so strong and firm that the sled is as efficient as one not divisible.

In dividing the sled all that is necessary to do is to remove the cross-bar 25 in front from one side and take out the bolts 20 and 21. The side rails 18 need not be removed, but are permanent parts of each longitudinal half of the sled-frame. While the bolt 20 is shown extending through the platform, it is obvious that the union between the two halves of the frame could be perfected by said bolt extending merely through the engaging members of said frame and not through the platform.

What we claim as our invention, and desire to secure by Letters Patent, is—

1. In a sled, the combination with runners, of oppositely-located platform-supports secured at the lower ends to the runners, said platform-supports meeting each other at the center of the sled and the adjacent part of one support being provided with a socket into which a projection from the opposite support extends, and a headed bolt, extending through the lower portion of the engaging parts of

said supports and against which the upper portions of said engaging parts abut, for holding them together.

2. A sled with runners, a platform, a bolt  
5 extending downward from the platform, bars  
secured to the runners extending up to the  
platform and horizontally under the plat-  
form to said bolt, braces secured to the run-  
ners and at their upper ends secured to the  
10 horizontal portions of said bars and having  
holes through which said bolt extends and

the end of one brace-shoulder abutting against  
the end of the other brace, and a nut on the  
bolt for securing the parts together.

In witness whereof we have hereunto affixed :5  
our signatures in the presence of the wit-  
nesses herein named.

WILLIAM R. WILSON.  
CHARLES E. HOWE.

Witnesses:

JAMES LUMAREE,  
L. E. HEGEL.