

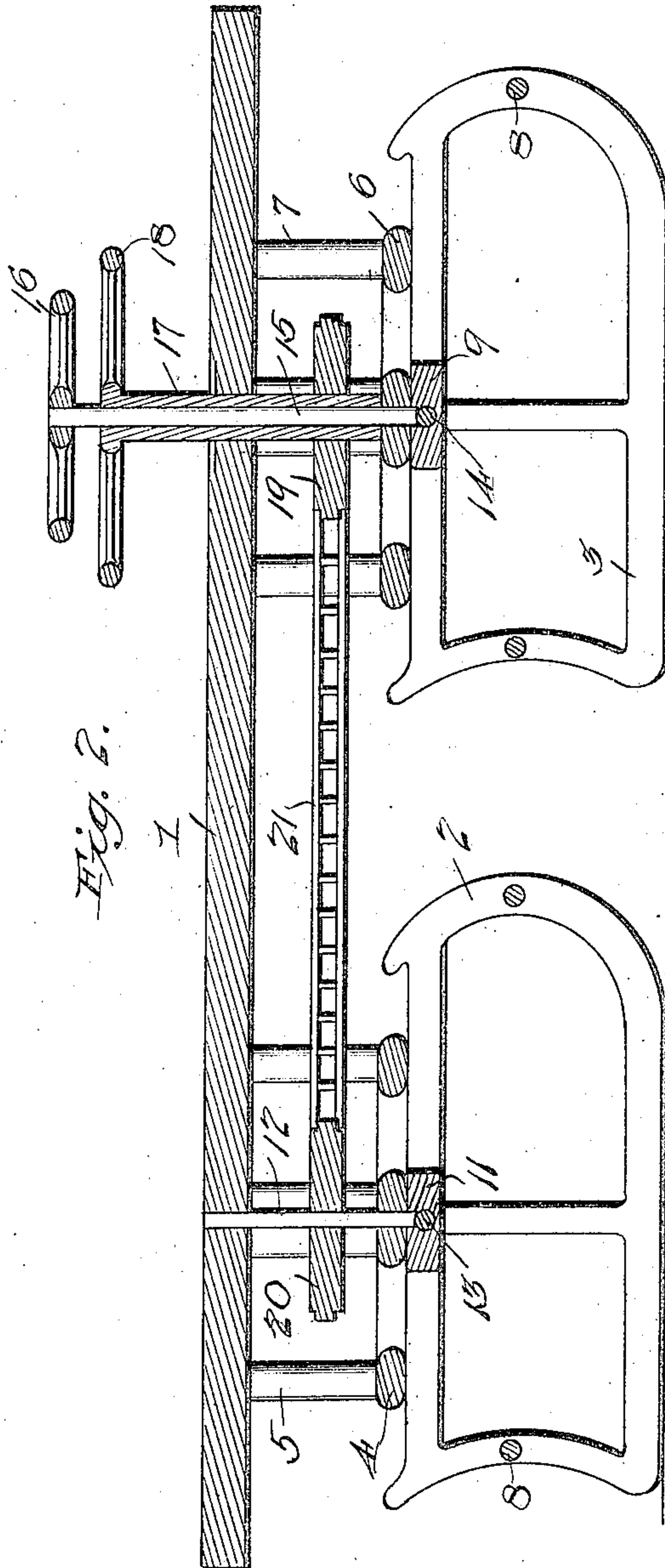
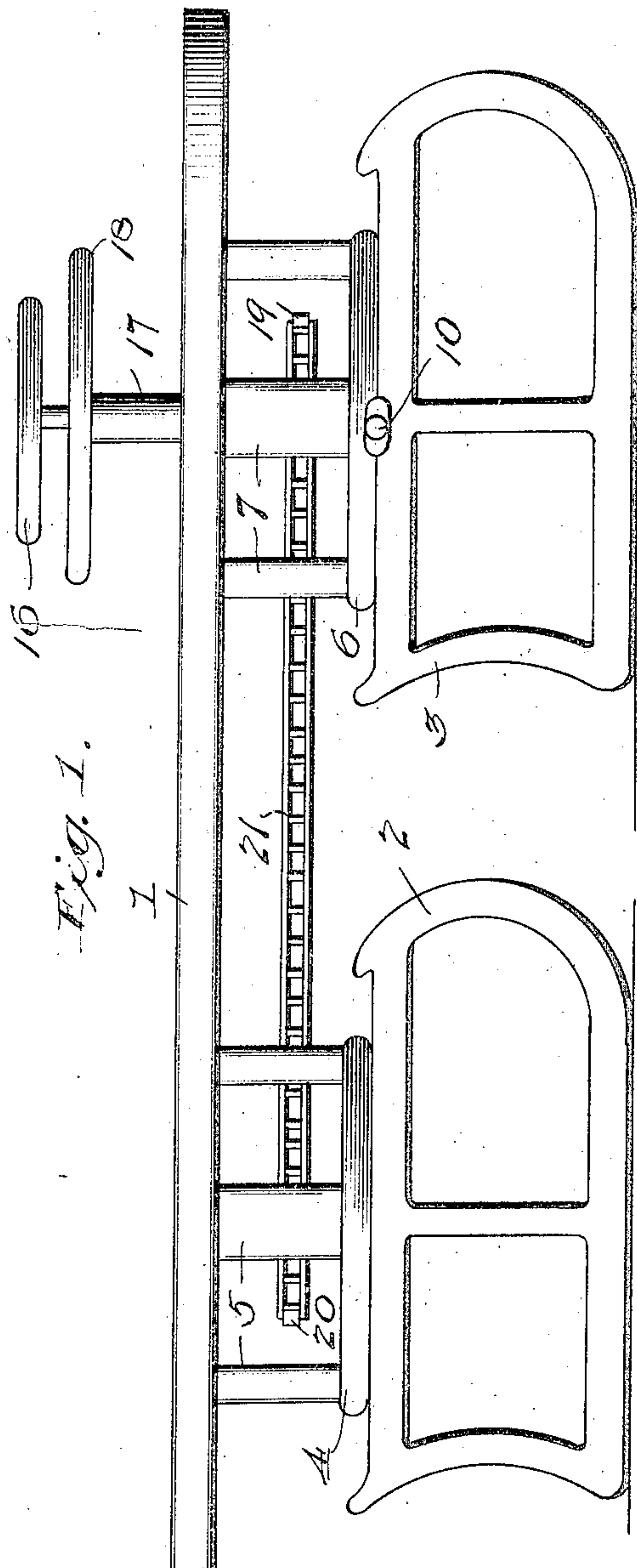
No. 875,268.

PATENTED DEC. 31, 1907.

L. D. HYATT.  
SLED.

APPLICATION FILED APR. 10, 1907.

2 SHEETS—SHEET 1.



Witnesses  
J. L. Moore  
Jessie M. Wiley

Inventor  
Lewis D. Hyatt

By

Geo. S. Bashou

Attorney.

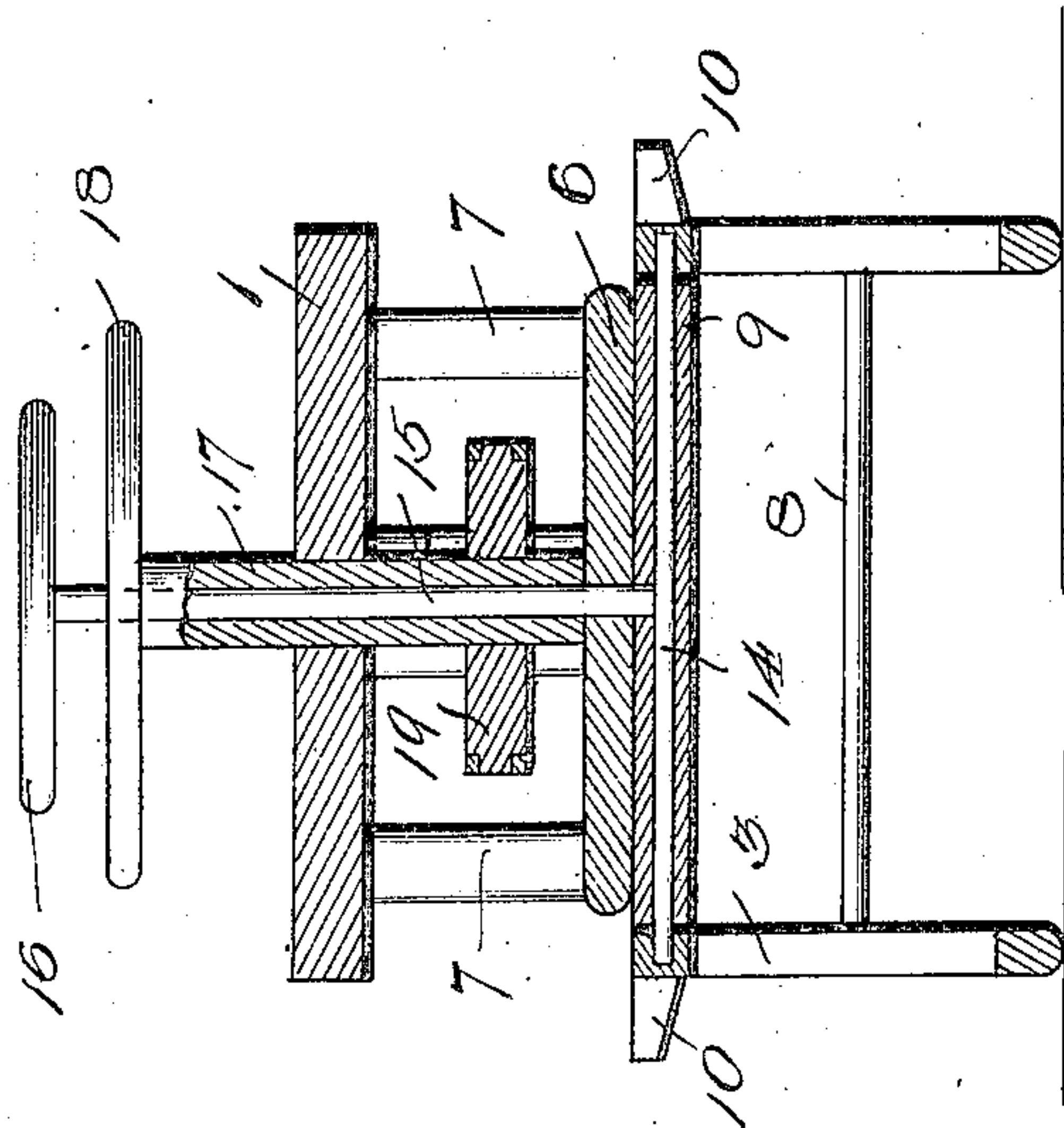
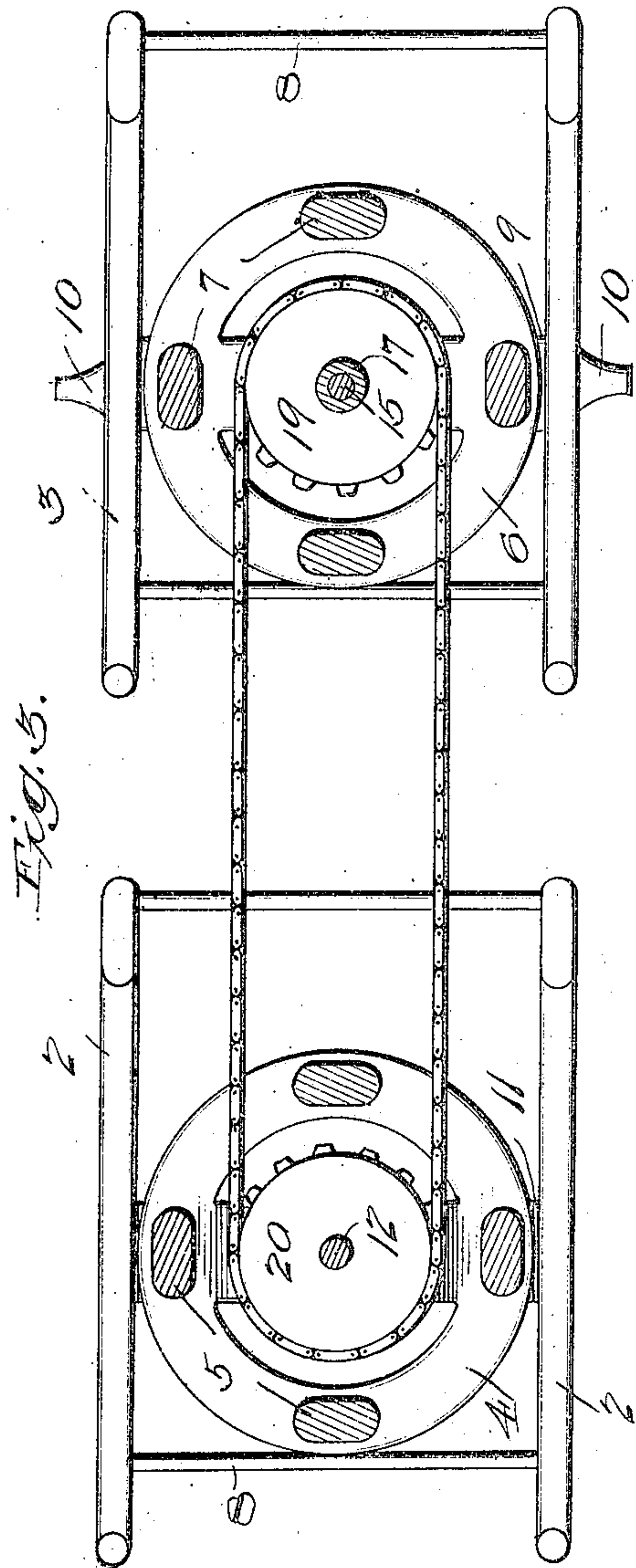
No. 875,268.

PATENTED DEC. 31, 1907.

L. D. HYATT.  
SLED.

APPLICATION FILED APR. 10, 1907.

2 SHEETS—SHEET 2.



Inventor

Lewis D. Hyatt

Witnesses

J. L. Moore  
Jessie M. Wiley

By

Geo. S. Vashon

Attorney



# UNITED STATES PATENT OFFICE.

LEWIS D. HYATT, OF ST. LOUIS, MISSOURI.

## SLED.

No. 875,268.

Specification of Letters Patent.

Patented Dec. 31, 1907.

Application filed April 10, 1907. Serial No. 367,396.

*To all whom it may concern:*

Be it known that I, LEWIS D. HYATT, a citizen of the United States, residing at St. Louis, in the county of St. Louis City and State of Missouri, have invented new and useful Improvements in Sleds, of which the following is a specification.

My invention relates to sleds and more particularly to that type of sled having two sets of runners. It has been the common practice in such sleds to pivot the front set of runners and to guide the sled by turning this front set of runners by any suitable means, such as a cord or by pressure applied to the foot rest.

It is the object of the present invention to provide means whereby such a sled may be much more perfectly controlled and more readily guided and to this end I provide a sled having two pivoted bogie trucks or sets of runners together with means for turning each set.

With the above and other objects in view, the invention consists in the arrangement and construction of parts hereinafter described and shown in the accompanying drawings, in which,

Figure 1 is a side elevation of my improved sled. Fig. 2 is a central longitudinal vertical section. Fig. 3 is a plan view of the same with body removed, and Fig. 4 is a transverse central section through the front truck.

Referring to the drawings in detail, 1 represents the body of the sled which may be of any suitable construction. Underneath this body is arranged a rear set of runners 2 and a front set 3, the two sets being so located that there is ample space left between them for turning.

Secured to the under side of the body 1 by means of struts 5 and 7 are two circular frames 4 and 6 which I shall hereinafter refer to as "fifth wheels".

The runners of each set are secured together by the usual cross braces 8. Between the tops of the front and rear sets of runners extend bolsters 9 and 11 and to these bolsters are rigidly secured vertical spindles 15 and 12, respectively. The spindle 12 passes loosely through the fifth wheel 4 and is journaled at its top in the body 1. The spindle 15 passes loosely up through fifth wheel 6

and is journaled in a sleeve 17 which surrounds it and which in turn is freely journaled in the body 1. Passing through the bolsters 9 and 11 longitudinally are axles 14 and 13, respectively, which are free to turn in said bolsters, but the ends of which are rigidly secured into the upper parts of each set of runners. It is, therefore, seen that the runners may rock longitudinally up and down, the axles 14 and 13 turning within the bolsters 9 and 11.

On the top of the spindle 15 is mounted a hand wheel 16 and on top of the sleeve 17 is mounted a hand wheel 18. To the sleeve 17 underneath the body is secured a sprocket wheel 19 and to the spindle 12 underneath the body is secured in the same plane, a sprocket wheel 20, these two sprocket wheels being connected by a sprocket chain 21. It will, therefore, be seen that the front truck or set of runners 3 can be turned by means of the hand wheel 16 directly connected thereto by means of the spindle 15, while the rear truck or set of runners 2 can be turned on the spindle 12 by means of the hand wheel 18 connected therewith through the agency of the sleeve 17, sprocket wheels 19 and 20 and sprocket chain 21. The hand wheels 16 and 18 are arranged in parallel planes a short distance apart so that either one may be manipulated independently of the other or if desired both may be moved together. The axles 13 and 14 constitute horizontal pivots about which the runners may be turned in going over uneven places and may thus adapt themselves to the variation of the ground over which they are traveling.

It will thus be seen that I have provided a very flexible and convenient car for sleds and the like, and it is thought the numerous advantages of my invention will be readily appreciated by those skilled in the art.

What I claim is:

1. In a vehicle, a frame or body, front and rear bogie trucks pivoted thereto, a hand wheel connected with said front truck, and a concentric hand wheel connected with said rear truck whereby each truck may be guided independently.

2. In a vehicle, a frame or body, front and rear bogie trucks, a vertical shaft connected to said front truck and carrying a hand wheel at its upper end, a sleeve surrounding said

shaft and also carrying a hand wheel at its upper end, and means connecting said sleeve with said rear truck.

3. In a vehicle, a frame or body, front and rear bogie trucks, a vertical shaft connected to the front truck and carrying a hand-wheel at its upper end, a shaft on the rear bogie truck, a sprocket wheel carried by the shaft, an outer sleeve carried by the vertical shaft

a sprocket wheel carried by the outer sleeve, 10 and a sprocket chain connecting the two sprocket wheels.

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

LEWIS D. HYATT.

Witnesses:

AMOS BOEHMEN,

LOUIS L. BOEHMEN.