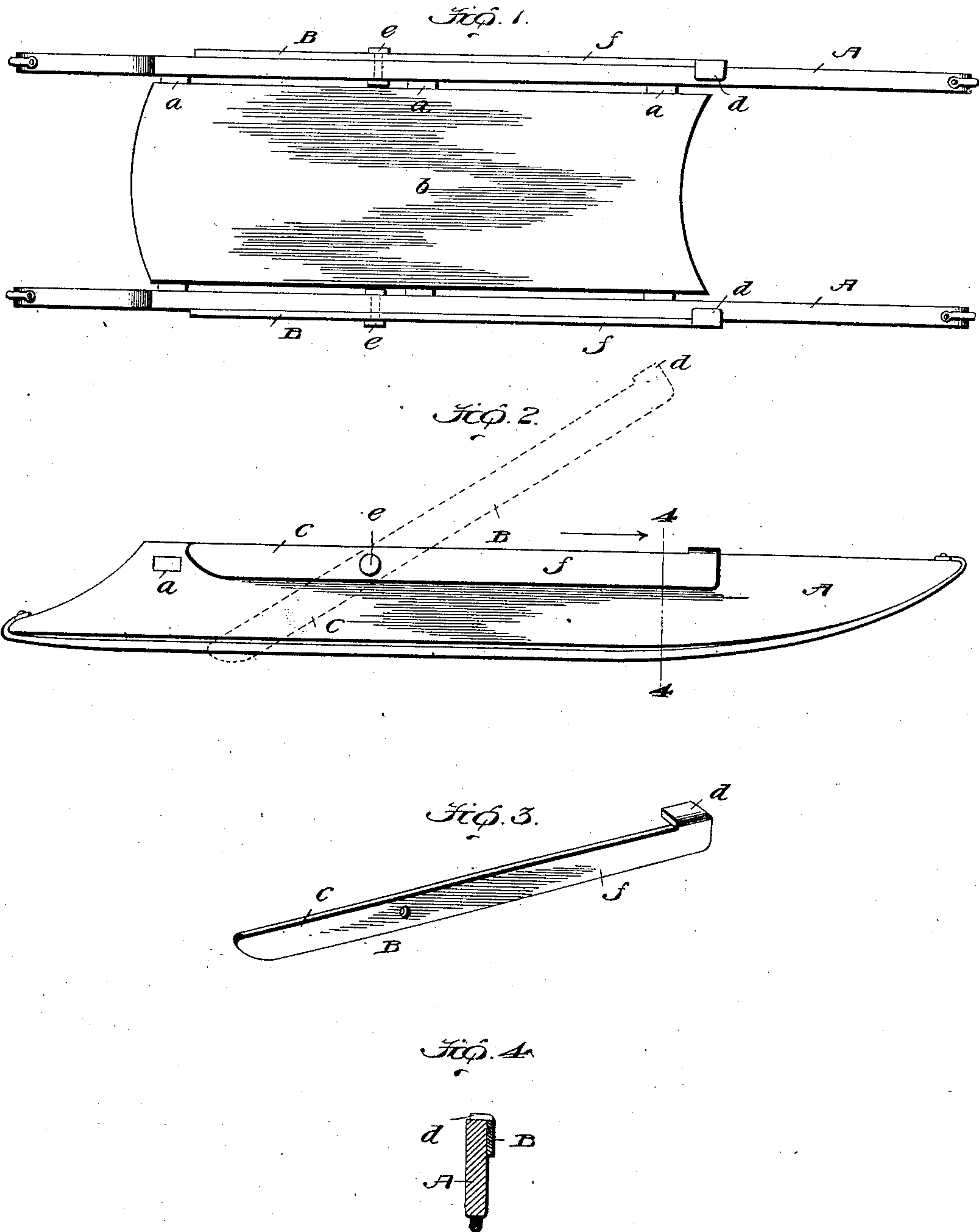


No. 829,668.

PATENTED AUG. 28, 1906.

H. PINKHAM.  
SLED BRAKE.

APPLICATION FILED FEB. 5, 1906.



WITNESSES:

*W. C. Healy*

INVENTOR

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# UNITED STATES PATENT OFFICE

HORACE PINKHAM, OF BERWICK, MAINE.

## SLED-BRAKE.

No. 829,668.

Specification of Letters Patent.

Patented Aug. 28, 1906.

Application filed February 5, 1906. Serial No. 299,502.

*To all whom it may concern:*

Be it known that I, HORACE PINKHAM, a citizen of the United States, residing at Berwick, in the county of York and State of Maine, have invented new and useful Improvements in Sleds, of which the following is a specification.

My invention pertains to sleds, and contemplates the provision of a coasting-sled having bars through the medium of which the sled may be conveniently retarded and steered by a person sitting upright thereon, the said bars being arranged when released to gravitate to their normal positions and being so constructed as to offer but a minimum amount of projection at the sides of the sled, this with a view of adapting the sled to be used for purposes other than coasting when desired.

With the foregoing in mind the invention will be fully understood from the following description and claim when the same are taken in connection with the accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan view of the sled constituting the present embodiment of my invention. Fig. 2 is a side elevation of the sled with one of the braking and steering bars shown by full lines in its normal position and by dotted lines in its working position. Fig. 3 is a perspective view of one of the steering and braking bars removed. Fig. 4 is a detail transverse section taken in the plane indicated by the line 4 4 of Fig. 2 looking in the direction of the arrow.

Similar letters designate corresponding parts in all of the views of the drawings, referring to which—

A A are the side bars of a sled which are connected together through the medium of transverse bars *a* or other suitable means and are designed to carry a flat or other approved body *b*, and B B are my novel steering and braking bars. The bars B are identical in construction, and therefore a detailed description of the bar B (shown in Figs. 2 to 4) will suffice to impart a definite understanding of both. The said bar B, Figs. 2 to 4, is formed in one piece of iron or other material compatible with the purpose of the invention and comprises a straight flat portion *c* of the proportional length illustrated and a straight and flat lug *d*, disposed at right angles to the forward arm *f*, presently described, of the portion *c* and extending laterally inward

from the upper edge of the said arm *f* at the forward end thereof.

The two bars B are arranged longitudinally at the outer sides of the side bars A with their upper edges or rather the upper edges of their portions *c* flush with the upper edges of the side bars A and their lugs *d* bearing on the said upper edges of the bars A, as shown in Fig. 1 and by full lines in Fig. 2, and they are pivotally connected to the side bars A, preferably through the medium of transverse bolts *e*, as shown. I desire it distinctly understood, however, that while I show a bolt *e* for each bar B the two bars may, if deemed expedient, be connected to the side bars A of the sled through the medium of a single bolt extending throughout the width of the sled.

By reference to Figs. 1, 2, and 3, it will be observed that the pivots of the bars B are arranged nearer the rear ends than the forward ends thereof, and consequently the bars have the comparatively long and heavy forward arms *f*. In virtue of this it will be apparent that when the bars are used in the position shown by dotted lines in Fig. 2 and are released they will immediately gravitate to and remain of themselves in the position shown in Fig. 1 and by full lines in Fig. 2. In this latter or idle position the bars B obviously rest close to the outer sides and on the upper edges of the side bars A and offer so little projection as not to interfere with the sled being used in the ordinary manner for a purpose other than coasting. It will also be apparent that a person sitting upright on the sled is enabled to conveniently grasp the forward arms *f* of the bars and swing the bars to the position shown by dotted lines in Fig. 2 and is also enabled with the bars in the latter position to conveniently retard the progress of the sled to a greater or less extent and at the same time steer the sled in one direction or the other.

In addition to the practical advantages hereinbefore ascribed to my improved steering and braking bars, it will be noticed that the said bars are adapted to be attached to sleds such as at present in use without entailing change in the construction of the sleds and without resort to the employment of skilled labor. It will also be noticed that the steering and braking bars are very simple and inexpensive and are well adapted to withstand the rough usage to which such devices are ordinarily subjected.



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

5 A sled having side bars and also having vertically-swinging steering and braking bars arranged at the outer side of the side bars and respectively comprising a straight and flat portion *c*, disposed close against the adjacent side bar and normally resting with  
10 its upper edge flush with that of the adjacent side bar and pivotally connected to said side bar at a point nearer its forward end, whereby its forward arm *f* is longer and heavier

than its rear arm, and a flat lug arranged at a right angle to and extending laterally inward 15 from the upper edge of the forward arm *f* and adapted to rest flat upon the upper edge of the adjacent side bar.

In testimony whereof I have hereunto set my hand in presence of two subscribing wit- 20 nesses.

HORACE PINKHAM.

Witnesses:

WM. S. MATHEWS,  
RALPH W. GOSS.