

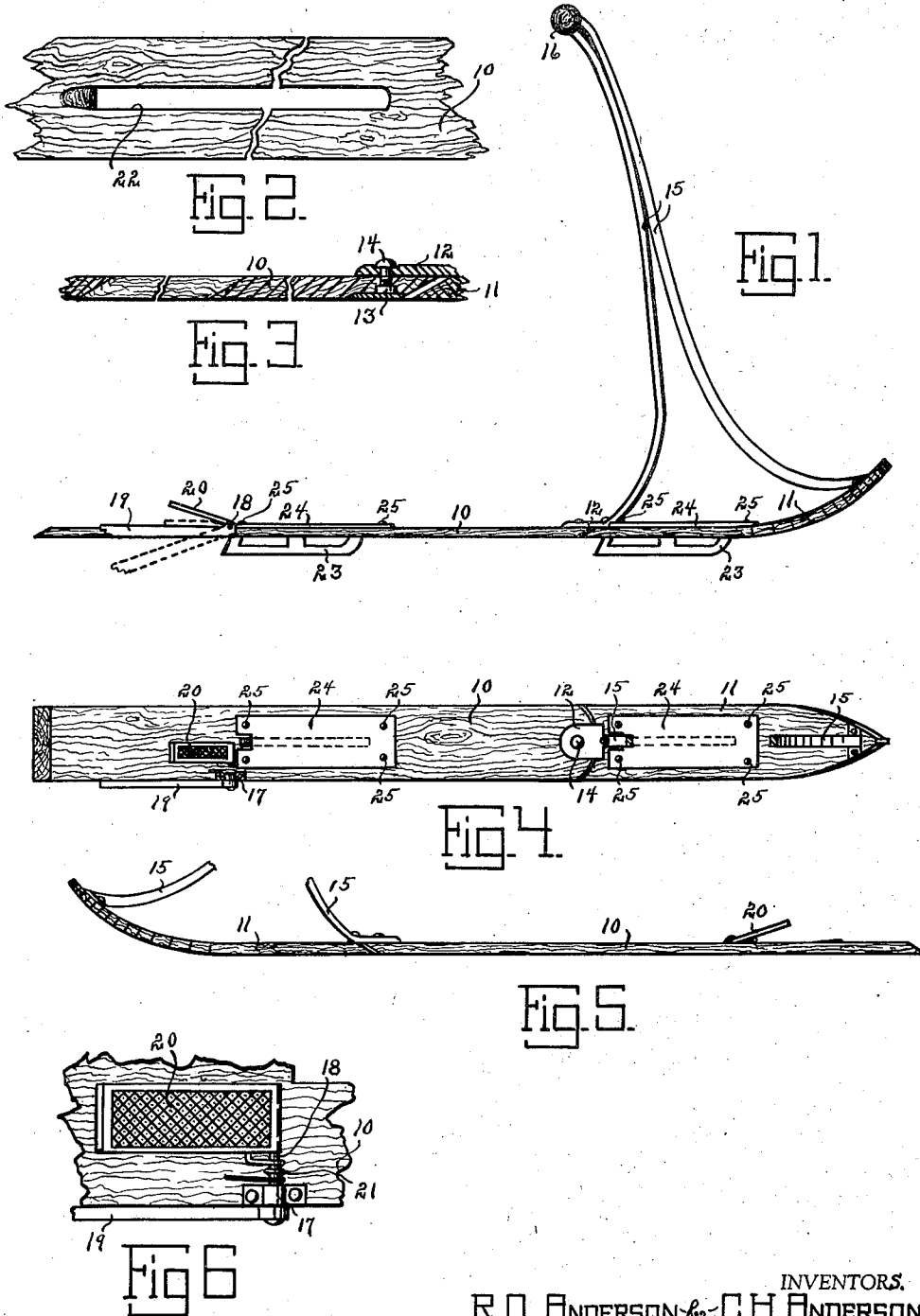
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ICE OR SNOW SCOOTER

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ICE OR SNOW SCOOTER

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2 Claims. (Cl. 280—16)

The principal object of our invention is to provide a scooter for winter usage that will work equally well on snow or ice.

A further object of this invention is to provide a winter scooter that may be easily guided by the operator.

A still further object of our invention is to provide a winter scooter for use on snow or ice that is always under the complete control of the user.

A still further object of our invention is to provide a winter scooter that is economical in manufacture and durable in use.

These and other objects will be apparent to those skilled in the art.

Our invention consists in the construction, arrangement and combination of the various parts of the device, whereby the objects contemplated are attained as hereinafter more fully set forth, pointed out in our claims and illustrated in the accompanying drawing, in which:

Fig. 1 is a side view of our scooter ready for use on ice.

Fig. 2 is an enlarged bottom view of a portion of the ski portion of the device showing a slot through which one of the skates extends.

Fig. 3 is a side sectional view of a portion of the ski portion of the device and more fully illustrates the pivot construction of the ski portion.

Fig. 4 is a top plan view of our device with the sections cut away and more fully illustrates the position of various parts of the device.

Fig. 5 is a side view of the ski portion of our device ready for use on snow.

Fig. 6 is an enlarged top plan view of the braking mechanism of the device.

Wheeled scooters are well known in the art, but such scooters are not adapted to either snow or ice use. Obviously during the winter months their use is greatly curtailed and even in the summer months they are limited to pavement or like hard surfaces. We have overcome these limitations by providing a winter scooter that is not limited to side walks, streets or like but may be used freely over all territories where ice and/or snow can be found.

Referring to the drawing, we have used the numeral 10 to designate the rear portion of the ski portion of our device and the numeral 11 the front or guiding portion of the ski portion. These parts 10 and 11 form the ski portions of our device and may be made of wood or other suitable material. The portion 11 is curved forwardly and upwardly and pointed at its forward end as shown in Fig. 4. With the portions 10 and 11 suitably pivotally secured together, the ski portion of the

device has the character of an elongated flat sled runner. Any suitable means may be used to pivot the portion 10 to the portion 11 and in the drawing we show a plate 12 rigidly secured to the top rear end portion of the portion 11 and extending over the top forward end portion of the portion 10. The numeral 13 designates a plate boss embedded in the forward bottom of the portion 10. The numeral 14 designates a bolt or like screw extending through the plate 12 and threaded into the boss 13 as shown in Fig. 3. By this construction the portion 11 may swing to the right or to the left relative to the portion 10 and provide a method for guiding the device when in use. In order that there will be no excessive space between the portion 10 and the portion 11, when the portion 11 is swung to the right or left, the forward end of the member 10 is concave and fits into a convex cut in the rear end of the member 11 as shown in Fig. 4. To prevent the tendency of snow or like to pack between the member 10 and member 11, the forward edge of the member 10 and the rear edge of the member 11 extend downwardly and rearwardly as shown in Fig. 5. This feature of the device makes it substantially self-cleaning. The numeral 15 designates a bracket rigidly secured to the member 11 and extending upwardly to support the handle bar 16. As is well known in the operation of such devices the user grasps the handle bar 16 with both hands, places one foot on the bar portion and propels the device with the other foot. When it is desired to turn our device either to the left or right, it is merely necessary to manually move the handle 16 toward the direction it is desired to go in order to swing the portion 11 in that direction.

As our device is particularly designed for use on snow or ice, it slides very easily over the surface and great speed may be obtained by its use, thereby requiring some type of braking mechanism for purposes of safety. In the drawing we show a bearing member 17 secured on the upper portion of the member 10 and near its rear end. The numeral 18 designates a shaft journaled in the bearing 17 and extending over one of the side edges of the member 10. The numeral 19 designates a braking arm having one end rigidly secured on the end of the shaft 18 and normally resting along the side marginal edge of the member 10 as shown in Fig. 6. This arm 19 has its outer end notched or serrated as shown in Fig. 1 to facilitate its traction on the snow or ice when the braking mechanism is used to either slow down or stop the device.

The numeral 20 designates a foot pedal portion rigidly secured at one end to the shaft 18 and operating directly above the member 10. The members 19 and 20 are so positioned and secured to the shaft 18 that when the foot of the user is placed on the member 20 and force exerted downwardly on the member 20 the free end of the arm 19 will be forced downwardly to bite into the snow or ice for braking purposes. Obviously when the braking mechanism is not in use, it is desirable that the member 19 normally reside in a horizontal plane along the side of the member 10 and out of contact with the snow or ice. We accomplish this by a small spring 21 which yieldingly holds the arm 19 in an inoperative position as shown in Fig. 1.

As herebefore noted, our device works excellently on both snow and ice, but we find that in certain conditions that our device will work still better if skates are secured to the ski portion and in Fig. 1 we show such skates attached. These skates reduce friction and make for greater speed and better control when the device is used on smooth ice. To attach these skates we provide a slot opening 22 in the longitudinal center of each of the members 10 and 11 as shown in Fig. 4. The skates that we use each consists of a skate runner portion 23 and a plate portion 24, and to attach the skates it is merely necessary to insert one skate downwardly through the slot 22 in the member 10 and one skate downwardly through the slot 22 in the member 11 until the plates 24 of the skates engage the upper surface of the members 10 and 11 as shown in Fig. 4. The plate portions 24 of the skates may be secured to the top of the members 10 and 11 by any suitable

means such as screws 25. By this construction the skate runners will extend below the bottom surface of the ski portion of the device. When the skates are not necessary or desired, it is merely necessary to remove the screws 25 or like fastening means and lift the skates from the ski portion. In order that the slots 22 will be self-cleaning and not become unduly clogged with snow or like when the skates are not in use, we have caused the rear ends of each of these slots 25 to extend downwardly and outwardly as shown in Fig. 2.

Some changes may be made in the construction and arrangement of our improved ice or snow scooter without departing from the real spirit and purpose of our invention, and it is our intention to cover by our claims any modified forms of structure or use of mechanical equivalents which may be reasonably included within their scope.

We claim:

1. In a device of the class described, a ski portion having two slot openings, a skate runner extending downwardly through each of said slot openings, a means for securing said skate runners to said ski portion, and a handle member operatively secured to said ski portion.

2. In a device of the class described, a ski portion having a plurality of elongated slot openings, a skate runner extending downwardly through each of said slot openings, a means for detachably holding each of said skate runners rigidly in said slot openings, and a handle member operatively secured to said ski portion.

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