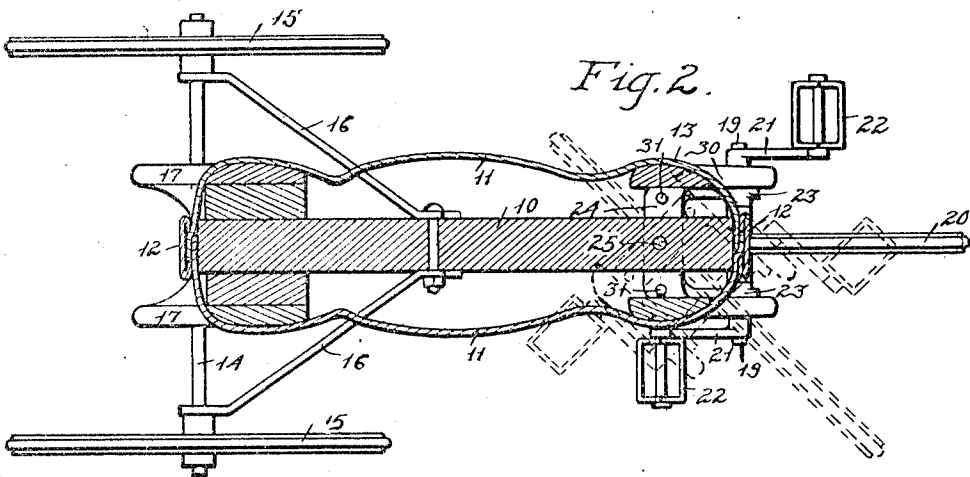
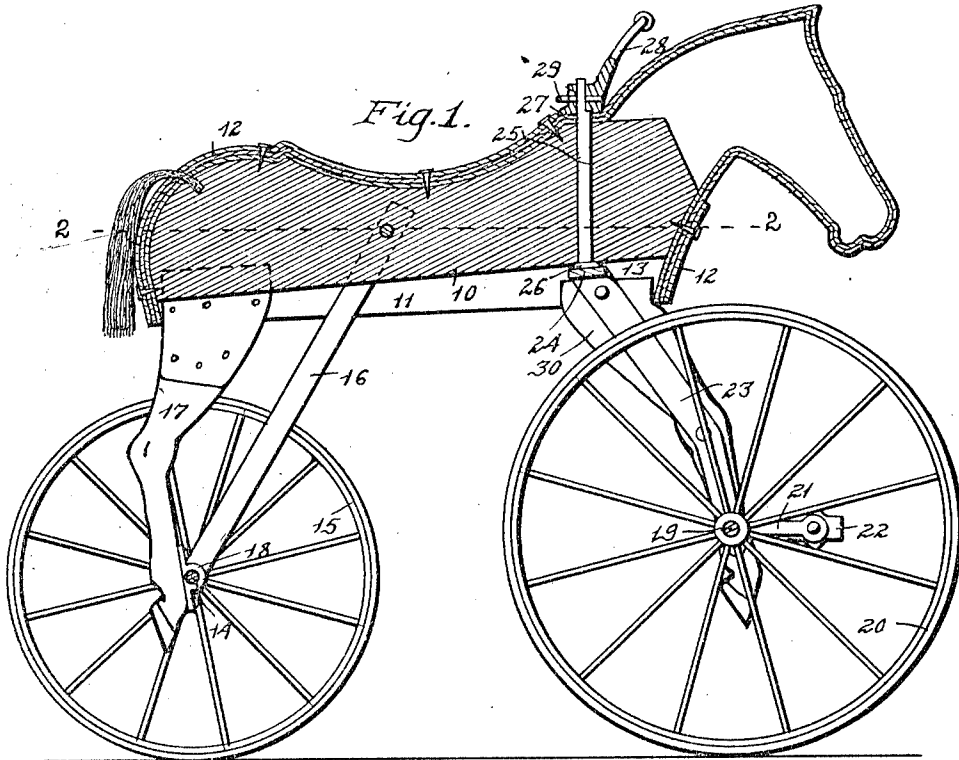


E. J. HANSEN.
VELOCIPEDE.
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Patented Oct. 8, 1912.



Witnesses.
W. A. Loftus.
A. G. Hague

Inventor.
Ebbe J. Hansen.

by Quia & Bair Attys.

UNITED STATES PATENT OFFICE.

EBBE J. HANSEN, OF HARLAN, IOWA.

VELOCIPEDE.

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To all whom it may concern:

Be it known that I, EBBE J. HANSEN, a citizen of the United States, residing at Harlan, in the county of Shelby and State of Iowa, have invented a certain new and useful Velocipede, of which the following is a specification.

The object of my invention is to provide an improved velocipede frame of simple, durable and inexpensive construction especially designed to simulate a horse or other animal so arranged that the front legs may be connected to and supported by the steering wheel and also so arranged that the joint between the front legs and the body will have a neat and finished appearance when the said front legs and the fork are extended to any angle within the scope of the fork movement; and further to provide a simple and inexpensive construction between the steering fork stem and the main frame.

My invention consists in certain details, 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 my claims and illustrated in the accompanying drawings, in which:

Figure 1 shows a vertical, central, sectional view of a complete velocipede embodying my invention, and Fig. 2 shows a horizontal section of same on the line 2-2 of Fig. 1.

Referring to the accompanying drawings, I have used the reference numeral 10 to indicate the main frame member which is preferably made of a heavy solid piece of wood approximately 2x6 inches in section. This main frame member is wholly concealed in the finished velocipede and hence need not be accurately made or carefully finished. I preferably shape the top edge and the rear portion of this main frame member to fit the contour of the sheet metal body hereinafter described and the length of said frame member is substantially that of the sheet metal body of the animal hereinafter described from the front of the animal's neck to the rear of the animal's body. This frame member 10 is provided with a vertically extended round opening near its forward portion extending through it from top to bottom and this may be made with an auger in the ordinary manner.

The body of the animal is preferably formed complete of two pieces of sheet metal united along a central longitudinal line and being shaped to have the appearance of an animal, preferably a horse. The two parts of the sheet metal body may be united in any ordinary way. I preferably however unite the parts of the head by solder and the remainder of the parts may be connected by nails or screws directly with the main wooden frame member 10 and the joint between said parts is preferably covered by a sheet metal strip.

In the drawings, the numeral 11 indicates the sides of the sheet metal body and 12 the strips for concealing the joints. The lower portion of the body is left open and there is a considerable space between the main frame 10 and the lower sides of the body. Furthermore, in order to provide for concealing the joint between the front legs and the sheet metal body the lower portion of the sheet metal body is extended downwardly to a considerable distance below the wooden frame member 10, as clearly shown in Fig. 1. In addition to this and for the purpose of providing a tight joint between the front legs and the body the sides of the sheet metal body portion at the points indicated by the numeral 13 in Fig. 2 are preferably arranged on curves concentric with the opening in the wooden body for the steering stem, the purpose of which will hereinafter appear.

The reference numeral 14 indicates the rear axle on which the rear supporting wheels 15 are mounted. This rear axle is connected to the main frame member 10 by means of two braces 16, the upper ends of which extend between the main frame member 10 and the sides 11 of the sheet metal body and they are securely fixed to the main frame in any ordinary way. The lower ends of said braces are connected to the axle 14. The rear legs of the animal are preferably made of wood, sheet metal or other desirable material and are indicated by the numeral 17. Their upper ends extend between the sheet metal body 11 and the main frame member 10 and the outer portions of the leg members are shaped to fit the contour of the rear of the sheet metal body portion, as clearly shown in Fig. 2, so that the device when completed presents the appearance of having the sheet metal body portion

and the legs made continuous. The lower ends of the legs are secured by brackets 18 to the rear axle.

The reference numeral 19 indicates the front axle to which the steering wheel 20 is connected and said axle is provided with cranks 21 and pedals 22 of the ordinary kind. This axle is mounted in a metal fork 23 and at the top of the fork is a horizontally arranged cross head 24. Projecting straight upwardly from said cross head is the steering stem 25 which is designed to project through the opening in the main frame member 10. The upper surface of the cross head 24 is designed to rest against the lower surface of the main frame member 10 and on the top of the cross head 24 is a rounded bearing portion 26 that engages the lower portion of the wooden frame member 20 and thereby permits the cross head to freely rotate relative to the wooden frame member. The stem 25 projects up through the wooden frame member 10 and also through an opening provided for it in the top of the sheet metal body. Surrounding this opening in the sheet metal body is a flat surface indicated in Fig. 1 by the numeral 27 to form a bearing on which the center of the handle bar 28 may rest. This handle bar is detachably connected with the stem 25 by a cotter pin 29 or in any ordinary way.

The front legs 30 of the animal are secured to the outer surfaces of the fork members 23 and they extend from a point below the cross head 24 downwardly to any desired distance. At the upper portion of the front legs the outer surfaces thereof are preferably rounded to conform to a circle concentric with the center of the steering head so that as the steering head rotates the front legs will fit close to the interior of the forward portion of the sheet metal body. As before stated the upper ends of these legs are below the wooden frame 10 so that the legs will not at any time strike upon the wooden body. In some instances it is desirable to limit the rotary movement of the cross head 24 relative to the body and for this purpose I have provided on the top of the cross head two upwardly projecting lugs 31 designed to engage the adjacent sides of the frame 10 and thus limit the rotary movement of the cross head by having said lugs engage the sides thereof.

Some of the great advantages of my invention are that the device may be constructed very inexpensively; that it is extremely strong and durable and that it may be made according to my invention in a very neat and attractive form. The wooden frame member 10, although of cheap and inexpensive construction, performs a number of very important functions in this device—it is the main portion of the supporting frame; it also serves as the frame upon

which the sheet metal body is secured and it is so shaped that the sheet metal body may be secured to it at all of the points where said sheet metal body requires support to make it extremely strong and durable. It also is provided with an opening which forms the sole bearing for the steering head. In addition to this it provides a limiting means to coact with the lugs 31. The sheet metal body not only is designed to represent an animal such as a horse but it is shaped to furnish a convenient seat for the operator and it projects some distance below the wooden frame member 10 to thereby conceal the connection between the legs and braces and the main body portion 10 which otherwise would present an objectionable appearance. The entire steering fork, cross head and steering stem may all be cast complete in a single piece without expensive machine work and the steering stem may be detachably connected with the body to which it is held only by means of a single cotter pin 29.

I claim as my invention:

1. An improved velocipede, comprising a main frame member having an opening near its forward portion, a sheet metal body having its central portion shaped to form an operator's seat and being connected to and supported by the main frame member at the front, rear and top, the lower portion thereof being open and being extended below the main frame member, rear wheels supported by the main frame member, the supports therefor being extended between the sides of the sheet metal body and the main frame member, a steering fork, a steering wheel therein, a cross head for the fork, a steering stem extended upwardly through the opening in the said frame member, a handle bar fixed to the upper end thereof, there being front leg members on the sides of the steering fork and extended upwardly above the lower edge of the sheet metal body.

2. An improved velocipede, comprising a main frame member having an opening near its forward portion, a sheet metal body having its central portion shaped to form an operator's seat and being connected to and supported by the main frame member at the front, rear and top, the lower portion thereof being open and being extended below the main frame member, rear wheels supported by the main frame member, the supports therefor being extended between the sides of the sheet metal body and the main frame member, a steering fork, a steering wheel therein, a cross head for the fork, a steering stem extended upwardly through the opening in the said frame member, a handle bar fixed to the upper end thereof, and front leg members fixed to the sides of the steering fork and extended upwardly above the lower edge of the sheet metal body, the upper ends of the front legs and the adjacent portions

of the sheet metal body being both curved on lines substantially concentric to the steering stem so that the legs substantially fit the contour of the sheet metal body when the steering wheel is extended to any angle relative to the body.

3. An improved velocipede, comprising a main frame member having an opening near its forward portion, a sheet metal body having its central portion shaped to form an operator's seat and being connected to and supported by the main frame member at the front, rear and top, the lower portion thereof being open and being extended below the main frame member, rear wheels supported by the main frame member, the supports therefor being extended between the sides of the sheet metal body and the main frame member, a steering fork, a steering wheel therein, a cross head for the fork, a steering stem extended upwardly through the opening in the said frame member, a handle bar fixed to the upper end thereof and front leg members fixed to the sides of the steering fork and extended upwardly above the lower edge of the sheet metal body, and a lug fixed in position on the cross head and extended upwardly and designed to engage the sides of the main frame to limit the rotary movement of the steering stem.

4. In a velocipede, the combination of a wooden main frame having a substantially vertical opening extended through its forward portion, a two-part sheet metal body shaped to simulate an animal, the central portion of the body being also shaped to form a suitable operator's seat, the parts of the sheet metal body being supported by the wooden frame and secured thereto at the

front, rear and top, said sheet metal body being also provided with an opening in line with the opening in the wooden frame and with a flat portion surrounding said opening to form a bearing, the lower edges of the sheet metal body being extended below the lower edge of the wooden frame, rear legs fixed to the wooden frame and extended downwardly between it and the adjacent portions of the sheet metal body, a rear axle, means for connecting the lower ends of the rear legs to the rear axle, braces fixed to the rear axle extended forwardly and upwardly between the sides of the sheet metal body and the wooden frame and being fixed to the wooden frame, a front axle, pedals thereon, a steering fork connected to the front axle, a cross head at the top of the steering fork, a steering stem at the top of the cross head extended upwardly through the opening in the wooden frame to a point above the sheet metal body, a handle bar detachably mounted thereon and resting upon said bearing portion in the sheet metal body and forward leg members fixed to the outer surfaces of the steering forks, extended upwardly to a point above the lower edge of the sheet metal body and to a point below the lower edge of the wooden frame, the outer surfaces of the upper portion of the front legs and the adjacent portions of the sheet metal body being rounded in a manner substantially concentric to the steering stem, for the purposes stated.

Des Moines, Iowa, December 9, 1911.
EBBE J. HANSEN.

Witnesses:

C. F. SWIFT,
JAS. LAURITSEN.