Aug. 21, 1928. 1,681,297

W. V. LINDROOS

SNOW AND ICE SCOOTER

Filed Feb. 4, 1926

Fig. 1.

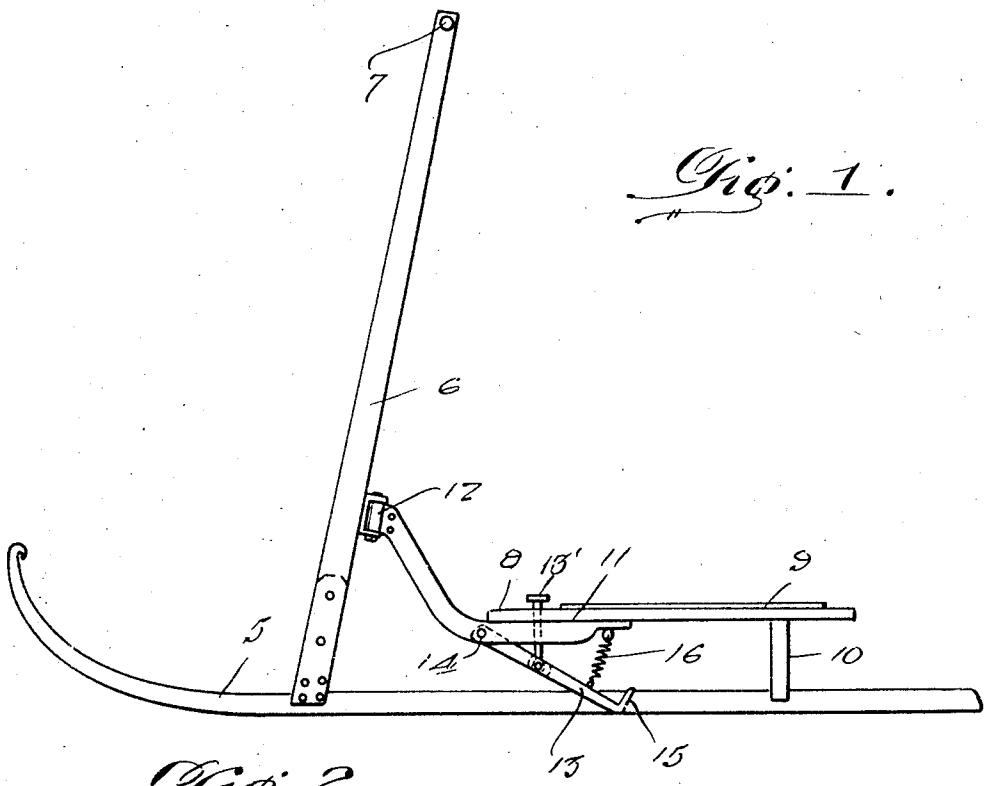


Fig. 2.

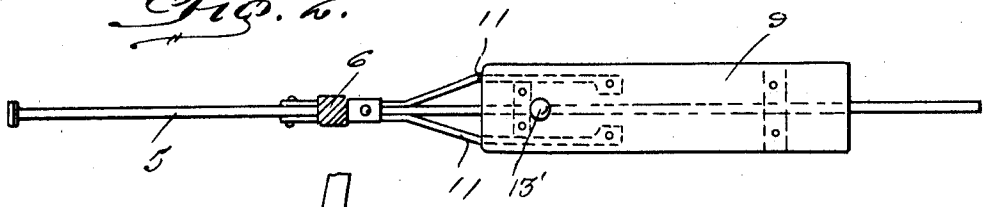
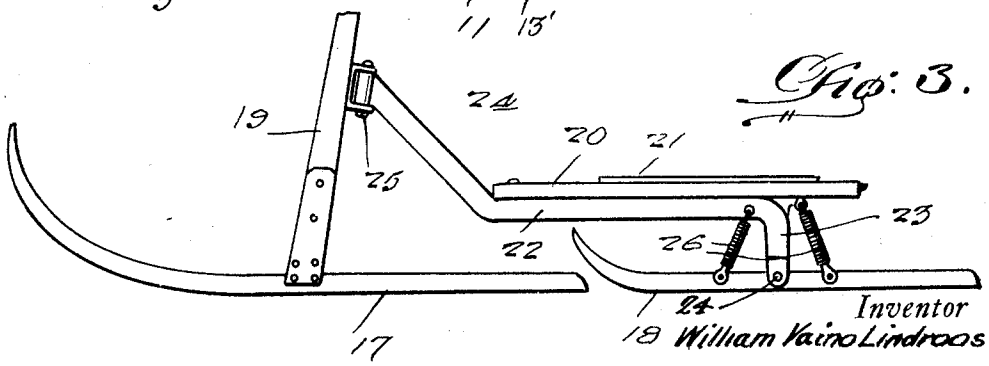


Fig. 3.



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UNITED STATES PATENT OFFICE.

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SNOW AND ICE SCOOTER.

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This invention relates to that type of toy known as a scooter, and has more particular reference to a scooter adapted to be employed on snow or ice, the primary object of the invention being the provision of a scooter that is of simple construction, relatively inexpensive of manufacture, that may be readily steered by the operator while in standing position thereon, that will obtain great speed upon snow or ice, and that may be readily transported from place to place.

With the foregoing and other objects in view as the nature of the invention will be better understood, the same comprises the novel form, combination, and arrangement of parts hereinafter more fully described and shown in the accompanying drawings and claimed.

In the drawings:—

Figure 1 is a side elevation of one form of the present invention,

Figure 2 is a top plan view thereof, the handle being in cross section, and

Figure 3 is a fragmentary side elevation of a slightly modified form of the scooter.

First having reference to Figures 1 and 2, my novel scooter contemplates the provision of a runner 5 of narrow flexible steel bent upwardly at its forward end for obvious purposes, and to which is secured adjacent said forward end, a vertically rising and slightly rearwardly inclined operator supporting and guiding bar 6 upon the upper end of which is a suitable handle 7.

Supported above the runner 5 adjacent its rear end is a foot board 8 having an anti-slipping pad 9 on the top side thereof. This board is maintained in horizontal position by use of a standard 10 interconnecting the same and the runner adjacent the rear end thereof and is supported at its front end by a pair of metallic bars 11—11 that are bent upwardly at their forward ends and converge inwardly toward each other for pivotal connection as at 12 to the bar 6.

Obviously during the use of the device, one foot of the operator may be supported upon the board 8 while the other foot is employed for propulsion purposes. By twisting the bar 6, the said ends of the flexible runner 5 will be bent to steer the scooter. If desired, a suitable braking means may be provided and for purpose of illustration, I have disclosed this braking means as comprising a relatively U-shaped lever 13, the forward ends of the arms of which are pivotally secured as at 14 to the supporting bars 11, the connecting portion of said lever being offset as at 15 for engagement over the runner 5 and in order that the ends of the arms may be brought into engagement with the surface of the snow or ice by the action of a foot pedal 13′ which is secured at its lower end between the arms of the lever and extends upwardly through a hole or slot in the board 8. Said braking lever is normally maintained in upward position by reason of a retractile or coiled spring 16 between the bottom of the board 8 and said lever as clearly shown in Figure 1.

In the modified form of the invention shown in Figure 3, the runner comprises a pair of normally alined sections 17 and 18 that are bent upwardly at their forward ends for obvious purposes.

Secured to the forward runner 17 and extending upwardly and slightly rearwardly therefrom, is a handle 18 similar to the handle 6 in the form of the invention shown in Figures 1 and 2. Supported in position above the rear runner 8 and a portion of the forward runner 17 is a foot board 20 having anti-slipping pad 21 thereon. Said board is supported in the position disclosed by reason of a horizontal bar 22 secured there under, being bent downwardly at its rear end as at 23 for pivotal connection as at 24 to the rear runner 18. The forward end of this bar is inclined upwardly as at 24, and the end thereof is pivoted at 25 to the handle bar 19. To normally maintain the rear runner 18 in horizontal position, with respect to the foot board 20, the retractile coiled springs 26 interconnect said runner 22 and foot board 20 respectively on opposite sides of the rearwardly, downwardly bent end 23 of said supporting bar 22, the connections between the rear runner and the bar permitting the same to move upon its pivot when uneven surfaces are encountered.

For steering purposes the handle bar 19 may be moved upon its pivot 25 for consequently turning the forward runner section 17 in an obvious manner.

Even though I have herein shown and described the two modifications of the present invention, it is to be understood that other departures may be had therefrom without af-

fecting the spirit and scope of the appended claims.

Having thus described the invention, what I claim as new is:—

1. In a scooter of the class described, a flexible steel runner, a foot board supported in position above the runner adjacent the rear end thereof, a handle bar, secured to the runner adjacent the forward end and extending upwardly therefrom, a pair of spaced bars secured at their rear ends to the forward portion of the foot board, said bars gradually converging towards their forward ends and being bent upwardly, and a vertical pivot connecting the extreme forward ends of said bars to the handle bar.

2. In a scooter of the class described, a flexible steel runner, a foot board, a supporting standard for the rear end portion of the foot board extending upwardly from the runner adjacent the rear end thereof, a handle bar secured at its lower end to the runner adjacent the forward end thereof and extending upwardly therefrom, a pair of spaced bars secured at their rear ends to the forward end portion of the foot board for supporting the same, said bars gradually converging toward their forward outer ends and being bent upwardly, and a vertical pivot connecting the extreme forward ends of said bars to the handle bar.

In testimony whereof I affix my signature.

WILLIAM VAINO LINDROOS.