March 29, 1938. B. J. ANDERSON 2,112,475

VELOCIPEDE FRAME

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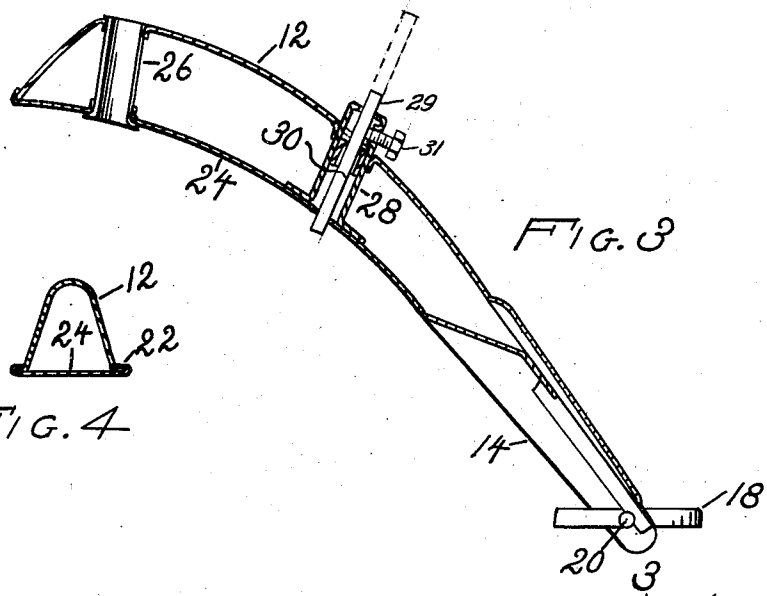


FIG. 3

FIG. 4

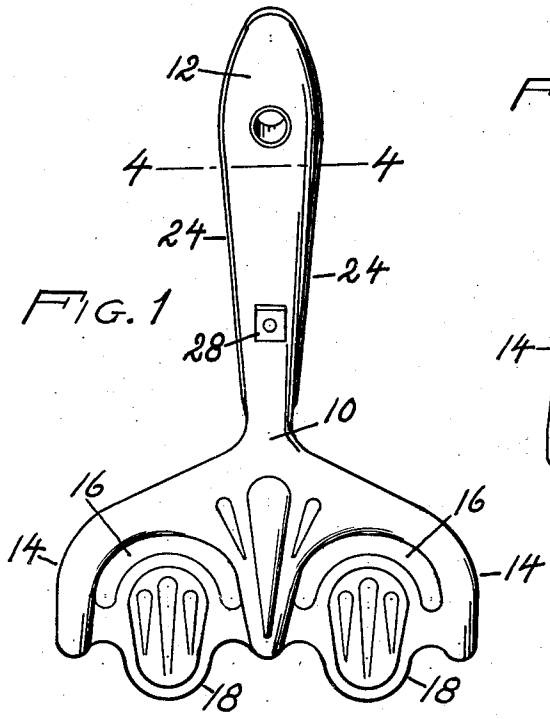


FIG. 1

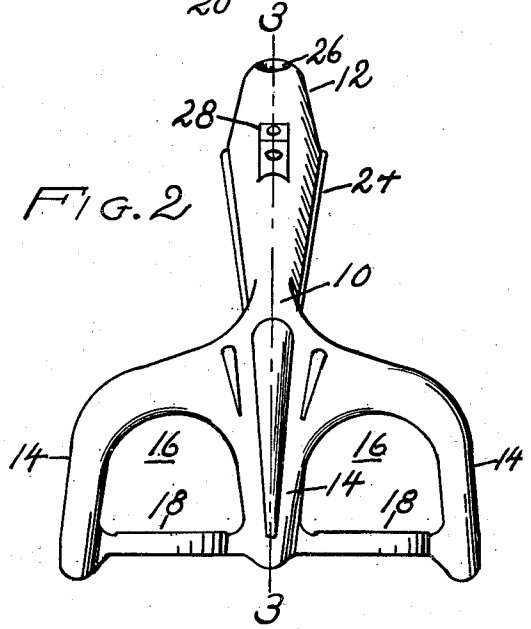


FIG. 2

BERT J. ANDERSON
INVENTOR

BY Leon T. Hooper
ATTORNEY

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VELOCIPEDE FRAME

Bert J. Anderson, Hammond, Ind.

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7 Claims. (Cl. 208—113)

This invention relates to an improved velocipede frame and has for one of its principal objects the provision of means for constructing a streamlined and ornamental article which is rugged and sturdy and massive in appearance, yet is exceedingly light.

Another and further important object of the frame of this invention resides in the provision of means for maintaining the sides of the backbone portion of the frame in spaced apart relation.

Still another and further important object of advantage resides in the provision of means for extreme adjustment of the saddle supporting post.

Additional objects of advantage and importance, some of which are particularly set forth, will be apparent from the disclosures in the following specification and annexed drawing.

The invention, in a preferred form, is illustrated in the drawing and hereinafter more fully described.

In the drawing:

Figure 1 is a top plan view of the velocipede frame of this invention.

Figure 2 is a rear elevational view thereof.

Figure 3 is a section taken on the line 3—3 of Figure 2, and

Figure 4 is a section taken on the line 4—4 of Figure 1.

As shown in the drawing:

The reference numeral 10 indicates in a general way the velocipede frame of this invention. The frame 10 in the preferred embodiment of the invention comprises a stamped member having a forwardly and upwardly extending backbone 12 which is longitudinally convex and has downwardly turned spaced apart sides as is best shown in Figures 3 and 4.

The rear end of the frame 10 consists of three downwardly extending prongs 14. In the formation of the pronged rear end of the frame a portion of the frame on each side of the longitudinal center line is struck downwardly, leaving apertures 16 between each outer and central prong.

The portions of the frame struck downwardly are left joined to the prongs 14 adjacent the ends thereof, as is clearly shown in Figures 1 and 2, and are adapted to be used as step plates 18. The step plates 18 preferably carry a design or cover as an anti-slipping device.

The outer prongs 14 are apertured 20 in alignment with the under surface of the step plates 18 to receive an axle which, when in position, supports and may be secured to each of said step plates.

In the preferred embodiment of the invention, the edges 22 of the backbone are turned outwardly. Secured to the outwardly turned edges 22 and spanning the space therebetween is an apertured floor plate member 24. The floor plate member 24 is secured in position by being crimped over the outwardly turned edges 22 and where it is found advisable or desirable, the floor plate member 24 may also be spot welded to more securely fix it in position.

The floor plate member 24 extends rearwardly along the edges of the backbone and is then turned upwardly and secured by riveting or spot welding to the upper inside surface of the central prong 14, as is best shown in Figure 3.

Secured in apertures in the backbone 12 and floor plate member 24 and extending therebetween is a steering post receiving bushing 26. Each end of the bushing 26 is expanded slightly in order to maintain it in position and to assist in maintaining the front end of the floor plate member in its proper relation to the backbone.

Secured to the upper surface of the floor plate member 24 intermediate the ends and extending upwardly through an aperture in the backbone is an apertured seat post supporting member 28. Secured within the member 28 midway between the ends thereof is an apertured yoke 30. The apertures in the member 28, the yoke 30, and the floor plate member 24 are in alignment, as is best shown in Figure 3, to allow a seat post 29 to pass upwardly or downwardly therethrough. A set screw 31 secures the seat post 29 in position.

It will be noted that a much greater range of adjustability of the seat post is made possible by the location of the yoke 30 in the member 28.

It will also be apparent that herein is provided a velocipede frame having graceful and pleasing lines and also possessing great strength and consisting of but a limited number of parts.

I am aware that many changes may be made and numerous details of construction varied throughout a wide range without departing from the principles of this invention and I, therefore, do not purpose limiting the patent granted hereon otherwise than as necessitated by the prior art.

I claim as my invention:

1. A velocipede frame comprising a backbone portion and an apertured axle supporting portion formed of a single stamping, said apertures being located one on each side of and closely adjacent the center line of the axle supporting portion, and a spacing member secured to the bottom of

said backbone portion and extending rearwardly and secured to the under surface of said axle supporting portion, the edges of said spacing member being crimped over the edges of said backbone portion.

2. A velocipede frame comprising a backbone portion and an apertured axle supporting portion formed of a single stamping, said apertures being located one on each side of and closely adjacent the center line of the axle supporting portion, a spacing member secured to the bottom of said backbone portion and extending rearwardly and being secured to the upper interior surface of said axle supporting portion, the edges of said spacing member being crimped over the edges of said backbone portion, and means positioned intermediate the ends of the backbone portion of the frame for supporting a seat post.

3. A velocipede frame comprising a backbone portion and an apertured axle supporting portion formed of a single stamping, each of said apertures being of stirrup formation and located one on each side of the longitudinal center line of the stamping, a spacing member secured to the bottom of said backbone portion and extending rearwardly and secured to the under surface of said axle supporting portion, the edges of said spacing member being crimped over the edges of said backbone portion, and means positioned intermediate the ends of the backbone portion of the frame for supporting a seat post, said means comprising an apertured bracket secured to the spacing member and extending upwardly through said backbone.

4. A velocipede frame comprising a backbone portion and an axle supporting portion formed of a single stamping, said backbone portion being substantially U-shaped in cross-section, said axle supporting portions consisting of three downwardly extending prongs, and portions of the stamping being depressed to form step plates between the downwardly extending prongs.

5. A velocipede frame comprising a backbone portion and an apertured axle supporting portion formed of a single stamping, portions of the axle supporting member being struck to the horizontal plane to form step plates of the bottom edges of said apertures, an apertured spacing member positioned beneath the backbone portion of the frame and extending rearwardly and secured to the upper interior surface of the axle supporting portion of the frame, and a seat post supporting bracket secured to said spacing member.

6. In a sheet metal velocipede frame, a spacing member, a seat post supporting member, said member comprising an apertured bracket adapted to be secured to the spacing member of a velocipede frame, and an apertured yoke positioned within said bracket intermediate the ends thereof, said apertures being in alignment and adapted to receive a seat post.

7. In a velocipede frame an apertured backbone portion and an apertured axle supporting portion, the lower edges of said backbone being spaced apart and turned outwardly, an apertured spacing member positioned beneath said backbone, the edges of said spacing member being crimped over the outwardly turned edges of said backbone, a seat post supporting member secured to said spacing member intermediate the ends thereof and extending upwardly through said apertured backbone, and integral step plates formed of the apertured axle supporting portion on the lower edges of said apertures.

BERT J. ANDERSON.