

1,028,399.

W. J. SLEFFEL.
VELOCIPEDE FRAME.
APPLICATION FILED DEC. 27, 1911.

Patented June 4, 1912.

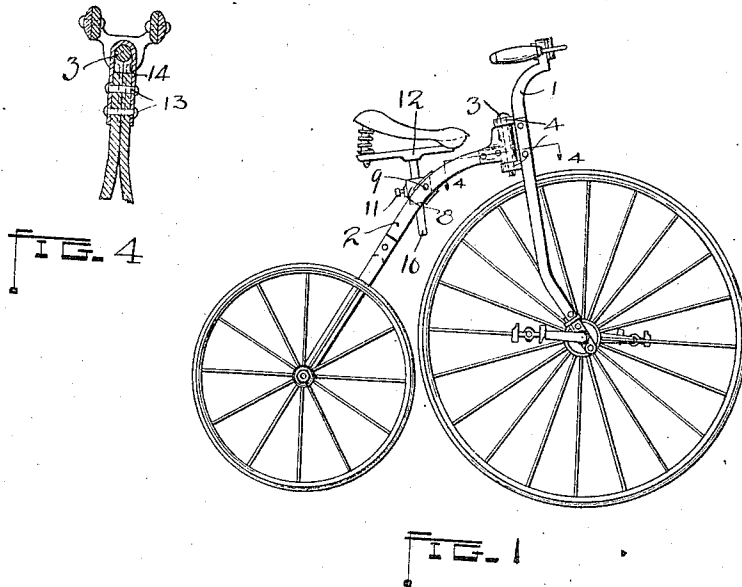
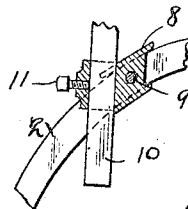
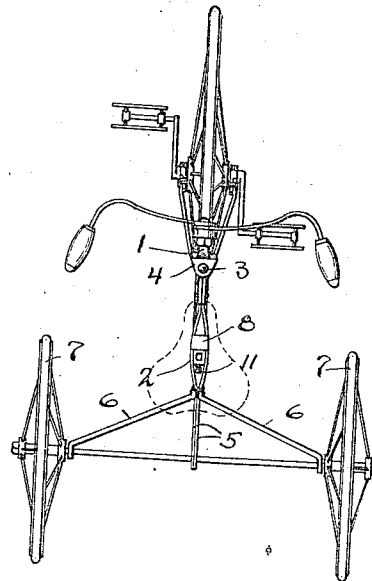
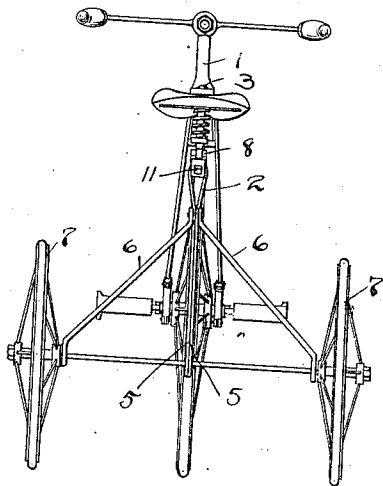


FIG. 4



WITNESSES=
Oliver M. Kappler.
Hiram B. Day

INVENTOR
William J. Sleffel
BY
J. B. Fay
ATTORNEY-

UNITED STATES PATENT OFFICE.

WILLIAM J. SLEFFEL, OF CLEVELAND, OHIO, ASSIGNOR TO THE KIRK-LATTY MANUFACTURING COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

VELOCIPED-FRAME.

1,028,399.

Specification of Letters Patent.

Patented June 4, 1912.

Application filed December 27, 1911. Serial No. 668,126.

To all whom it may concern:

Be it known that I, WILLIAM J. SLEFFEL, a citizen of the United States, and a resident of Cleveland, county of Cuyahoga, and State of Ohio, have invented a new and useful Improvement in Velocipede-Frames, of which the following is a specification, the principle of the invention being herein explained and the best mode in which I have contemplated applying that principle, so as to distinguish it from other inventions.

The present invention relates to an improved frame for a child's velocipede. These vehicles must be built extremely strong to enable them to stand up under the rough usage to which they are subjected and yet cannot be made heavy as is a larger vehicle of the same class. For this reason considerable difficulty has been experienced in properly supporting the rear axle which received a considerable load at its least supported point, the center, by reason of boys standing on the same.

The present invention overcomes this weakness but without adding any material amount to the weight of the vehicle as a whole.

To the accomplishment of these and related ends, said invention then consists of the means hereinafter fully described and particularly pointed out in the claims.

The annexed drawing and the following description set forth in detail certain mechanism embodying the invention, such disclosed means constituting, however, but one of various mechanical forms in which the principle of the invention may be used.

In said annexed drawing: Figure 1 is a side elevation of a velocipede embodying the principle of my invention; Fig. 2 is a rear elevation of the same; Fig. 3 is a plan view; Fig. 4 is a section, on the line 4-4 in Fig. 1; and Fig. 5 is a side elevation of the frame at the point of attachment on the seat.

In Fig. 1 it will be seen that the frame comprises a forward portion 1 and a rear portion 2. The forward portion connects the handle bars and the front axle, while the rear portion is pivotally attached to the forward portion by means of a bolt 3 and two lugs 4 on the forward portion. As will be seen in Fig. 2 the rear portion is com-

posed of the two main supporting members 5 and the two side members or auxiliary supports 6. The main supports extend in a straight line from the point of attachment to the forward portion and are attached to the rear axle at approximately its center. The two side members 6 are attached to the main members as shown and extend outwardly therefrom, connecting with the rear axle at points adjacent to the rear wheels 7.

It will be seen in Fig. 3 that the two main supporting members 5 are spaced a short distance from their point of attachment to the forward portion of the frame for the purpose of permitting the engagement of the seat supporting means or block 8 which is held in such engagement by means of a pin 9. Through this block a member 10 is adapted to slide and may be held at any desired position by means of a screw 11. At the upper end of this member 10 is mounted a seat frame 12 to which the seat proper is attached.

The other features of the velocipede shown in Figs. 1, 2 and 3 need not be described since they are clearly shown in the drawings and their construction is not part of the present invention.

The detail shown in Fig. 4 illustrates the improved method of attachment of the rear portion of the frame to the forward portion. The member 14 is adapted to encircle the bolt 3 and to be attached to the members 5 by means of bolts 13. Such a construction affords a secure attachment without clumsiness or added weight.

The advantages of the present device will be readily seen.

The frame is constructed very much more strongly than in the old construction and yet there is no added weight nor is the frame of the vehicle at all awkward in appearance or expensive to manufacture. By supporting the center of the rear axle, a considerable period is added to the life of the vehicle since this was the part which usually broke down first from the extra load carried by it as has been pointed out.

Other modes of applying the principle of my invention may be employed instead of the one explained, change being made as regards the mechanism herein disclosed, provided the means stated by any of the

following claims or the equivalent of such stated means be employed.

I therefore particularly point out and distinctly claim as my invention:—

- 5 1. A velocipede frame, comprising a forward portion connecting the front axle and the handle-bars; and a rear portion connecting said forward portion and the rear axle, and including two main supporting members attached to said forward portion and to said rear axle, said members being in contact for the greater part of their length but being spaced from each other at one point, and seat supporting means adapted to
10 securely engage between such spaced parts of said members, and auxiliary supporting members attached to said main supporting members and to said rear axle adjacent the ends thereof.
- 20 2. A velocipede frame comprising a forward portion connecting the front axle and

the handle-bars; and a rear portion connecting said forward portion and the rear axle, and including two main supporting members attached to said forward portion and to said rear axle, said members being in contact for the greater part of their length, being fixedly secured together at the forward ends and being spaced from each other at one point, and seat supporting means adapted to securely engage between such spaced parts of said members, and auxiliary supporting members attached to said main supporting members and to said rear axle adjacent the ends thereof.

Signed by me this 21st day of December 1911.

WILLIAM J. SLEFFEL.

Attested by:

FREDERICK H. McISAAC,
HARRY D. REED.