

No. 850,125.

PATENTED APR. 16, 1907.

J. BALDAUF.
CYCLE SLED.

APPLICATION FILED FEB. 6, 1906.

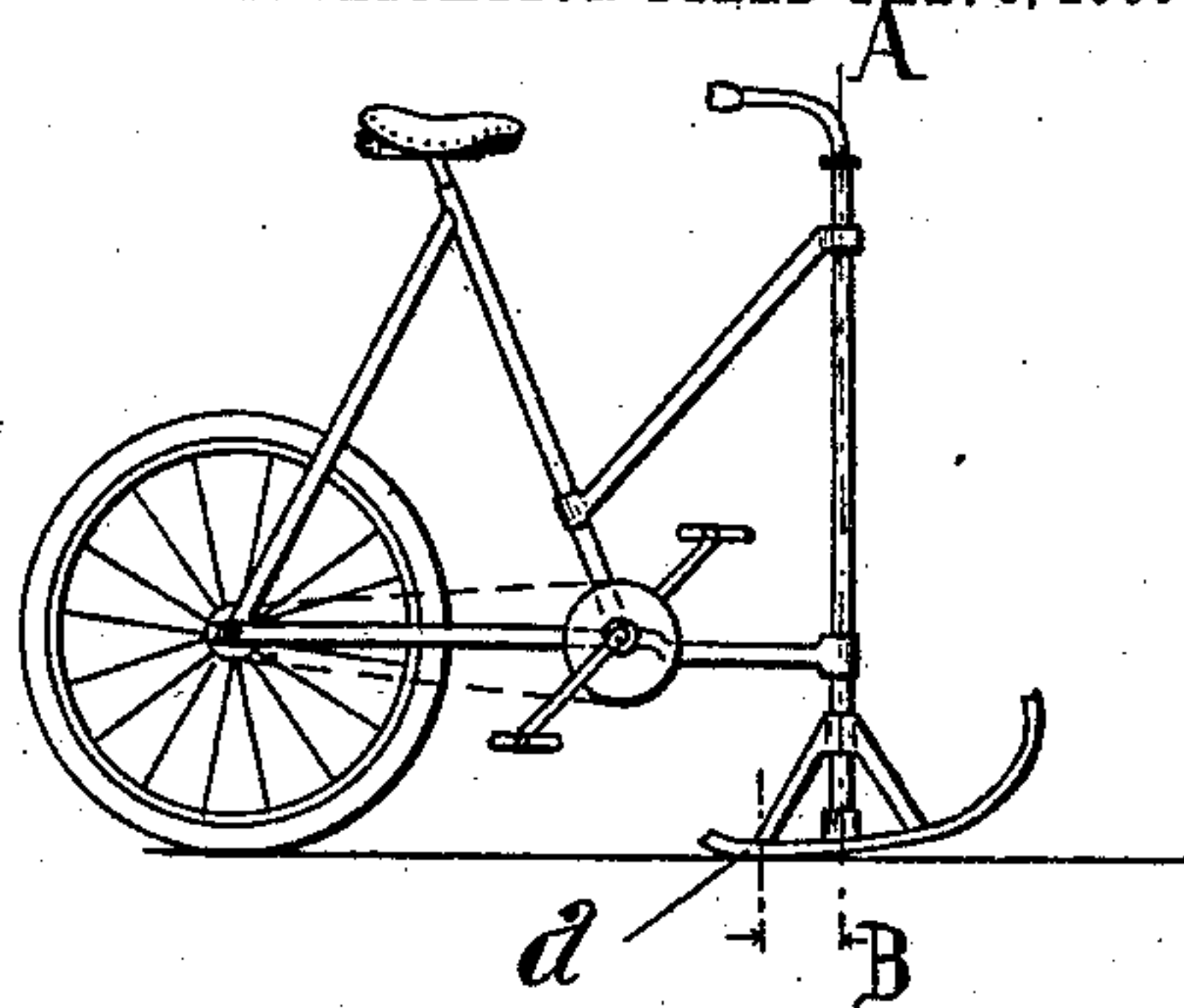


Fig. 1.

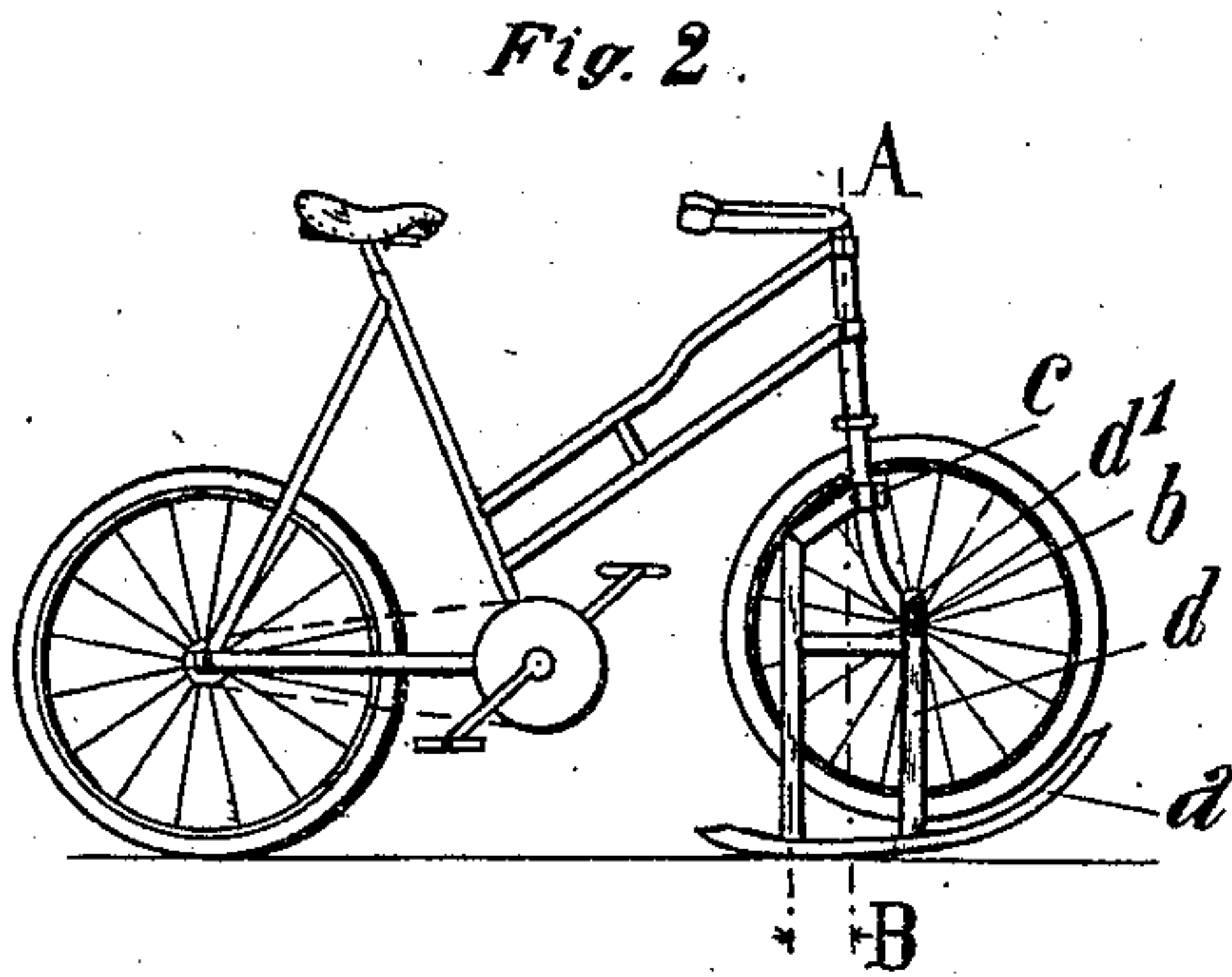


Fig. 2.

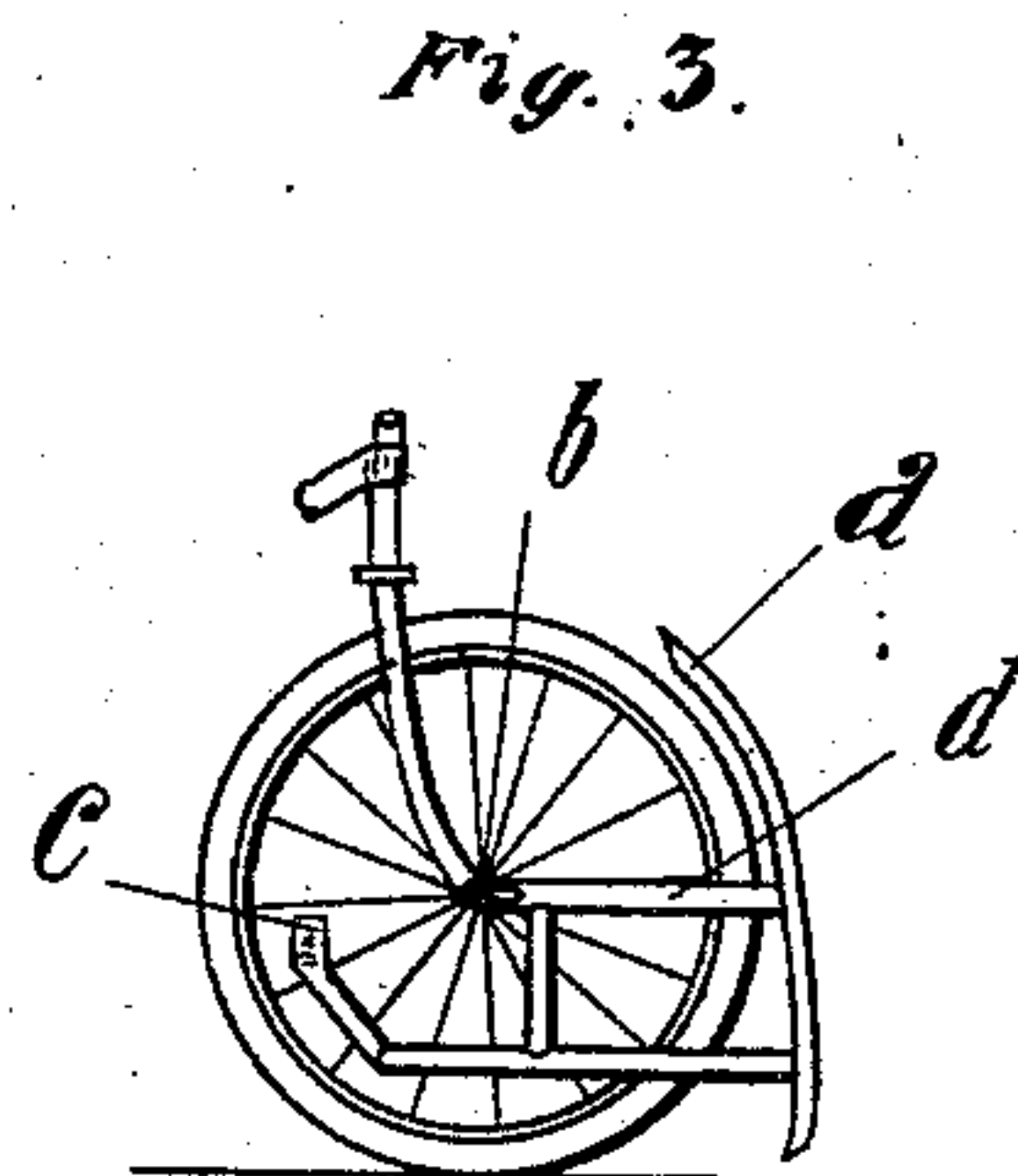


Fig. 3.

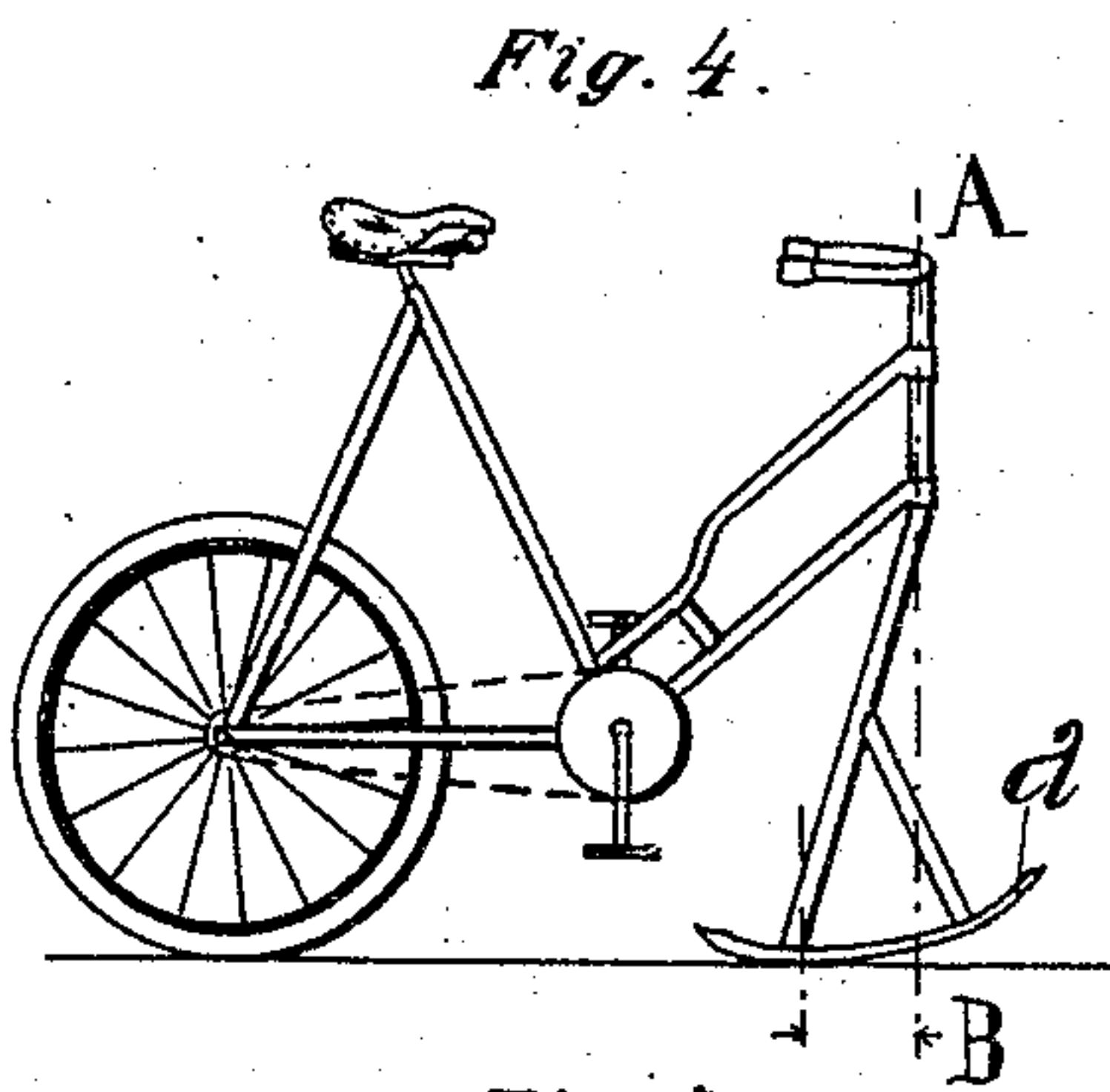


Fig. 4.

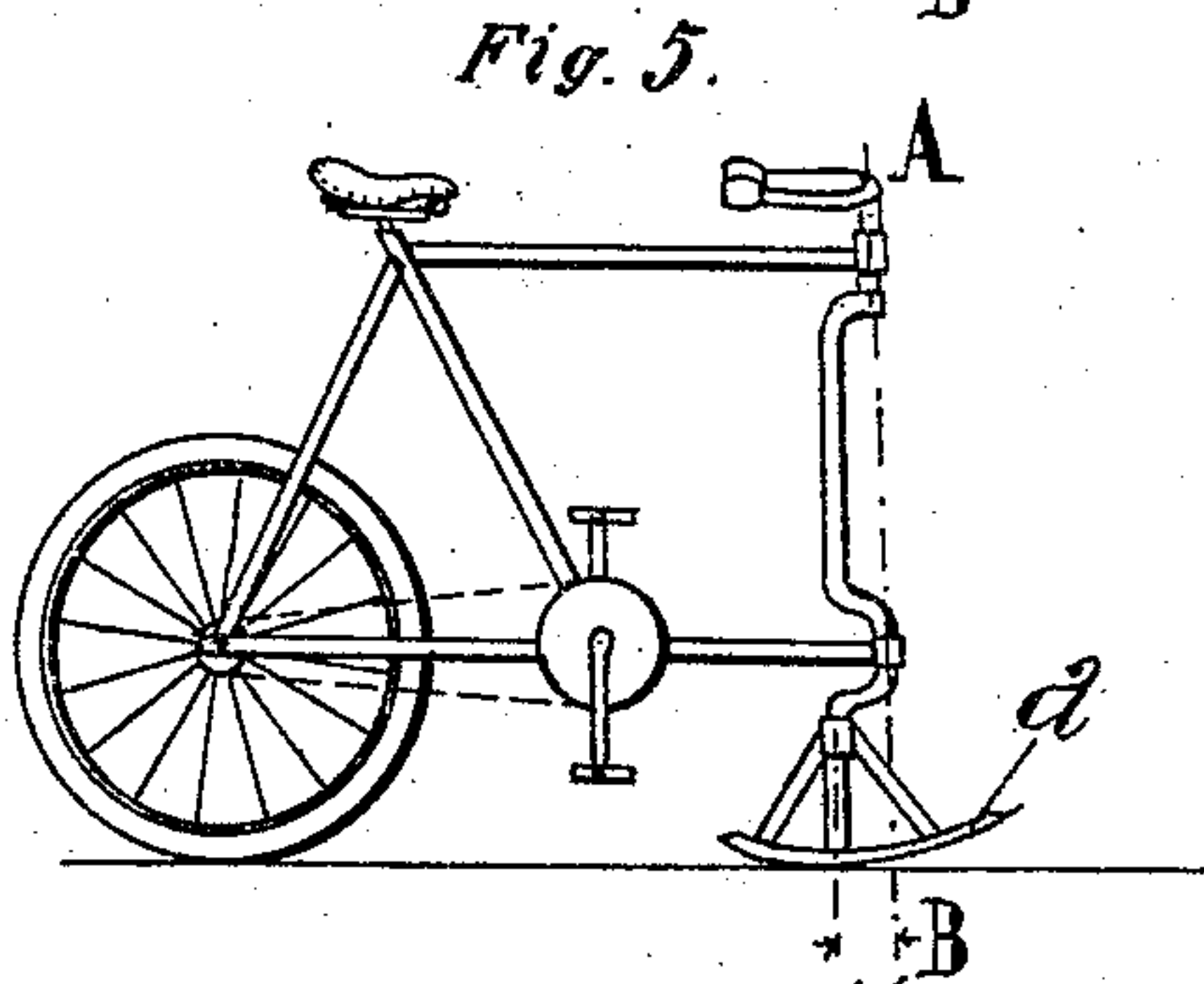


Fig. 5.

Witnesses:

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JOSEF BALDAUF, OF OBERSTAUFEN, GERMANY.

CYCLE-SLED.

No. 850,125.

Specification of Letters Patent.

Patented April 16, 1907.

Application filed February 6, 1906. Serial No. 299,765.

To all whom it may concern:

Be it known that I, JOSEF BALDAUF, a subject of the German Emperor, and a resident of Oberstauen, Germany, have invented certain new and useful Improvements in Cycle-Sledges, of which the following is a specification.

The present invention relates to a cycle-sledge, which renders it possible to ride even without utilizing the handles of the steering-bar. It is possible to ride without using the steering-handles on account of the fact that the point at which the pressure or the friction between the runner and the road may be imagined to be concentrated is situated behind a vertical line A B, which may be drawn vertically downward from the central point of the steering-rod bearing. In the case of this arrangement it is impossible for the steering-rod to turn completely round during riding, as is possible when the center of pressure under the runner is in front of the line A B.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a cycle-sledge with a vertical steering-bar. Fig. 2 is a side elevation of a cycle-sledge in combination with an ordinary cycle. Fig. 3 is a side elevation of the front wheel and adjoining parts shown in Fig. 2, the runner being shown in the position it occupies when the machine is being used as an ordinary cycle. Fig. 4 is a side elevation of a cycle-sledge in which the lower portion of the steering-bar is inclined to the vertical. Fig. 5 is a side elevation of a cycle-sledge in which the steering-bar is not revoluble about its own axis.

In the case of the embodiment shown in Fig. 1, in which the cycle-sledge is provided with a vertical steering-bar, the runner *a* is curved, so as to be convex downward in such a way that the center of friction is situated behind the line A B. The effect which is obtained by this arrangement may also be obtained in the case of cycle-sledges with straight runners if about one-third of the runner is in front of and two-thirds of the runner behind the steering-bar, and also if the steering-bar while retaining its position at right angles to the runner is inclined backward.

Referring to Figs. 2 and 3, which show a cycle-sledge in combination with an ordinary

cycle, this arrangement makes it possible for the rider to pass over roads which are free from snow because the runner only requires to be pulled forward in front of the front wheel, after having unscrewed the nuts *b* and *c*, for example, and hold it in that position by tightening the nut *b*, and then when a track well covered with snow is again reached to be screwed again to the steering-bar by means of the same nuts *b c* on the fork of the front wheel or by means of other suitable devices. In the case of this embodiment the front wheel may be either movable or fixed, and consequently may act at the same time as a support. In the latter case the supporting-arm *d* is suitably arranged to be adjustable at *d'* in the direction of its length in order to avoid the friction of the tire against the upper portion of the runner when the latter is raised. Also in the case of this embodiment the runner is so curved that the center of friction or pressure under said runner lies behind the line A B, which can be drawn perpendicularly downward from the central point of the bearing of the steering-bar.

Fig. 4 shows another embodiment of the cycle-sledge with a rigid curved runner *a*.

Fig. 5 is a side elevation of a cycle-sledge in which the steering-rod is not revoluble about its own axis, but is hung like a door on hinges by means of crank-arms.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A cycle-sledge comprising in combination a frame, a back wheel mounted in said frame, a revoluble steering-bar mounted on said frame, a bearing for supporting said steering-bar, a front wheel mounted on said steering-bar and an adjustable runner also fixed to said steering-bar, the center of pressure between the runner and the ground being behind a point vertically under the central point of the steering-rod bearing.

2. A cycle-sledge comprising in combination a frame, a back wheel mounted in said frame, a revoluble steering-bar mounted on said frame, forks fixed to said steering-bar, a bearing for supporting said steering-bar, a front wheel mounted in the forks on said steering-bar and a runner fixed to said forks, the means for fixing said runner consisting of two bars detachably attached to the forks one at each side, and two bars revolubly

mounted on the front-wheel axle one at each
side whereby the runner can when not in use be
placed in front of the front wheel, the center of
pressure between the runner when in use and
5 the ground being behind a point vertically
under the central point of the steering-rod
bearing.

In testimony whereof I have signed my
name to this specification in the presence of
two witnesses.

JOSEF BALDAUF.

Witnesses:

ULYSSES J. BYWATER,
ABRAHAM SCHLESINGER.