

No. 827,012.

PATENTED JULY 24, 1906.

G. W. GROVE.
VELOCIPED.

APPLICATION FILED SEPT. 15, 1905.

Fig. 1.

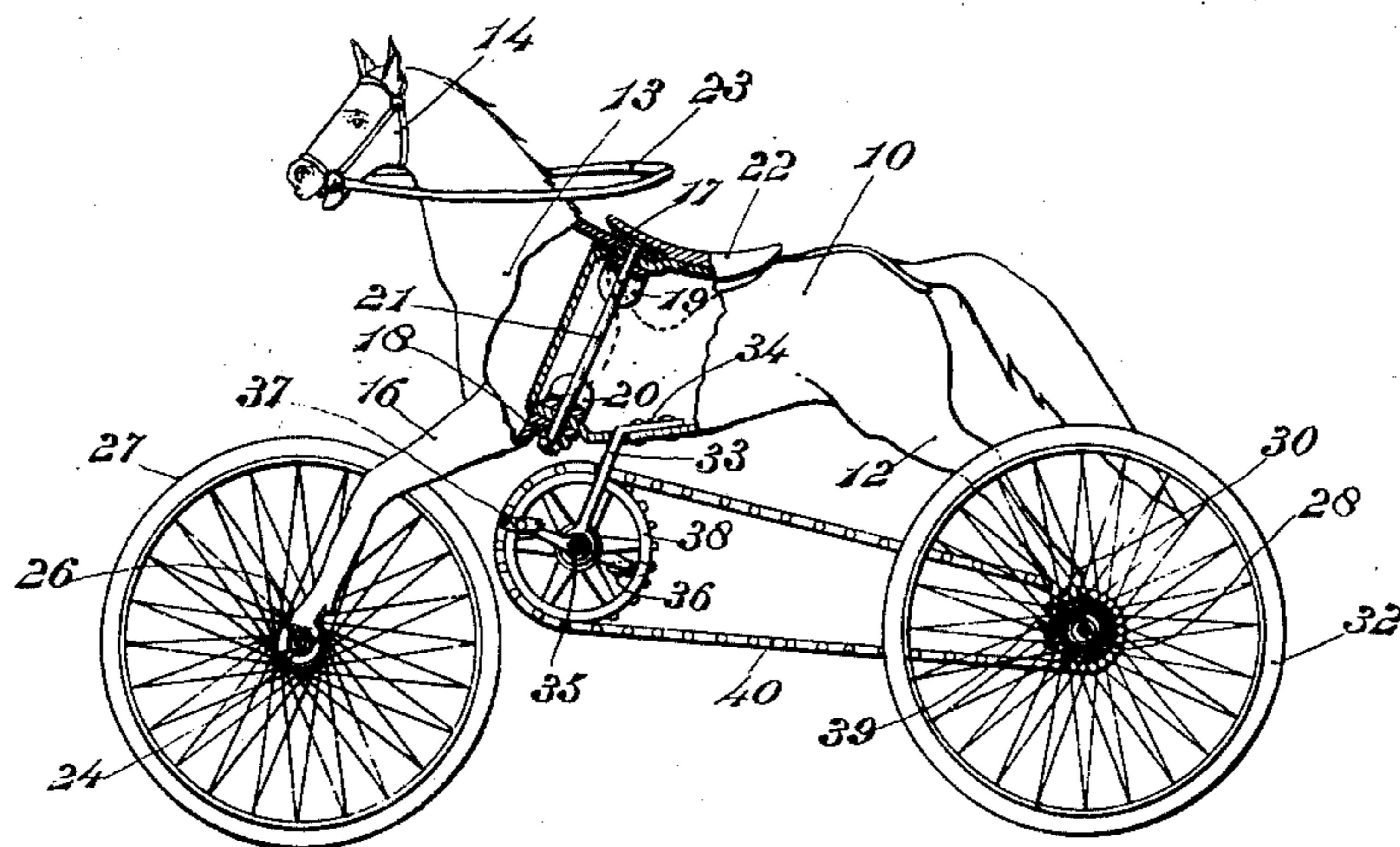


Fig. 2.

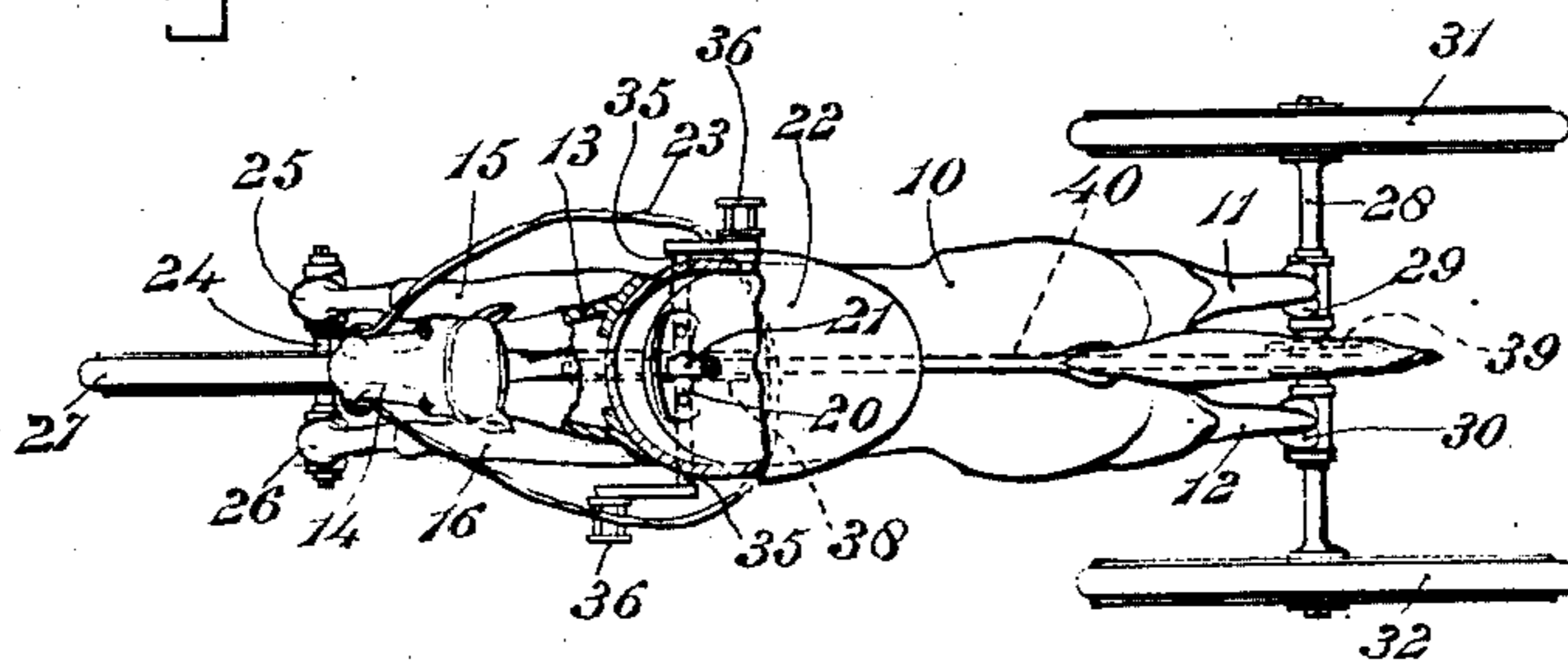
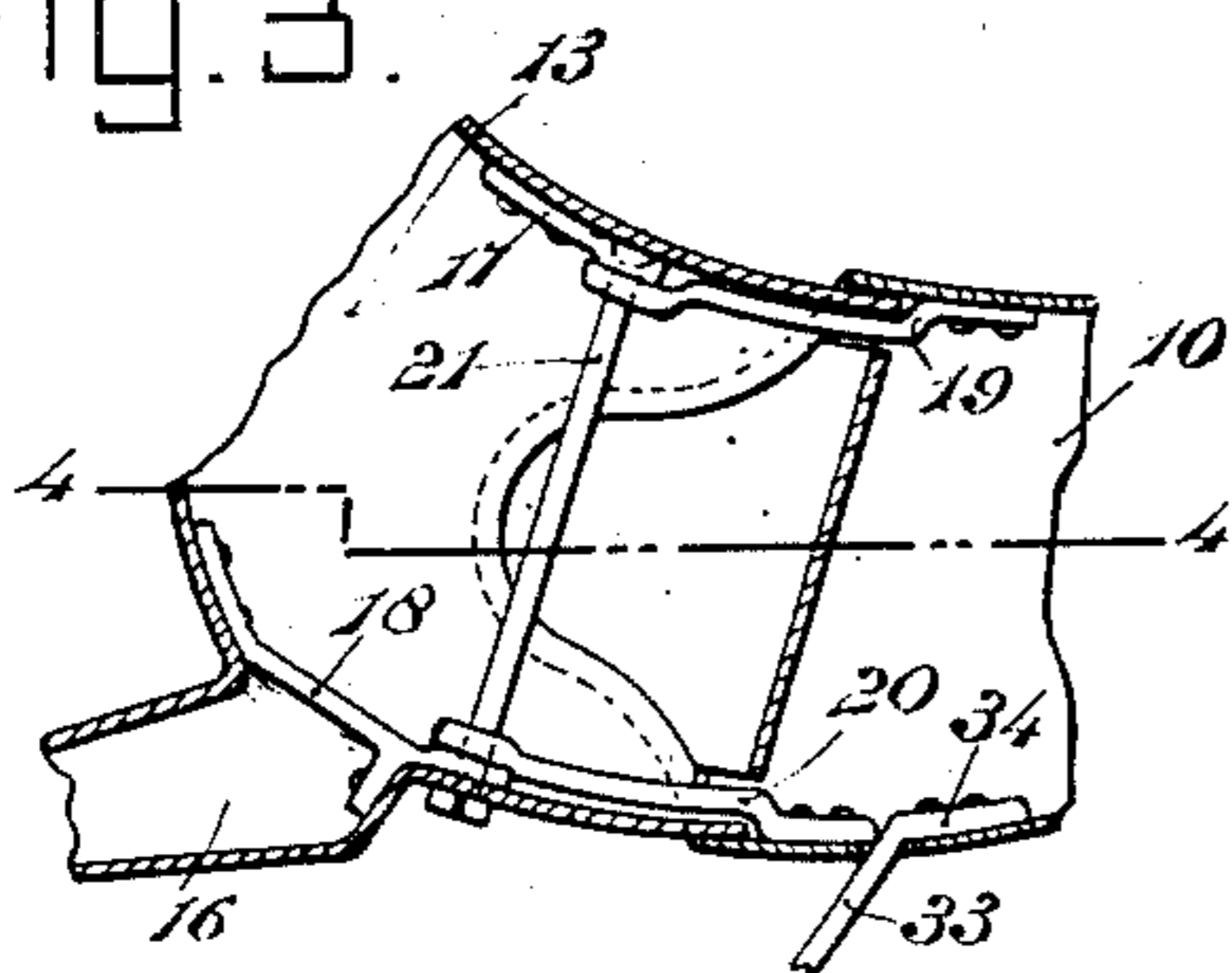


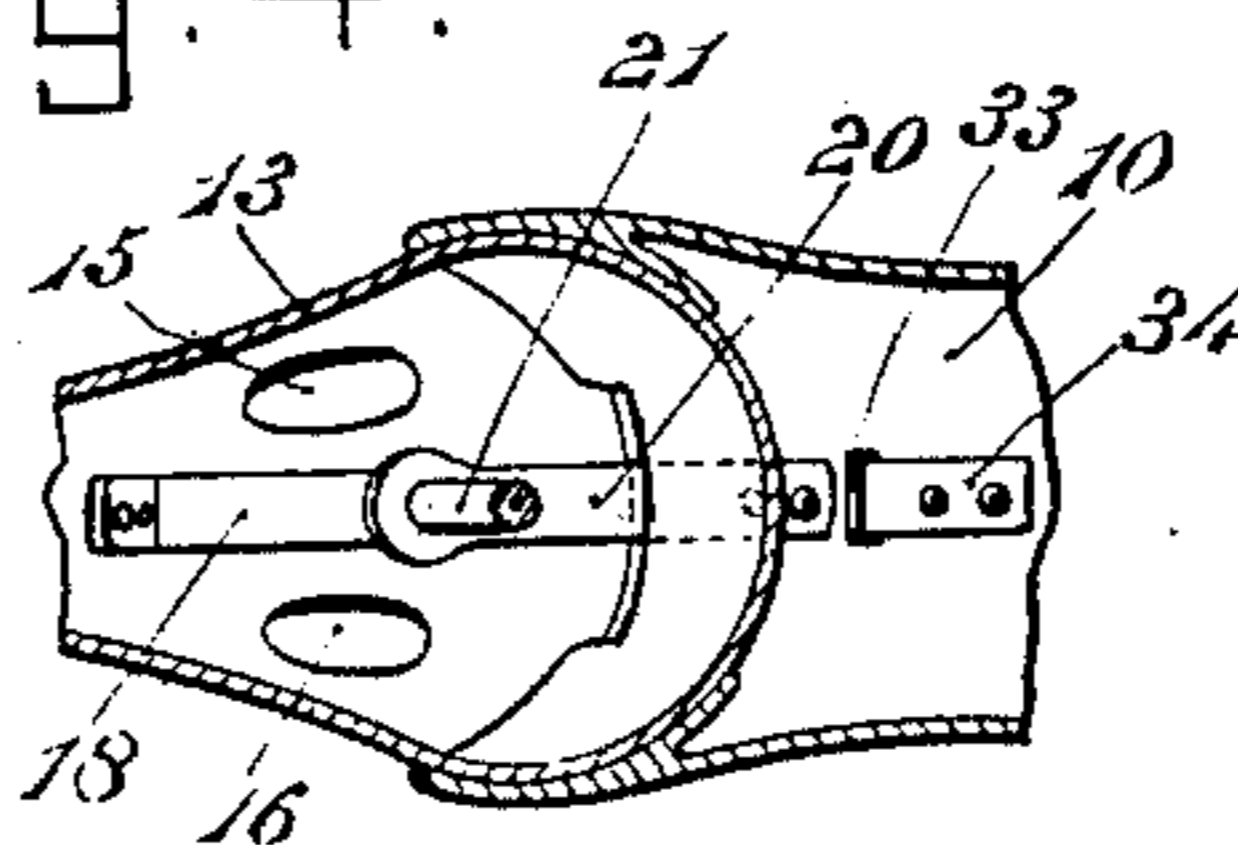
Fig. 3.



Witnesses

E. J. Stewart
C. H. Woodward.

Fig. 4.



George W. Grove

Inventor

by

by *C. Knowles*

Attorneys

UNITED STATES PATENT OFFICE.

GEORGE W. GROVE, OF CLYDE, OHIO, ASSIGNOR OF ONE-HALF TO
HARRY S. ZIMMERMAN, OF CLYDE, OHIO.

VELOCIPED.

No. 827,012.

Specification of Letters Patent.

Patented July 24, 1906.

Application filed September 15, 1905. Serial No. 278,638.

To all whom it may concern:

Be it known that I, GEORGE W. GROVE, a citizen of the United States, residing at Clyde, in the county of Sandusky and State of Ohio, have invented a new and useful Velocipede, of which the following is a specification.

This invention relates to combined hobby-horses and velocipedes to be used by children, and has for its object to improve the construction and produce a device which closely resembles the movements of the natural horse.

With these and other objects in view, which will appear as the nature of the invention is better understood, the same consists in certain novel features of construction, as hereinafter fully described and claimed.

In the accompanying drawings, forming a part of this specification, and in which corresponding parts are denoted by like designating characters, is illustrated the preferred form of embodiment of the invention capable of carrying the same into practical operation.

In the drawings, Figure 1 is a side elevation, partly in section; and Fig. 2 is a plan view, partly in section, of the improved device. Fig. 3 is a sectional view illustrating a modified construction of some of the parts. Fig. 4 is a section on the line 4 4 of Fig. 3.

In the improved device is comprised a figure of a horse preferably pressed from sheet-steel, with trunk or body portion 10 and rear legs 11 12 in one part and the shoulders 13, head 14, and fore legs 15 16 in another part, the adjacent surfaces of the two parts being correspondingly concaved and convexed, so that one part oscillates within the other. The convex portion may be in rear part of the concave portion in the forward part, as in Figs. 1 and 2, or the curved portions may be reversed, as in Figs. 3 and 4, as may be preferred. Attached to the forward part of the figure are spaced the combined clamp and pivot bars 17 18, and likewise attached to the body or trunk portion 10 are similar combined clamp and pivot bars 19 20, the bars 17 and 19 overlapping and the bars 18 and 20 overlapping, as shown. The clamp-bars are disposed concentrically of the concaved and convexed portions of the two parts of the figure of the horse, so that a combined clamp and pivot bolt 21 connects the two sets of bars and forms a hinge connection between the two parts. The bearing-sur-

faces of the convex and concave portions of the two parts of the figure and the axial line of the bolt 21 are inclined rearwardly, preferably about twelve degrees, to correspond to the natural line of the shoulder and neck-joint of the natural horse. By this arrangement of the parts the side terminals of the concaved portion overlap the convex portion and prevent openings appearing when the former part is moved laterally.

A saddle 22 is attached to the trunk portion 10 and extends over the joint between the parts and not only prevents the joints from being noticeable, but also prevents the clothing of the rider from working into the joints.

The driving-reins 23 are attached to the head 14, as in the natural horse, and lead rearwardly to a position convenient to the hands of the rider and are employed for swinging the forward part of the figure upon its pivot-bolt 21 in steering the device, as hereinafter explained.

A shaft 24 is journaled through the fore feet 25 26 of the figure and provided with a guiding-wheel 27, and a shaft 28 is likewise journaled through the rear feet 29 30 of the figure and provided with bearing-wheels 31 32, the wheels being preferably of the kind employed upon bicycles and like vehicles and with the ordinary ball-bearings of such wheels; but as the details of the construction of such devices are so well understood they are not further illustrated.

Depending from the body portion 10 of the figure is a hanger 33, the upper end of the hanger turned rearwardly, as at 34, inside the figure and secured thereto, as by rivets or bolts, and with a shaft 35 journaled to the lower end. The shaft 35 carries pedals 36 37 at the ends and is provided with a chain-pulley 38 between the pedals, the construction being substantially the same as the pedal and chain-wheel mechanism of an ordinary bicycle.

A chain-pulley 39 is attached to the shaft 28, and a chain 40 leads over the pulleys, as shown.

The pedals 36 37 are disposed within reach of the feet of the rider upon the saddle 22, and when thus mounted he can easily propel the vehicle in the same manner as an ordinary "safety-tricycle" is propelled and the steering accomplished by swinging the

forward portion of the figure upon its pivot-bolt 21 by drawing upon the reins 23, and thus turning the steering-wheel 27 in the same manner as in an ordinary bicycle. The sensation is substantially the same to the rider as that experienced when guiding the natural horse and adds materially to the pleasure of the ride.

The device is simple in construction and can be inexpensively manufactured or elaborated to any required extent.

Having thus described the invention, what is claimed is—

1. In a combined hobby-horse and velocipede, the combination of a body portion of sheet metal pressed into the shape of the trunk and rear legs of a horse, a body portion of sheet metal pressed into the shape of the shoulders head and front legs of a horse, the adjacent faces of said body portions being respectively convexed and concaved, reinforcing members attached respectively to said body portions and overlapping within the same, a clamp-bolt extending through said reinforcing members concentrically with said convex and concave faces, and bearing-wheels connected to said rear and front legs of said body portions.

2. In a combined hobby-horse and velocipede, the combination of a body portion of sheet metal pressed into the shape of the trunk and rear legs of a horse, a body portion of sheet metal pressed into the shape of the shoulders head and front legs of a horse, the adjacent faces of said body portions being

respectively convexed and concaved reinforcing members attached respectively to said body portions and overlapping within the same, a clamp-bolt extending through said reinforcing members concentrically with said convex and concave faces, bearing-wheels connected to said rear and front legs of said body portions, and a saddle attached to the rear body portion and extending over the front body portion and forming a shield to the joint between the two portions.

3. In a combined hobby-horse and velocipede, the combination of a body portion of sheet metal pressed into the shape of the trunk and rear legs of a horse, a body portion of sheet metal pressed into the shape of the shoulders head and front legs of a horse, the adjacent faces of said body portions being respectively convexed and concaved, reinforcing members attached respectively to said body portions and overlapping within the same, a clamp-bolt extending through said reinforcing members concentrically with said convex and concave faces bearing-wheels connected to said rear and front legs of said body portions and guiding-reins attached to the head of said front portion and extending over the rear portion.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

GEORGE W. GROVE.

Witnesses:

W. D. PEARCE,
C. A. DIMM.