

Apr. 3, 1923.

E. M. WALKER

1,450,342

TOY SCOOTER

Filed Aug. 5, 1921

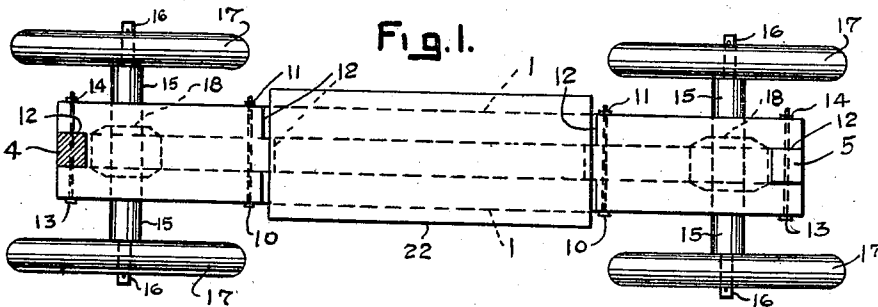
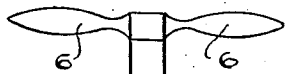


Fig. 2.

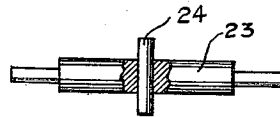


Fig. 4.

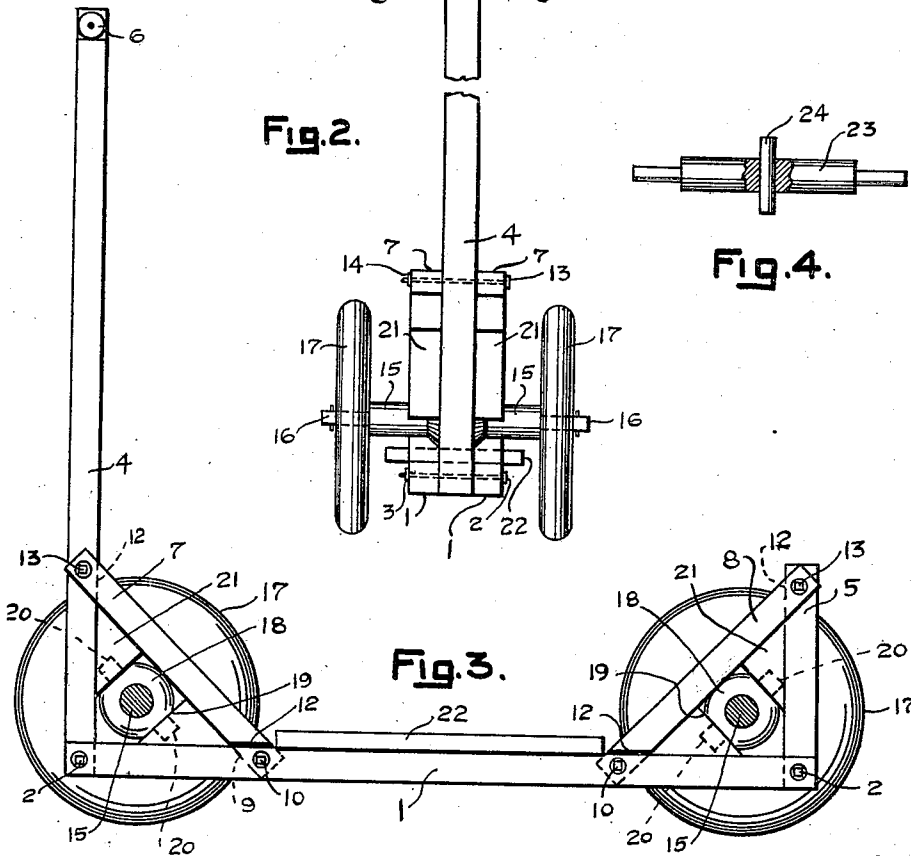


Fig. 3.

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Patented Apr. 3, 1923.

1,450,342

UNITED STATES PATENT OFFICE.

EDWARD M. WALKER, OF DETROIT, MICHIGAN.

TOY SCOOTER.

Application filed August 5, 1921. Serial No. 489,945.

To all whom it may concern:

Be it known that I, EDWARD M. WALKER, a citizen of the United States of America, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Toy Scooters, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to a coasting vehicle for children, and has special reference to that class of small manually propelled vehicles or toys commonly styled "scooters" on which a child stands and propels the vehicle with one foot.

One of the objects of my invention is to provide a four-wheeled coasting device on which a child may safely stand, propel the vehicle with either foot, and automatically guide the vehicle in a desired direction by leaning to one side or the other, it being only necessary to cant or slightly tilt the body of the vehicle to turn the axles thereof for movement in a desired direction.

25 Another object of this invention is to provide a coasting vehicle which is built to withstand rough usage and reduce to a minimum the probability of the coasting vehicle tilting or upsetting and injuring a child using the same.

30 A further object of this invention is to provide a body for a coasting vehicle which body is underslung so that constant jumping off and on of the body will not cause the same to sag or break because of the stresses and strains to which it is subjected. The body is also in proximity to the ground permitting of a long step or limb action being used for speed.

40 A still further object of my invention is to provide a four wheel toy scooter which is susceptible to any desired finish and is adapted to afford considerable amusement to juveniles besides providing exercise and teaching the principles of balancing the body for guiding purposes.

45 The above and other objects are attained by a vehicle construction that will be hereinafter described and then claimed, and reference will now be had, to the drawing, wherein

Figure 1 is a plan of the coasting vehicle, partly in horizontal section;

55 Fig. 2 is a front elevation of the same, partly in section;

Fig. 3 is a side elevation of the coasting vehicle, partly broken away and partly in section,

Fig. 4 is a detail view of a modified form of axle that may be embodied in a coasting vehicle.

The body of the vehicle comprises parallel longitudinally disposed frames 1 and rigidly mounted between the front and rear ends of said frames preferably by bolts or tie rods 2 and nuts 3 are the lower ends of front and rear posts or uprights 4 and 5 respectively. The uprights 4 and 5 are disposed at a right angle to the body frame with the upright 4 of greater height than the upright 5, and at the upper end of the upright 4 is a transverse handle bar 6 which permits of a child holding on to the upright when riding on the vehicle.

65 Connecting the uprights 4 and 5 to the body frame 1 are angularly disposed braces 7 and 8, said braces having the lower ends thereof reduced to provide tongues 9 extending between the body frames 1 and connected thereto by bolts 10 and nuts 11 or other fastening means. The upper ends of the braces 7 and 8 are notched or slotted, as at 12 to receive the uprights 4 and 5 and bolts 13 and nuts 14 or similar fastening means are employed for connecting the braces 7 and 8 to the uprights. The braces are the same width as the body and by resting on the body frames 1 the uprights 4 and 5 are firmly braced and maintained in vertical positions relative to the body frames.

80 At each end of the vehicle body is a running gear composed of an axle 15 having reduced ends or spindles 16 provided with rotatable wheels 17. These wheels may be of any conventional form according to the grade of coasting vehicle. For instance, in a cheap form of the vehicle the wheels may be made from solid blocks of hard wood, and in better forms of the vehicle the wheels may be of the artillery type or wire wheels provided with resilient tires.

85 Each axle 15, intermediate its ends, has a fixed bolster or enlargement 18 provided with bearing faces 19 and trunnions 20. The bearing faces 19 are adapted to engage opposed bolster members or bearing blocks 21 into which the trunnions 20 extend parallel to the braces 7 and 8, and said bearing blocks are triangular in end elevation and are adapted to be mounted between the body frames 1,

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the uprights 4 and 5 and the braces 7 and 8. The bearing blocks 21 correspond in width to the braces 7 and 8 and by virtue of the configuration of the bolsters 18 and the trunnions being disposed at an angle to the frames or the direction of travel, the vehicle body may be laterally tilted in one direction or the other causing horizontal movement of the axles 15 for steering and balancing.

10 On the body frames 1, between the lower ends of the braces 7 and 8, is a foot board or support 22 which may be suitably secured to the body frames. It is on this foot board that a child may stand and hold on to the handle bar 6 when coasting and by leaning from one side to the other the vehicle body may be tilted to shift the axles 15 and cause the vehicle to pass around a corner or move in a desired direction. The steering becomes more or less automatic or a subconscious action of the rider, and a child may use either foot on the pavement or ground to propel the vehicle. When coasting on a grade a child may sit on the footboard with the back towards the brace 8 and the feet towards the brace 7 and by properly balancing the body guide the vehicle in a desired direction. This is especially true when the vehicle is made of a sufficient width to permit of the child sitting on the footboard, but as a toy for scooting purposes the vehicle body is comparatively narrow, yet not so narrow as to cause side tilting as a child shifts the body for steering purposes.

35 As shown in Fig. 4, an axle 23 may have a king bolt or trunnion 24 extending transversely thereof and such construction may be used in lieu of the axle bolsters and trunnions shown in Fig. 3.

40 It is thought that the manner of using the vehicle will be apparent without further description, and while in the drawing there are illustrated the preferred embodiments of my invention, it is to be understood that the structural elements are susceptible to such changes in size, shape and manner of

assemblage, as fall within the scope of the appended claims.

What I claim is:—

1. A coasting vehicle comprising a running gear including front and rear axles, a body, uprights at the ends of said body with one of said uprights in front of the front axle and the other upright in the rear of the rear axle, and braces connecting said uprights to said body.

2. A coasting vehicle comprising a body, uprights at the ends of said body, braces connecting said uprights to said body, bearing blocks mounted between said body, uprights and braces, axles trunnioned between said bearing blocks, and wheels on the ends of said axles.

3. A coasting vehicle as in claim 2, further characterized by a footboard on said body between said braces.

4. A coaster comprising body frames, uprights between the ends of said frames, braces having tongues fitting between said body frames and slots to receive said uprights, triangular bearing blocks set between said frames, uprights and braces, axles trunnioned between said bearing blocks, wheels on said axles, and a footboard on said body frames between said braces.

5. In a four wheel vehicle which may be steered by movement of a body on the vehicle; axles for the wheels of such vehicle, frames suspended below the axles and having ends extending under the axles and adapted for supporting the body, trunnions for the axles supported from the frames and disposed at an angle to the direction of travel, and uprights at the ends of said frame providing means for retaining said trunnions in place.

In testimony whereof I affix my signature in presence of two witnesses.

EDWARD M. WALKER.

Witnesses:

ANNA M. DORR,
KARL H. BUTLER.