J. LO VERDE AND A. TUBIOLO.

CHILD'S VEHICLE.

APPLICATION FILED SEPT. 18, 1920.

1,424,497. Patented Aug. 1, 1922.

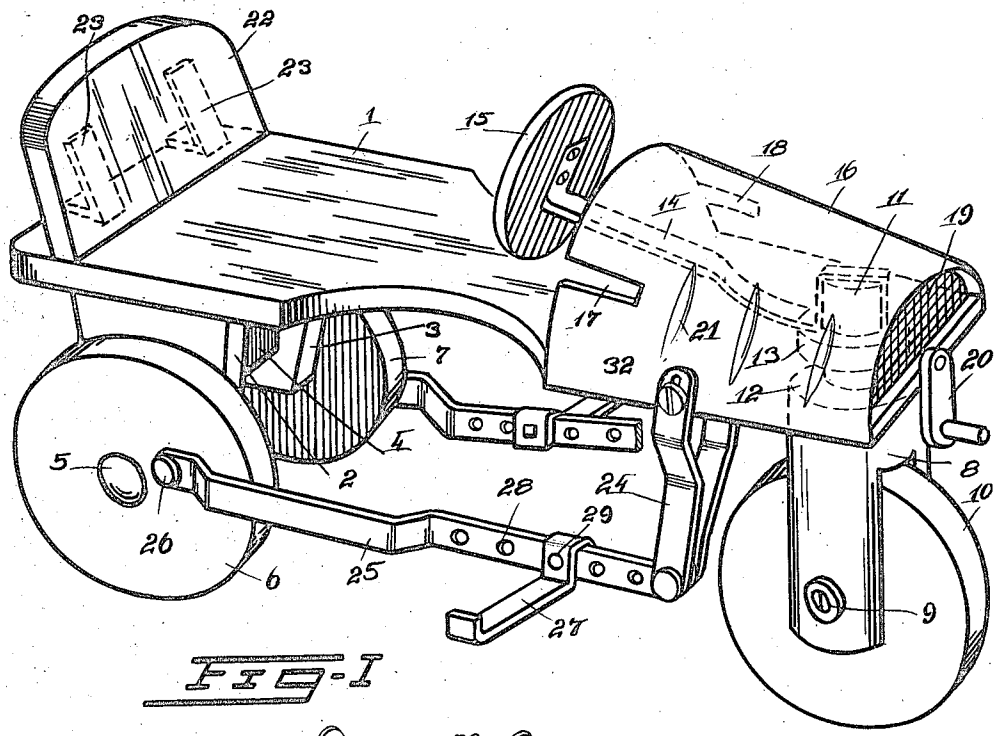


FIG-1

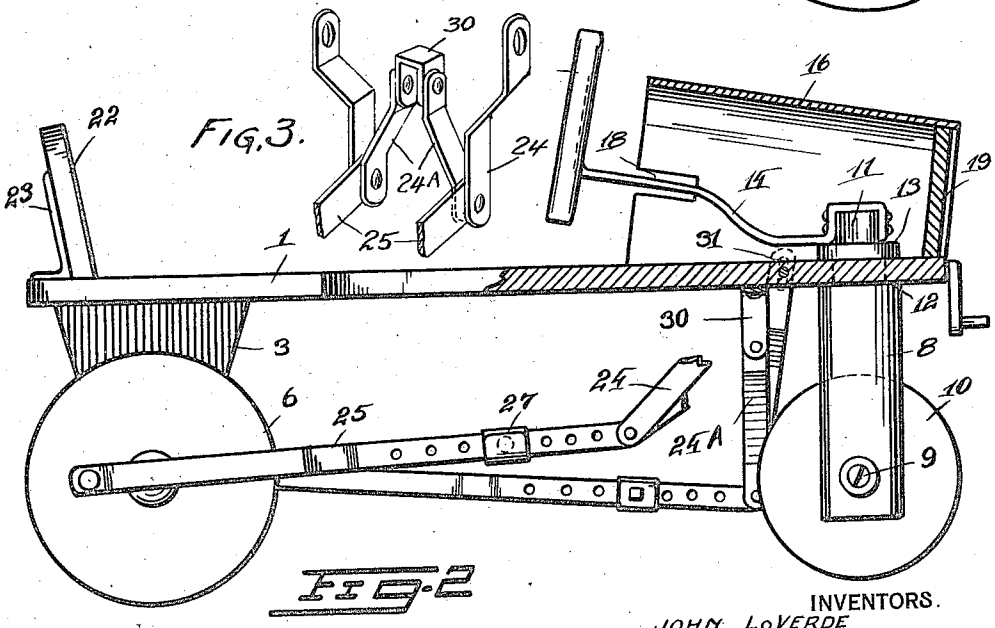


FIG-2

INVENTORS.
JOHN LoVERDE
ANTHONY TUBIOLO
BY
Frank Keiper
ATTORNEY

UNITED STATES PATENT OFFICE.

JOHN LO VERDE AND ANTHONY TUBIOLO, OF ROCHESTER, NEW YORK, ASSIGNORS OF ONE-SEVENTH TO CHARLES J. MONDO, OF ROCHESTER, NEW YORK.

CHILD'S VEHICLE.

1,424,497. Specification of Letters Patent. Patented Aug. 1, 1922.

Application filed September 18, 1920. Serial No. 411,262.

To all whom it may concern:

Be it known that we, JOHN LO VERDE and ANTHONY TUBIOLO, JOHN LO VERDE a citizen of the Kingdom of Italy and said ANTHONY TUBIOLO a citizen of the United States, residing at Rochester, in the county of Monroe and State of New York, have invented certain new and useful Improvements in Children's Vehicles, of which the following is a specification.

The object of this invention is to provide a new and improved form of child's vehicle.

This and other objects of the invention will be fully illustrated in the drawings, described in the specification and pointed out in the claims at the end thereof.

In the drawings,

Fig. 1 is a perspective view of the vehicle.

Fig. 2 is a side elevation of the vehicle, shown partly in section.

Figure 3 is a detail perspective view of the links mounted on the side and under side of the front part of the vehicle.

In the drawings, like reference numerals indicate like parts.

In the drawings, reference numeral 1 indicates the seat board of the vehicle which extends continuously from the front to back. On this board at the rear are mounted the bearing brackets 2 and 3, which are connected and braced by the cross beam 4. In these bearing brackets is mounted the spindle 5 on which are mounted to rotate the driving wheels 6 and 7. At the front of the seat board is mounted to turn the swivel post 8 which is forked at the lower end and carries the pin 9 on which the wheel 10 is mounted to rotate. The post 8 has a reduced upper end 11 forming a shoulder 12 where it passes through the seat board, the seat board resting on the shoulder. A collar 13 is fastened to the post above the seat board and holds the seat board in place.

A steering handle or lever 14 is formed with an U-shape at its forward end which engages with the reduced end of the steering post and is fastened thereto in any suitable manner, so that the post and wheel 10 must turn by the swinging of the handle 14. On the handle 14 is provided a disc 15 which forms the handle by which the post is turned to steer the car. Over the front of the car is provided a hood 16 which is slotted at 17 and 18 to permit the lever 14 to swing sideways therein. The front of the hood is closed by a board 19 which may be decorated with any suitable design such as a screen, and from the front of the board hangs a dummy crank 20. The sides of the hood may be decorated to indicate slits as indicated at 21.

At the back of the seat board is provided a back rest 22 supported by brackets 23 from the seat board.

For the purpose of driving the car, I provide swinging links 24 and 24^A, which swing from the seat board, to the lower ends of which is connected the connecting rod 25, the rear end of which connecting rod connects with the crank pin 26 on the wheel 6. On the connecting rod 25 is provided a foot rest 27 which is adjustable forward and back thereon and can be fastened thereto in a series of positions, the connecting rod being perforated with holes 28, the foot rest having a hole 29 therein so that a pin or bolt may be passed through the two of them, fastening them together in one position.

The swinging link 24^A is a short link and the swinging link 24 is a long link. The link 24^A swings from the bracket 30, fastened to the under side of the seat and the center of its oscillation is fixed thereby. The link 24 is slotted at its upper end as shown at 31 and is held in place by a screw 32 on which the upper end can rise and fall as its lower end moves backward and forth. This up and down movement of the link 24 is due to the difference in the length of the two links. It is also noted that the upper center of the long link is placed ahead of the center of the short link.

The passenger sits on the seat board with his feet on the foot rest and pushes them back and forth and thus drives the car. By moving the handle 14 and 15 to the one side or the other, he steers the car in any direction desired.

We claim:

1. A vehicle having a spindle supported at the rear end thereof, wheels mounted to turn on said spindle, a crank pin on each of said wheels, a connecting rod on each of said crank pins and extending forwardly therefrom, a long link and a short link connected to the forward end of said connecting rod and mounted to swing on the same center, the upper end of said long link swinging

from a shifting center, the upper end of the long link being slotted to permit it to move up and down on its center.

2. A vehicle having a seat board, a pair of wheels supporting the rear of said seat board, a single wheel supporting the front of the seat board, a crank pin provided on each of said pair of wheels, a connecting rod mounted on each of said crank pins, a pair of links supporting the free end of each of said connecting rods, one of said links being mounted to swing on a fixed center provided below said seat board and the other of said links being mounted to swing on a variable center provided on said seat board, said first named link being adapted to guide the movement of said second named links.

3. A vehicle having a seat board, a pair of wheels supporting the rear of said seat board, a single wheel supporting the front of said seat board, a crank pin provided on each of said pair of wheels, a connecting rod mounted on each of said crank pins, a pair of links supporting the free end of each of said connecting rods, one of said links being mounted to swing on a fixed center provided below said seat board and the other of said links being mounted to swing on a variable center provided on said seat board, said first named link being adapted to guide the movement of said second named links, a laterally adjustable pedal mounted on each of said connecting rods.

In testimony whereof we affix our signatures.

JOHN LO VERDE.
ANTHONY TUBIOLO.