H. H. MOHR.

SLED COUPLING.

APPLICATION FILED MAY 10, 1909.

934,618.

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Fig. 1.

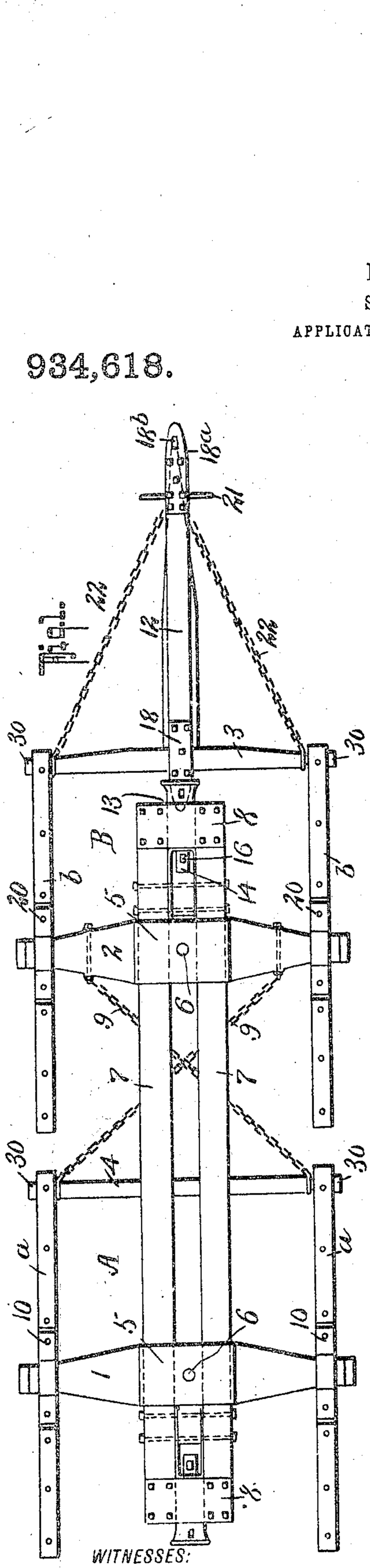

Fig. 2.

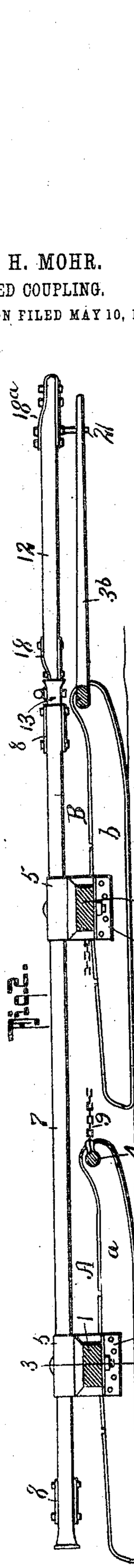

Fig. 4.

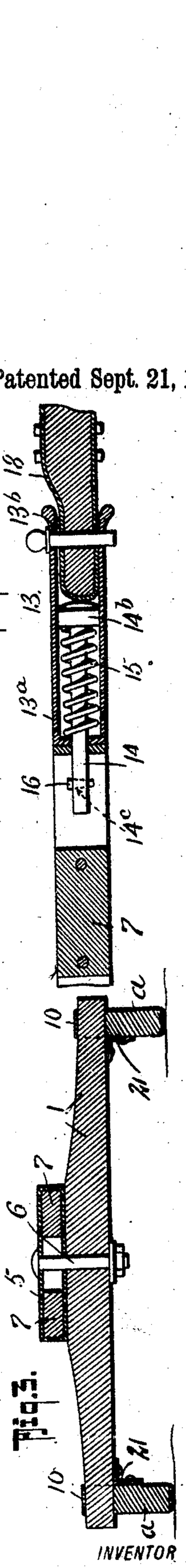

Fig. 3.

WITNESSES:

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SLED-COUPLING.

934,618. Specification of Letters Patent. Patented Sept. 21, 1909.

Application filed May 10, 1909. Serial No. 495,061.

To all whom it may concern:

Be it known that I, HARVEY H. MOHR, residing at Missoula, in the county of Missoula and State of Montana, have invented certain new and useful Improvements in Sled-Couplings, of which the following is a specification.

My invention, which generally relates to improvements in bob or logging sleds, more specifically comprehends a new and improved construction of parts especially designed for coupling the front and back sled members that effectively serves to hold the said sled members coupled under all ordinary conditions of travel and whereby the beams of the front and hind sleighs are perfectly free and each sleigh independent of the other and in which the coupling devices are particularly constructed and arranged so that they may be quickly lifted off and disconnected from the front and rear sleds and put onto other sleds, in case those from which they are removed are broken or disabled.

With other objects in view that will hereinafter appear, my invention consists in certain details of construction, and peculiar combination of parts all of which will be hereinafter fully described, specifically pointed out in the appended claims and illustrated in the accompanying drawings, in which:

Figure 1, is a plan view of my invention. Fig. 2, is a side elevation thereof, partly in section. Fig. 3, is a transverse section taken on the line 3—3 of Fig. 2. Fig. 4, is an enlarged detail central vertical longitudinal section, showing the manner of connecting the tongue to the coupling member.

In the practical application of my invention, the front and rear sleds, designated A and B, may in the general contour be of any approved type. In the present drawing they each consist of the oppositely disposed runners *a*—*a* and *b*—*b* that are joined by the cross beams 1—2, the outer ends of each of which are fixedly held by the strap bands 10—20, and the angle plates 21 as best shown in Fig. 3.

3 designates a cross bar that transversely joins the front ends of the rear sled runners, the ends being reduced to form bolts to receive clamp nuts 30—30.

On each sleigh beam, centrally thereof, is mounted a beam casting 5, in the nature of a rectangular hollow body that fits on top of the beams, each of said castings being held by a single king bolt 6 that extends through the sleigh beam or bolster.

Freely slidable through the two hollow castings 5—5 is the reach member 7 that is formed of two 4×6 timbers, the outer ends of which are joined by the upper and lower steel cap plates 8—8 that are bolted to the timbers 7—7 and form the upper and lower walls of the channel or guideway for the draw-head, presently again referred to.

It will be noticed that the king bolts 6 pass down through the longitudinal slotway in the reach member and as they pass down into the cross beams, hence the two beams are perfectly free for movement independently of each other and furthermore the draft or reach member is slidable backwardly or forwardly by the draft strains thereon independent of the back or forward movement of the sleds.

The bar 4 on the rear sled is connected by the flexible or crossed chains 9—9, the rear ends of which are linked to the opposite ends of the cross bar 4, the front ends being linked to the cross beam 2 of the front sleigh.

The cross bar 3 of the front sleigh has a draft or coupling member 12 to the rear end of which is connected a draw head 13, having shank 13^a of a size to freely slide between the outer ends of the timbers 7—7 and the end cap plates thereon, and the said draw-head has the usual apertures 13^b for the coupling pin and in the present case its rear end is apertured to receive a buffer bolt 14, that has a head 14^b for coacting with the buffer spring 15, that fits around the bolt 14 back of its head. The outer end of the bolt 14 passes through the apertured end of a substantially U-shaped clevis, secured between the members 7—7 and the said end has a slot 14^c to receive a key 16, as clearly shown in Fig. 4, from which it will be readily apparent that by reason of connecting the draw-head to the clevis and the clevis to the draft or reach member, the spring 15 acts as a buffer when the draw-head pulls forwardly or backwardly.

To the front and to the rear ends of the coupling member 12 are fastened strap irons 18—18 that take over the upper and lower face of the ends of the said member 12 to which they are secured by bolts and nuts, and whose outer ends are extended to form coupling members 18^a, the said members hav-

ing elongated slots, as at 18b, to form, as it were, the links for coacting with the coupling pin.

3 designates the front cross bar for the front sled runners, that has a tongue 3b that projects forwardly under the coupling member 12, and whose front end rides in a bail 21, pendent from the front end of the member 12, it being understood that when the member 12 is not used the tongue 3b can serve its usual function.

22—22 indicate stay chains that connect with the tongue 3b and the opposite ends of the cross bar 3.

In the practical arrangement of my invention the rear end of the reach member is equipped with a coupling or draw head constructed exactly similar to the draw-head at the other end.

From the foregoing description taken in connection with the accompanying drawings it is believed the complete construction, advantages and the manner in which my construction of bob or logging sled may be used will be readily understood.

By reason of providing the arrangement of parts as shown and described any desired number of sleds may be coupled together and in such manner as to provide a simple means for pulling them and with their loads evenly distributed.

What I claim is:

1. As an improvement in logging sleds, the combination of a front and a rear bob, each including a transverse beam, a hollow casting pivotally bolted to each of said beams, a reach member slidable through said castings and having a longitudinal slot to permit passage of the casting bolt, and crossed flexible connections between said bobs, substantially as shown and described.

2. As an improvement in logging or other sleds, the combination of a front and a rear bob, each including a transverse beam, a flat hollow casting mounted on each of the transverse beams, a king bolt connection for each casting for removably securing the same on the transverse beams, a reach bar slidable in the castings, said bar having a draw-head at each end and the forward bob having a draft tongue as set forth.

3. The combination with the front and rear bobs relatively independently movable, each of said bobs including a transverse beam, a hollow casting removably supported on each of said beams centrally thereof, a draft tongue connected to the front bob, and flexible members that join the rear bob to the front bob; of the reach member slidably held in the hollow castings, a buffer drawhead mounted on each end of the said member, and a coupling bar having strap irons on each end, shaped to form links for coacting with the coupling pins of the drawhead, all being arranged substantially as shown and for the purposes described.

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Witnesses:
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