March 13, 1934. C. C. ELLIOTTE 1,951,277

WHEELED TOY

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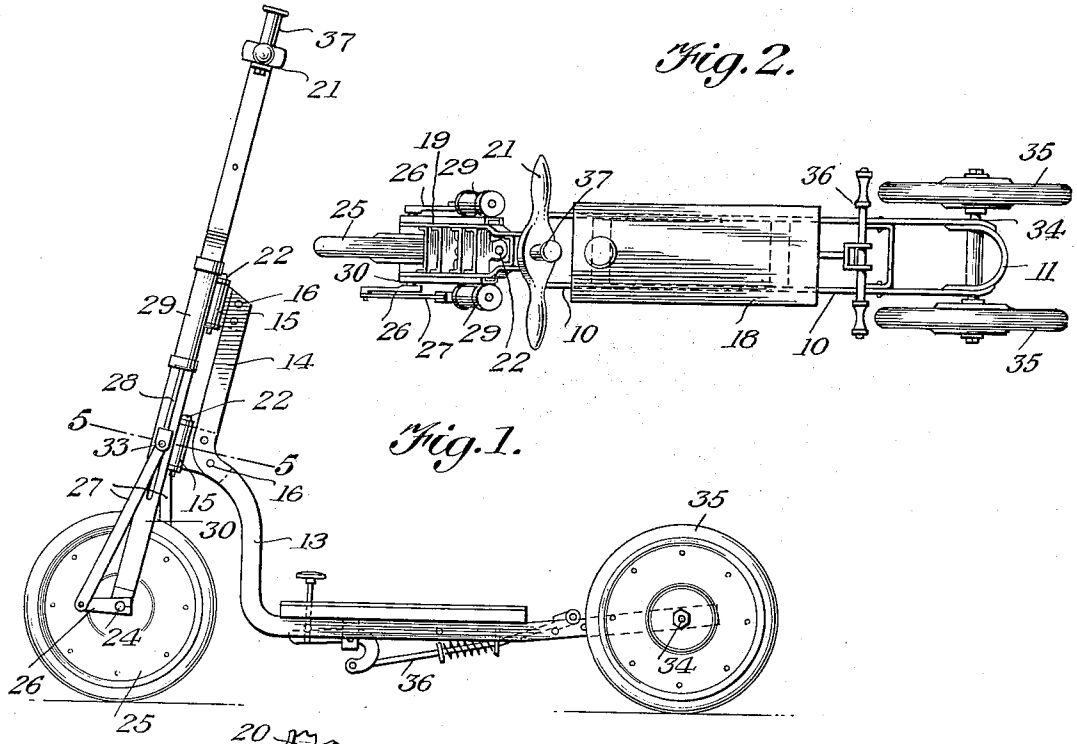


Fig. 2.

Fig. 1.

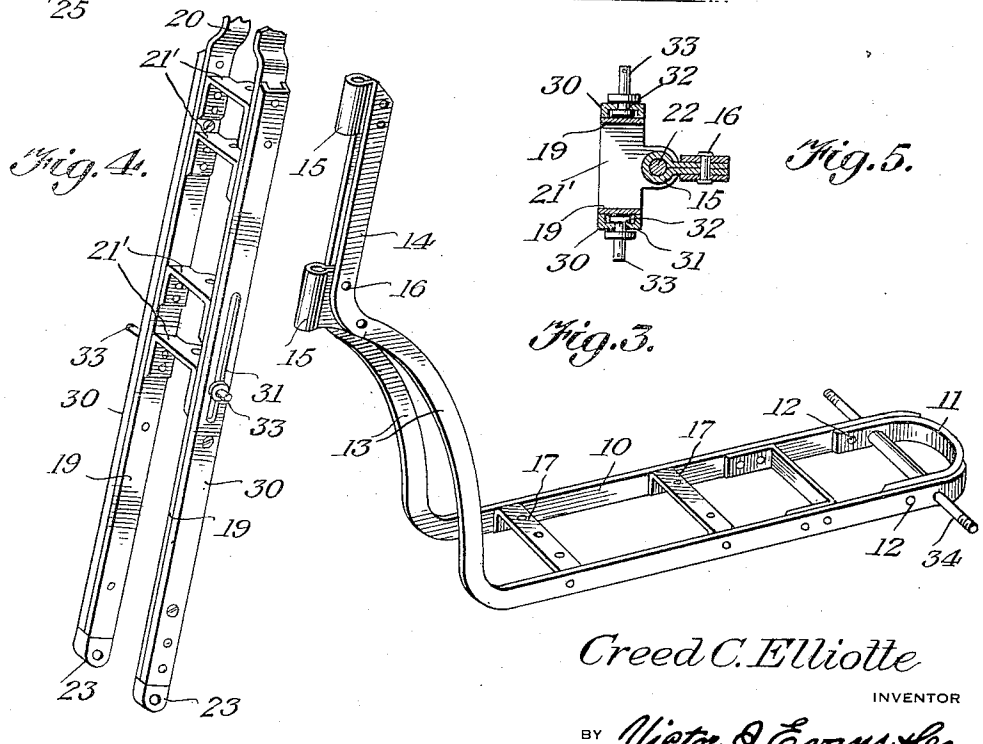


Fig. 4.

Fig. 5.

Fig. 3.

Creed C. Elliotte

INVENTOR

BY Victor J. Evans & Co.

ATTORNEYS

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WHEELED TOY

Creed C. Elliotte, Richmond, Va.

Application February 6, 1933, Serial No. 655,530

2 Claims. (Cl. 280—87.5)

The invention relates to a wheeled toy and more especially to a tri-wheel skipmobile.

The primary object of the invention is the provision of a toy of this character, wherein the main frame thereof is so constructed as to assure maximum strength and rigidity thereto and also to enable the use of a pair of rear wheels to the skipmobile, thus permitting the latter to stand without the use of a prop or support.

Another object of the invention is the provision of a toy of this character, wherein the same in its entirety is of novel construction and the front wheel fork is connected with the main frame or body of the vehicle by a double pivot, thus assuring security and strength to withstand excessive and severe use of the vehicle.

A further object of the invention is the provision of a toy of this character which is extremely simple in construction, thoroughly reliable and efficient in its purposes, strong, durable, neat in appearance, and inexpensive to manufacture.

With these and other objects in view, the invention consists in the features of construction, combination and arrangement of parts as will be hereinafter more fully described in detail, illustrated in the accompanying drawing, which discloses the preferred embodiment of the invention, and pointed out in the claims hereunto appended.

In the accompanying drawing:

Figure 1 is a side elevation of a skipmobile constructed in accordance with the invention.

Figure 2 is a top plan view thereof.

Figure 3 is a perspective view of the main frame of the skipmobile which may be termed the body thereof.

Figure 4 is a fragmentary perspective view of the front wheel fork or steering section.

Figure 5 is an enlarged sectional view on the line 5—5 of Figure 1 looking in the direction of the arrows.

Similar reference characters indicate corresponding parts throughout the several views in the drawing.

Referring to the drawing in detail, the skipmobile constituting the present invention is in the form of a three-wheeled scooter and includes a main frame in the nature of a chassis, having spaced opposite side rails 10, between which is located a curved or arched rear end piece 11, the same being bolted, riveted or otherwise made secure as at 12 to the rails 10 and closes the rear end of said chassis. The rails 10 are formed with the upwardly and forwardly curved extensions 13, these being bent into forwardly converging relation to each other and continued to provide the upstanding portions 14 having therebetween bent-over pieces constituting pintle sleeves 15 spaced from each other, these pieces being bolted, riveted or otherwise made secure as at 16 between the portions 14. At intervals between the rails 10 throughout the substantially horizontal extent thereof are cross braces 17, upon which is secured a footboard 18 constituting a platform for the body.

Swingingly connected to the main frame is the front steering wheel fork including a pair of spaced substantially parallel side bars 19, these having the upper contracted portions 20 which function as the steering column of a cross handle bar 21 made fast to the upper ends thereof, while between the side bars 19 are the pairs of spaced cross bearings 21' for accommodating the pivot bolts 22 received in the pintle sleeves 15 and in this fashion the steering fork is swingingly connected with the main frame of the vehicle.

Journaled in the lower ends of the side bars 19 of the fork, these ends being formed with bearings 23, is a front turning axle 24 to which is fixed the front steering wheel 25, the latter being located between the bars 19 below the lowermost pair of cross bearings 21 and such bars constituting the fork to the front steering wheel 25. The axle 24 outside of the fork has reversely set cranks 26 to which are pivoted links 27, these operating reciprocating piston stems 28 working within cylinders 29, so that on the rotation of the wheel, the latter effects a simulation of the driving action of an engine. The side bars 19 have thereon facing strips 30 provided with the slots 31 in which work crossheads 32, these constituting the pivotal connection 33 between the links 27 and the piston stems 28. The action of the front steering wheel 25 and the mechanism just described constitutes the subject matter of Letters Patent No. 1,817,882, issued to me on or about the fourth day of August, 1931.

The main frame has fitted in its side rails 10, at the rear end thereof, a rear axle 34 on which are journaled the rear traction wheels 35, there being a pair, these being disposed at opposite sides of the main frame.

Equipped with the main frame between the side rails 10 thereof is a brake mechanism 36, this constituting the subject matter of an application for patent filed by me on or about the sixth day of February 1933, Serial No. 655,529.

The handle bar 21, centrally thereof, is equipped

with an audible signal or sounding device 37 of any approved type.

What is claimed is:

1. A toy of the character described comprising a front steering fork, a wheel mounted within said fork, spaced pairs of bearings in said front fork, a main frame in the form of a chassis having spaced side rails with upwardly and forwardly curved extensions and also upright portions, a pair of bent-over pieces secured between the upright portions and forming pintle sleeves, pintles pivotally connecting the sleeves with the pairs of bearings, a pair of traction wheels journaled at the rear end of said main frame, and a footboard carried by the main frame.

2. A toy of the character described comprising a front steering fork, a wheel mounted within said fork, spaced pairs of bearings in said front fork, a main frame in the form of a chassis having spaced side rails with upwardly and forwardly curved extensions and also upright portions, pintle sleeves carried by the upright portions, pintles pivotally connecting the sleeves with the pairs of bearings, a pair of traction wheels journaled at the rear end of said main frame, and a footboard carried by the main frame.

CREED C. ELLIOTTE.