L. J. COOPER.

VELOCIPEDE.

APPLICATION FILED JUNE 10, 1919.

1,404,274. Patented Jan. 24, 1922.

Fig. 1.

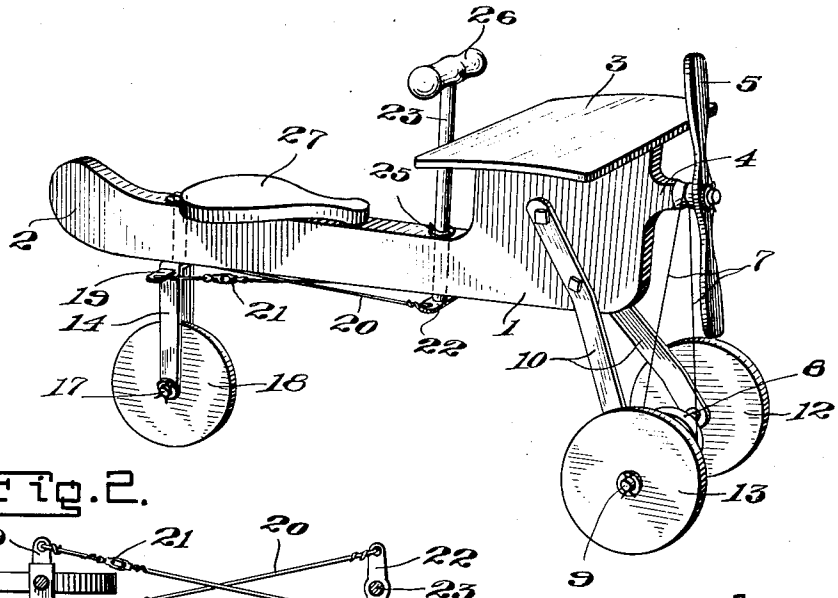


Fig. 2.

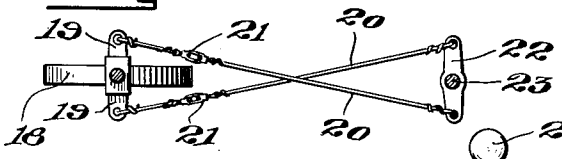
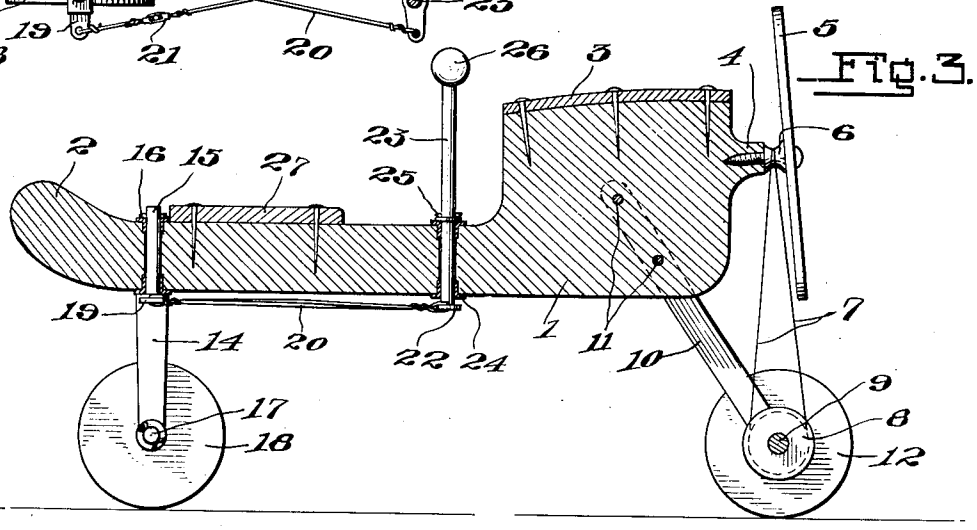


Fig. 3.



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VELOCIPEDE.

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To all whom it may concern:

Be it known that I, LEONARD J. COOPER, a citizen of the United States, residing at Springville, in the county of Erie and State of New York, have invented certain new and useful Improvements in Velocipedes, of which the following is a specification.

This invention relates to velocipedes of that type commonly known as "Kiddie kars" or more particularly to that type of velocipedes wherein the child sits upon the seat and propels himself by either pushing or pulling with his feet upon the surface over which the velocipede is traveling.

An object of this invention is to provide a velocipede of this type which in general contour simulates an air plane embodying a body, a plurality of wheels, a plane, and a propeller, and also to provide means for rotating the propeller by the travel of the velocipede. Another object of this invention is to provide means for steering the velocipede which comprises a hand rest or handle carried by the upper end of the vertical post which post is in turn connected in any suitable manner to the steering wheel carrying yoke for rotating this yoke about a vertical axis, upon rotary movement of the post for guiding the velocipede.

Other objects of the invention will appear in the following detailed description taken in connection with the accompanying drawings, forming a part of this specification, and in which drawings:

Figure 1 is a perspective view of the improved velocipede.

Figure 2 is a fragmentary horizontal section through the velocipede showing the steering means in plan, and

Figure 3 is a longitudinal section through the velocipede.

Referring more particularly to the drawings, 1 indicates the body of the fuselage which in general contour simulates the fuselage or body of an airplane, having its rear or tail end 2 shaped to simulate the tail or empennage of an airplane fuselage. The body 1 has its forward end enlarged, upwardly, and a plane 3 is attached to the upper edge of this upwardly extending enlargement. The plane 3 is preferably curved, similar to the transverse curvature of the plane or wing of the monoplane and it projects laterally upon each side of the body 1. A forwardly extending projection or boss 4 is formed upon the enlargement, and it rotatably supports a propeller 5. The propeller 5 has a sheave pulley 6 at the hub thereof, about which the cord or suitable belt 7 is passed. This cord or belt 7 also passes about a pulley 8 which is mounted upon the front axle 9 of the velocipede for rotation therewith. The front axle 9 of the velocipede is rotatably supported beneath and slightly in advance of the forward end of the body 1 by suitable brackets or bars 10 which are constructed of any suitable material and are attached to the forward end of the body in any suitable manner, preferably by bolts 11 which extend through the body and through the bars 10 upon opposite sides of the body.

The front axle 9 of the velocipede has wheels 12 and 13 mounted thereon, one of which is keyed to the shaft for rotation therewith, while the other is mounted for rotation upon the shaft, thus permitting the substantially differential action in the turning of the velocipede.

The body 1 has a yoke 14 pivotally connected thereto for movement about a vertical axis. The stem 15 of the yoke 14 extends upwardly through the body being held against longitudinal movement in the body by a suitable key or cotter pin 16. The fork of the yoke 14 carries the rear axle 17 of the velocipede upon which the wheel 18 is mounted. This wheel 18 is the steering wheel for directing the travel of the velocipede. The yoke 14 has ears 19 exending outwardly from its side, near its upper end and these ears have wires or rods 20 connected thereto. If it is desired turn buckles 21 may be incorporated in the rod structure, to permit adjustment of their length as necessary.

The rods 20 are crossed, intermediate their ends, and they are connected at their forward ends to a bar 22. This bar 22 is attached to the lower end of a post 23. The post 23 extends vertically through the body 1 directly in the rear of the enlargement formed upon the forward end of the body and suitable bearing sleeves 24 may be provided, for this post, while the post is retained against vertical movement by a suitable key or cotter pin 25 extending diametrically therethrough and at the upper edge of the body 1. The post 23, has a

handle 26 mounted upon its upper end, the ends of which are shaped so that they can be conveniently gripped by the child riding upon the velocipede and these grips are positioned so that the child can rest his hands thereon, without strain, when he is seated upon the seat 27 of the velocipede. The seat 27 is preferably shaped similar to the shape of a saddle of a bicycle, or analogous vehicle, and it is attached to the body 1 in any suitable manner. A child seated upon the seat 27 can propel himself either by a pushing or pulling action of his feet upon the surface over which the velocipede is traveling, and the direction of travel of the velocipede may be easily regulated by the child by rotating the post 23 about its vertical axis. During the travel of the velocipede the front axles 9 will be rotated and this rotation will be imparted to the propeller 5 through the medium of the belt 7 so as to cause the propeller to be rotated during the travel of the velocipede, thereby simulating an airplane in motion.

Changes in details may be made without departing from the spirit of this invention, but;

I claim:

A toy vehicle comprising a flat elongated body, and upwardly extending enlargement formed on the upper surface of the body at the forward end thereof, a flat plate secured directly to the upper surface of the enlargement and extending laterally from the opposite sides thereof, depending forwardly projecting brackets secured to the opposite sides of the body at the forward end thereof, an axle rotatably supported by the lower ends of the brackets, supporting wheels secured to the terminals of the axle, a spool mounted on the axle intermediate the wheels, a forwardly projecting extension formed on the forward edge of the enlargement, a propeller rotatably mounted on said extension, a spool formed directly on the propeller, flexible driving means operatively connecting the spools together, and a steering wheel supported by the rear end of the body.

LEONARD J. COOPER.