J. WEBER, JR.

JUVENILE VEHICLE.

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Fig 1.

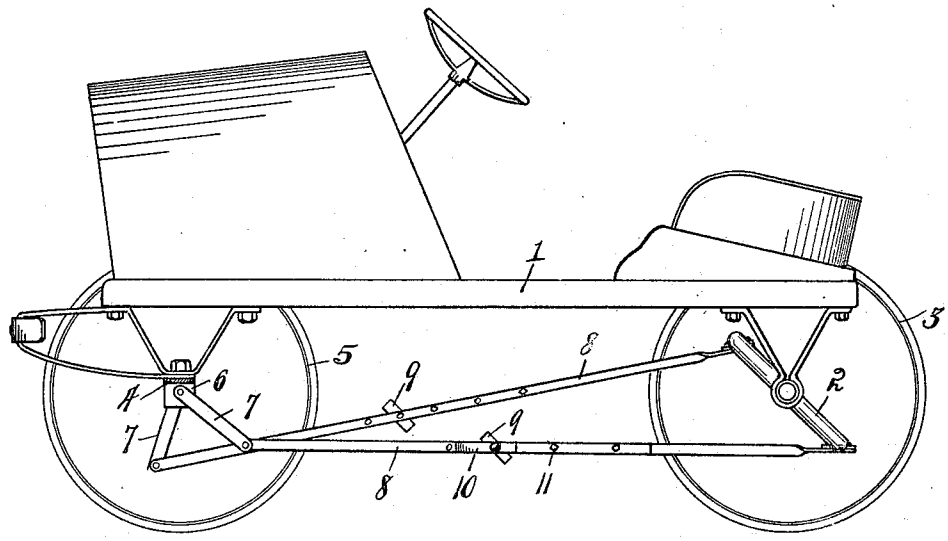
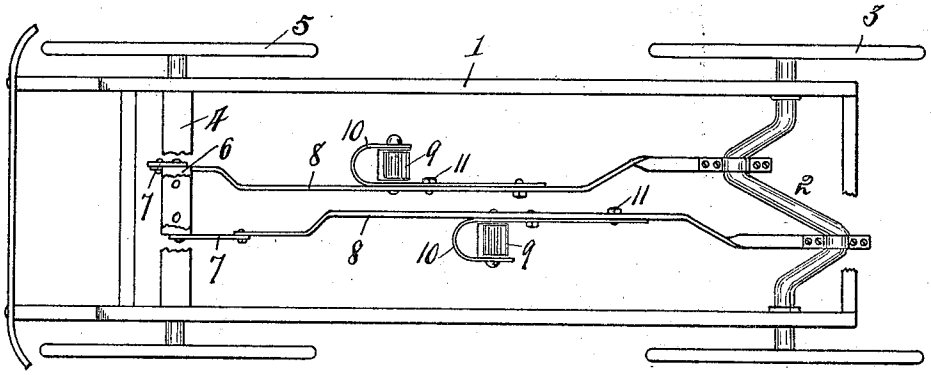


Fig 2.



·INVENTOR·

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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

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JUVENILE VEHICLE.

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To all whom it may concern:

Be it known that I, JOHN WEBER, Jr., a citizen of the United States, and resident of Toledo, in the county of Lucas and State of Ohio, have invented a certain new and useful Juvenile Vehicle; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the characters of reference marked thereon, which form a part of this specification.

This invention relates to juvenile vehicles, and particularly to foot-propelled vehicles of this class.

The primary object of my invention is the provision of an improved foot operated drive-gear for the propeller shafts of vehicles of the class described, whereby such gear will not become locked against free and easy movement at any position of rotation of the propeller shaft, thereby obviating objections incident to the use of drive-gears now commonly employed in juvenile vehicles.

The invention is fully described in the following specification, and while, in its broader aspect, it is capable of embodiment in numerous forms, a preferred embodiment thereof is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a vehicle embodying my invention, with parts broken away, and Fig. 2 is a top plan view thereof, with parts removed and broken away.

Referring to the drawings, 1 designates the frame of a juvenile vehicle, 2 the customary double-cranked propeller shaft carrying the propeller wheels 3, and 4 the front axle at the ends of which are carried the front wheels 5.

A bracket 6 of U-shape, in the present instance, is secured to the under side of the front axle 4 with its legs depending, and a link 7 is pivotally suspended from each of such legs for forward and rearward swinging movements. A propeller-bar 8 pivotally projects rearward from the lower end of each link 7 and has a journal bearing at its rear end for receiving the respective crank wrist portion of the propeller shaft 2. A pedal 9 is carried at the outer side of each bar 8 in spaced relation to both ends thereof by a bracket 10, which bracket, in the present instance, is of U-looped form and has one leg prolonged and fixed to the outer side of the respective bar 8 by bolts 11, or in any other suitable manner.

It is evident that by exerting the propelling force on the bars 8, 8 intermediate their ends the bars will be positively prevented from locking against a shaft propelling movement when the cranks of the propeller shaft are in substantially the plane of longitudinal projection of the propeller bars, or in what is customarily termed the dead center position of the shaft, as is the case where the propelling force is applied to the bars at the outer ends thereof. In other words, the positioning of the foot pedals intermediate the ends of the propeller bars enables the operator to exert either a longitudinal or transverse force to a propeller bar or to combine both such forces, so that it is impossible to have any dead center position between the propeller bars and crank-shaft, whereas, if the pedals are located at the forward ends of the propeller bars a pulling or longitudinal force only can be imparted through the bars to the propeller shaft.

Another advantage incident to my improved drive-gear is the adjustability of the pedal-brackets longitudinally of the propeller bars to suit the operator, as such adjustment may be easily and quickly accomplished by removing the bolts 11 and shifting the brackets in one direction or the other lengthwise of the bars, extra holes or slots being provided in the bars 8 for such purpose.

I wish it understood that my invention is not limited to any specific construction, arrangement or form of the parts, as it is capable of different modifications without departing from the spirit of the claim.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a foot-propelled vehicle, a frame, a propeller crank-shaft, links pivotally suspended from the frame for swinging movements lengthwise thereof and in transversely spaced relation to said shaft, propeller bars connecting said links and shaft and movable to impart rotation to the shaft, a bracket screwed to a side of each propeller bar intermediate its ends, and a pedal carried by each bracket.

In testimony whereof, I have hereunto signed my name to this specification.

JOHN WEBER, JR.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."