Feb. 15, 1927. 1,617,337

J. LEES

SCOOTER

Filed March 23, 1925

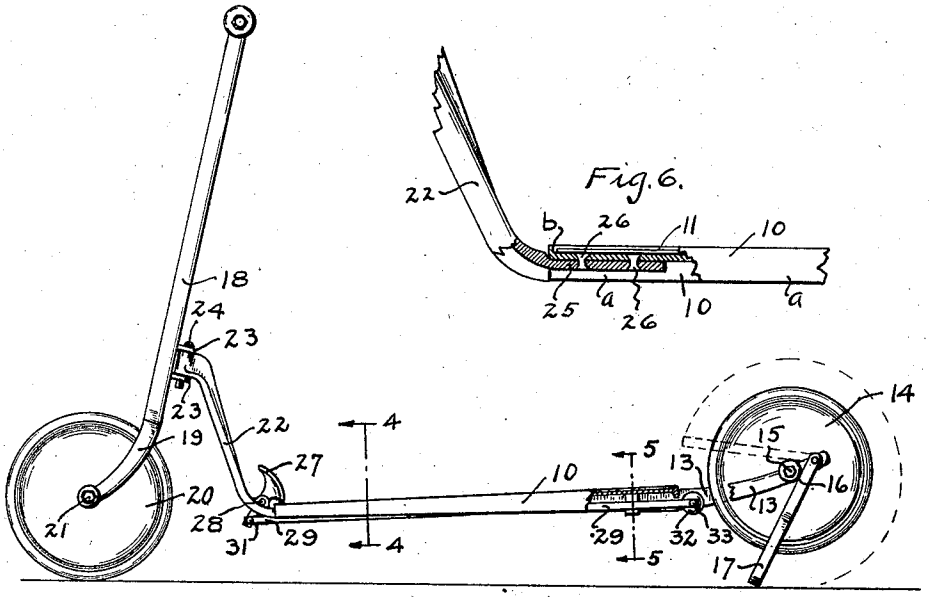


Fig. 1.

Fig. 6.

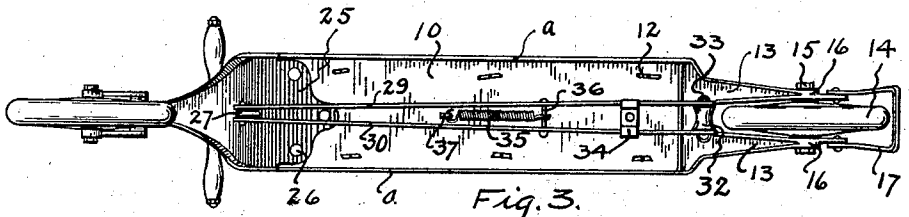


Fig. 3.

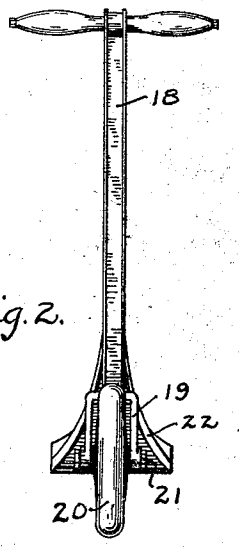


Fig. 2.

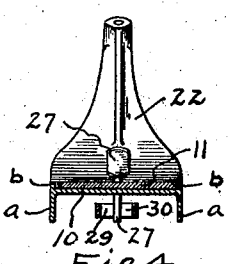


Fig. 4

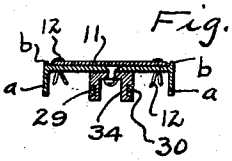


Fig. 5.

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UNITED STATES PATENT OFFICE.

JOHN LEES, OF INDIANAPOLIS, INDIANA.

SCOOTER.

Application filed March 23, 1925. Serial No. 17,503.

My invention relates to a two-wheeled vehicle commonly known as a scooter and used by children at play, and it is the primary purpose of my invention to eliminate the necessity of building up the frame with its attendant costliness by providing a three piece frame. Heretofore, the frame of a scooter has been built up from strap or light bar-iron or steel, which construction required considerable labor in cutting and bending the pieces to form and then riveting them together and bolting on a separate wood foot board. In the rough usage at the hands of children such frame-work is short-lived such that the wheels soon fail to track and the frame is wracked beyond usage. I employ a frame-work cast in three individual pieces of practically indestructible form and so produced that the assembly cost is far below that of the built-up bar-iron frame.

Further objects reside in the unique brake construction and assembly and in the stand mechanism for supporting the scooter when not in use.

I accomplish these and such minor objects as will be apparent in the following description by the means as shown in the accompanying drawing, in which

Fig. 1 is a side elevation of my scooter with the supporting stand dropped down; Fig. 2, a front elevation of the scooter; Fig. 3, a plan view of the under side of the scooter; Fig. 4, a vertical section through the foot piece taken on the line 4—4 of Fig. 1; Fig. 5, a vertical section through the foot piece taken on the line 5—5 in Fig. 1; and Fig. 6, a side elevation in fragment showing the method of joining the neck and the foot piece.

Like characters of reference indicate like parts throughout the several views.

I form the central part of the frame of the scooter comprising the foot piece 10 preferably of malleable iron with the downturned side flanges *a*, *a*, and the upturned beads *b*, *b*, which bound the upper face of the foot piece 10 to receive the rubber mat 11, which I secure to the foot piece 10 by passing the split rivets 12 through both the mat and the foot piece and spreading the rivets on the under side of the foot piece.

Cast integrally with the foot piece 10, are the two prongs 13 forming the fork to receive the rear wheel 14 secured therein by the bolt 15. Each prong 13 extends backwardly from the bosses 16, through which the bolt 15 passes, and has the support stand 17 pivoted thereto, Figs. 1 and 3. It will be noted in Fig. 1, that when the stand is down to support the scooter that it bears against the bosses 16 and not against the bolt head or nut 15 as has been the practice heretofore. The stand 17 may be swung around over the rear wheel 14, when the scooter is in use, as indicated by the dotted lines, such that it then acts as a heel guard to keep the child's heel from accidentally contacting the wheel.

The steering post 18 is cast with an I-section with the lateral handles secured at the top, and the fork 19 integrally cast at the lower end to receive the front wheel 20 by means of the bolt 21.

The third section of the frame consists of the neck 22 pivotally engaging with the steering post 18 between the two ears 23 by means of the pin 24. The neck 22 is suitably cast with reinforcing ribs to obtain the desired rigidity. While I have here shown a rib on the top side only, ribs may be cast on the under side as may be required. The neck 22 diverges in its downward sweep to form a substantial apron to protect the rider from spray from the front wheel. The neck 22 is joined to the foot piece 10 by butting against its forward end and having a lip 25 extending under the foot piece 10, and passing the rivets 26, here shown as three in number, through the two pieces.

Passing through a slot in the neck 22 just ahead of the foot piece is a brake pedal 27 pivotally mounted by the pin 28 passing through ears projecting upwardly. Two separate brake rods 29, and 30, one contacting each side of the lower end of the pedal 27, and pivoted thereto by the pin 31, extend backwardly to the brake roller 32 which spaces the rods 29 and 30 apart and is mounted freely therebetween by the pin 33. A bracket 34, cast integrally with the foot piece 10, though it may be separate and riveted on, supports the rear ends of the brake rods as indicated in Figs. 1, 3, and 5. The bracket is formed with a slot on each side to receive each brake rod, and as the roller 32 prevents the rods from spreading outwardly, the rods are safely retained and yet are free to slide fore and aft.

To return the brake mechanism, I use a light spring 35, hooked by one end over a pin 36 passed through both brake rods, and by the other end to a screw 37 secured to

the foot piece. A boss integrally cast with the foot piece may be substituted for the screw 37.

While I have here described my invention in the form now best known to me, it is obvious that the structure may be varied in detail without departing from the spirit of the invention, I, therefore, do not desire to be limited to the precise form as shown, nor any more than may be required by the following claims.

I claim:

1. A scooter having a frame comprised of a foot piece, and a neck splash-guard secured to the foot piece, a brake pedal pivotally secured on the splash guard, a bracket on the foot piece, brake rods connecting with the pedal and straddling said bracket, and a roller brake shoe spacing apart the ends of said brake rods.

2. In a scooter, a foot piece, a steering post neck secured to the foot piece by a widened end of the neck, a brake pedal passed through the widened end of the neck, a bracket depending from the foot piece having open side slots, brake rods straddling said brake pedal and said bracket, and a brake shoe secured to the ends of said brake rods.

Signed at Indianapolis, county of Marion, State of Indiana, this the 17th day of March, 1925.

JOHN LEES.