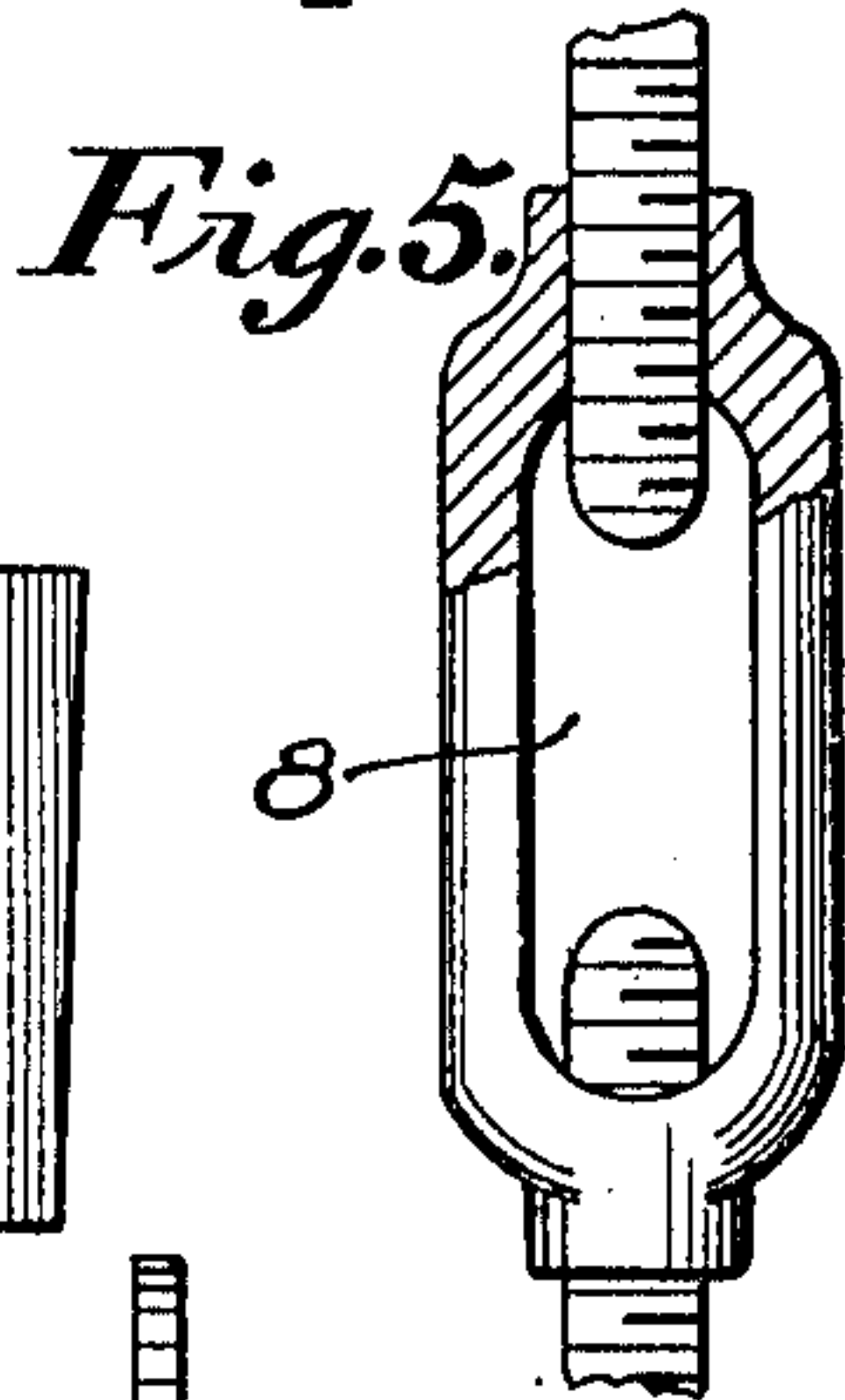
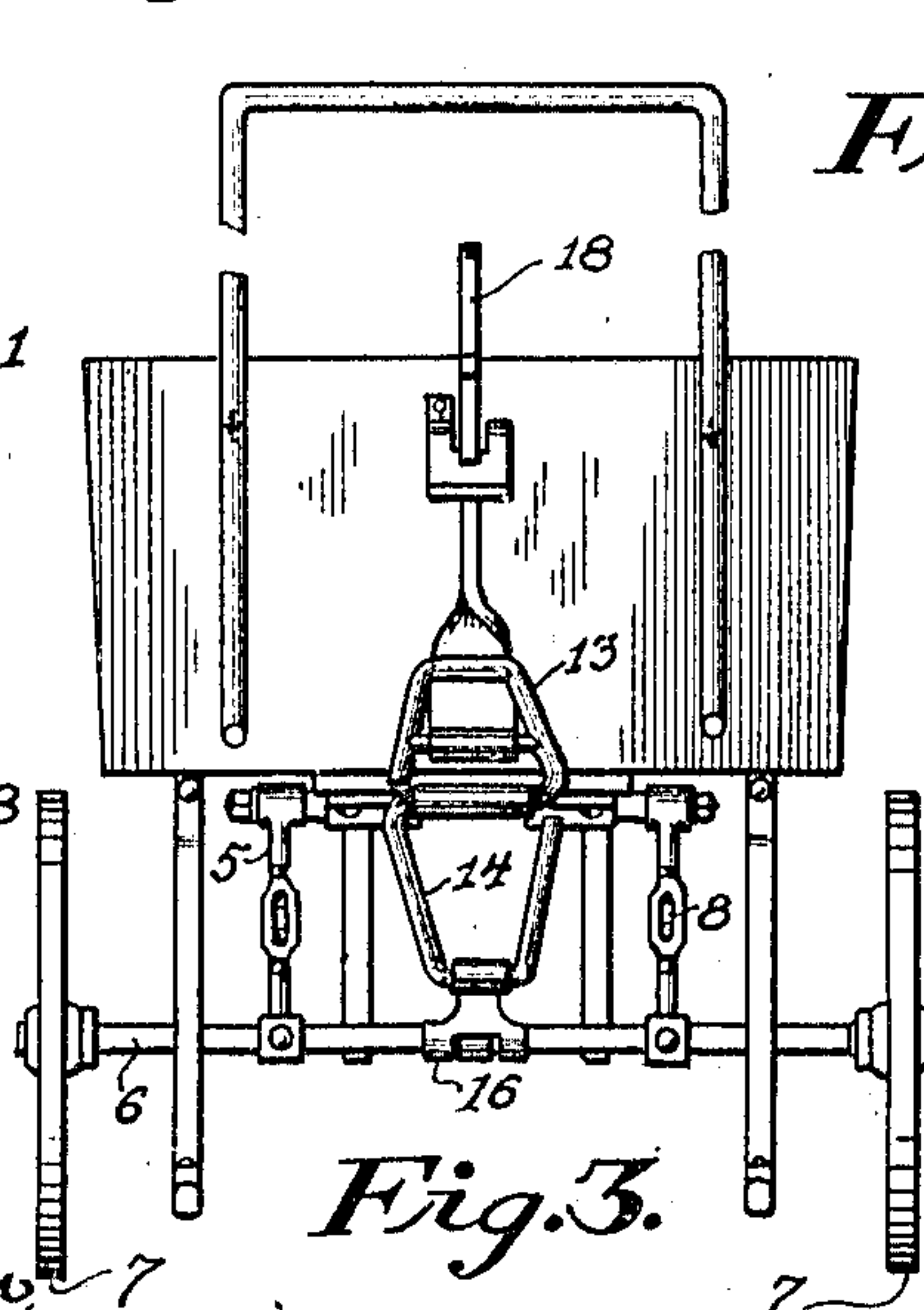
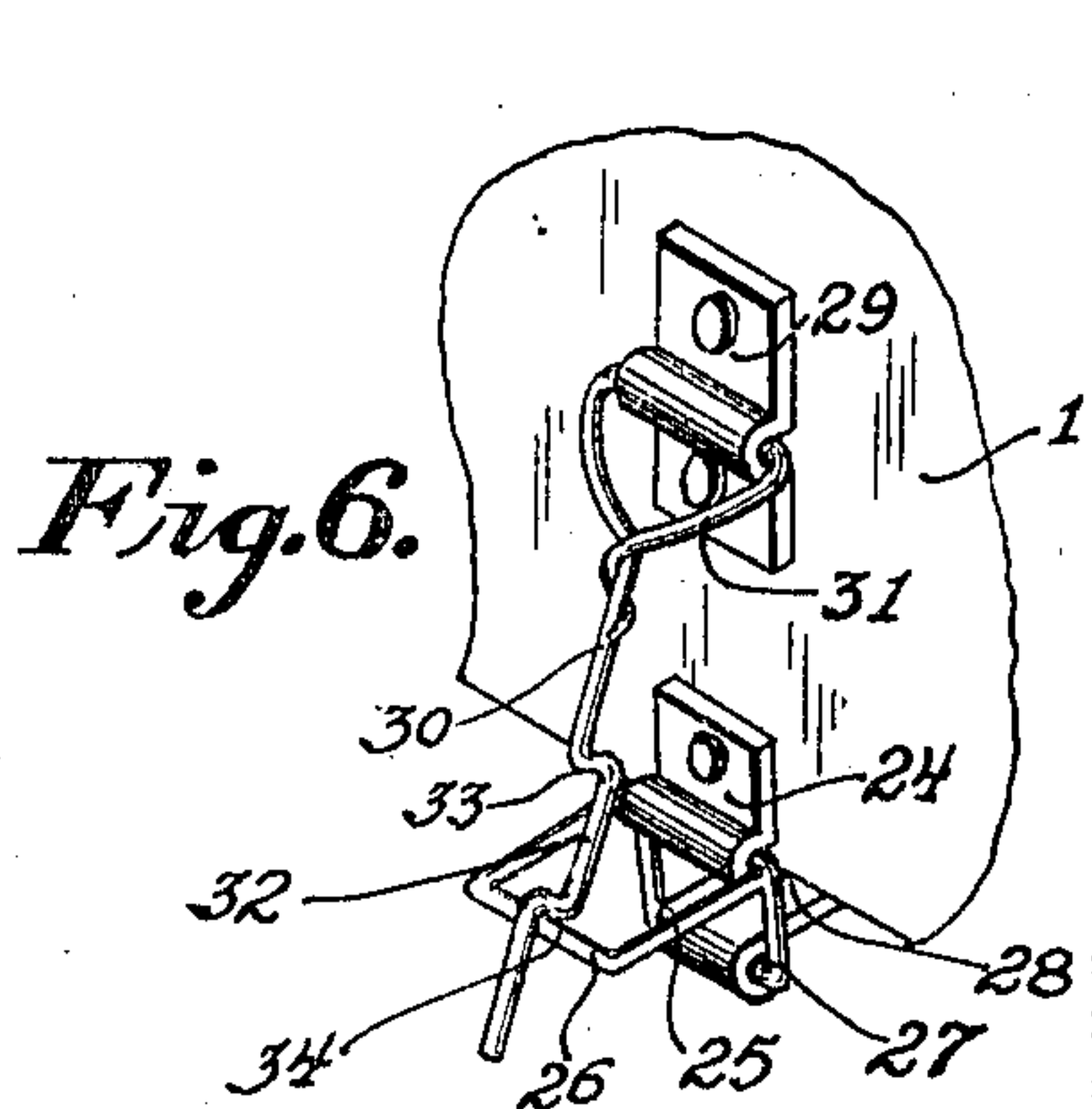
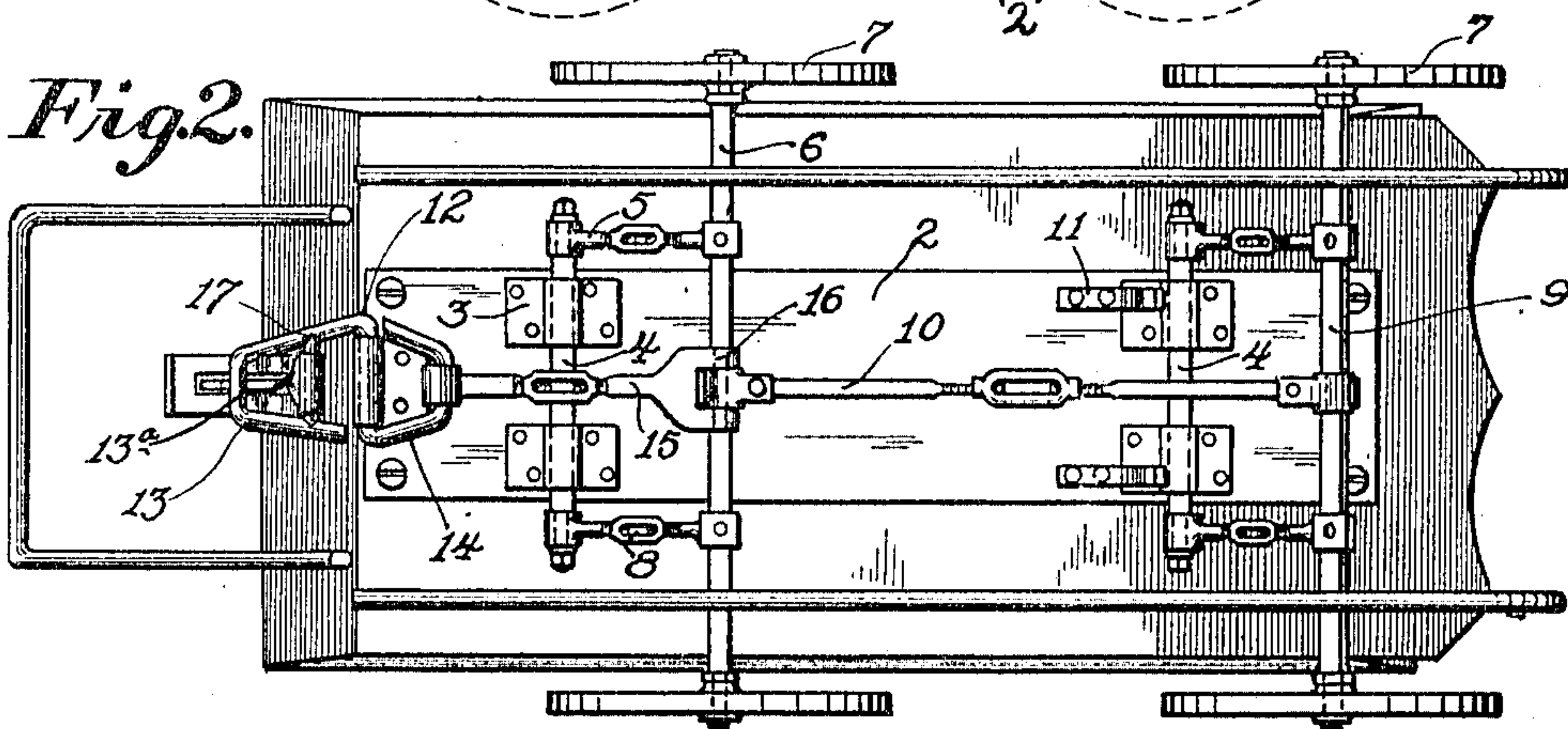
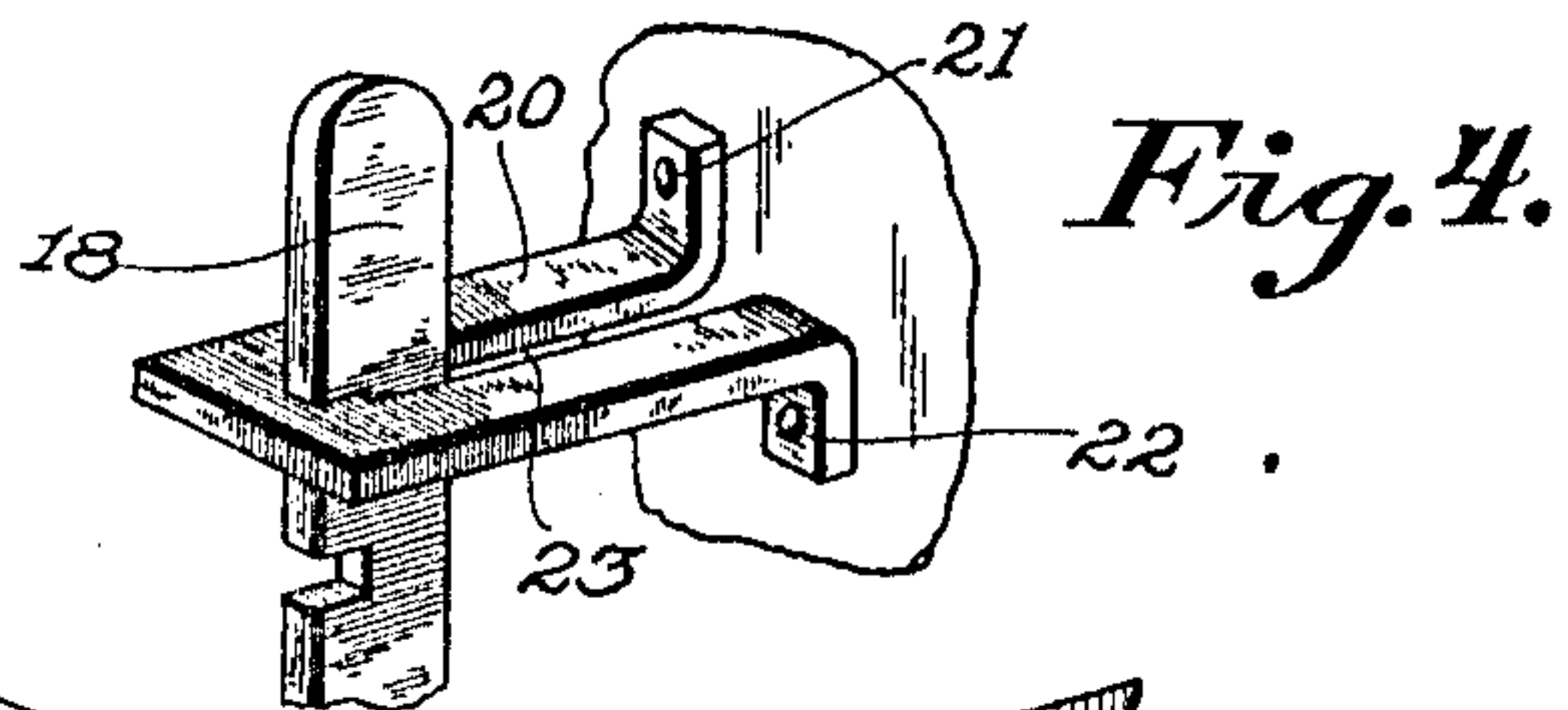
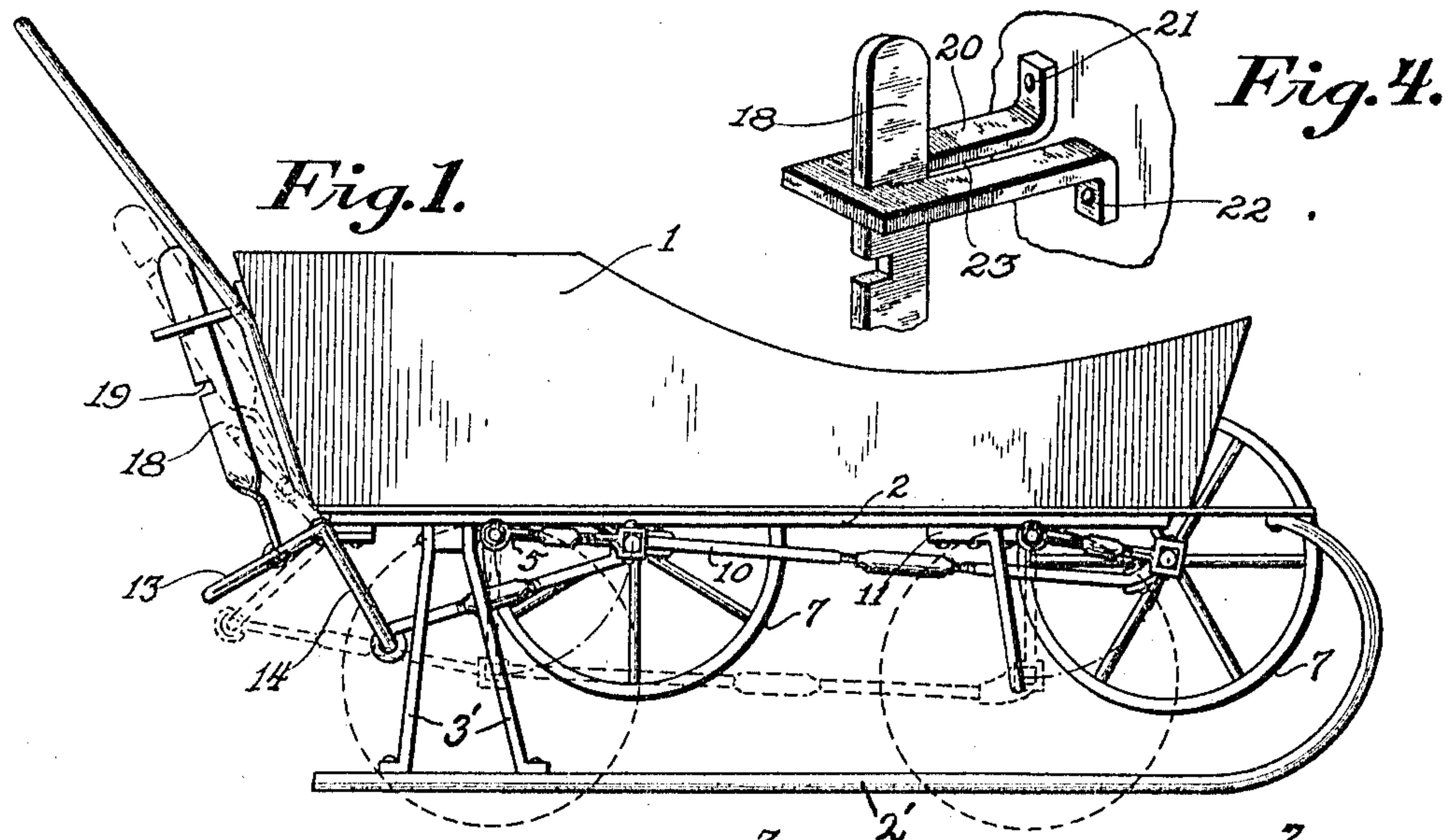


W. W. VICKS.
COMBINED CARRIAGE AND SLED.
APPLICATION FILED MAY 24, 1909.

950,583.

Patented Mar. 1, 1910.



Witnesses
Everett Lancaster.
Irvin L. M. Cathman.

Inventor
Warren W. Vicks.

By E. E. Vrooman,
his Attorney.

UNITED STATES PATENT OFFICE.

WARREN W. VICKS, OF ROME, NEW YORK.

COMBINED CARRIAGE AND SLED.

950,583.

Specification of Letters Patent.

Patented Mar. 1, 1910.

Application filed May 24, 1909. Serial No. 497,832.

To all whom it may concern:

Be it known that I, WARREN W. VICKS, a citizen of the United States, residing at Rome, in the county of Oneida and State of New York, have invented certain new and useful Improvements in Combined Carriages and Sleds, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to combined carriages and sleds and has for its object the provision of means for facilitating the quick adjustment of the same.

This invention relates, further, to a sled, which can be readily and easily converted into a carriage, so as to allow the same to be used upon sleety ground, or wherever snow and sleet has melted away, as often is the case in large cities where part of the sidewalk will be cleaned and the rest will be covered with snow, thereby making it very inconvenient for the propulsion of a carriage or sled without a similar adjustment, as shown in the accompanying drawings.

Another object of this invention is the production of a combined carriage and sled, which is efficient in operation, and consists of a comparatively small number of parts.

With these and other objects in view this invention consists of certain novel constructions, combinations and arrangements of parts as will be hereinafter fully described and claimed.

In the drawings: Figure 1 is a side elevation of my improved sled; Fig. 2 is a bottom plan view of the same; Fig. 3 is a rear view of the same. Fig. 4 is a detail perspective of the locking mechanism for locking the wheels in a set position; Fig. 5 is a fragmentary view of the turn buckle; Fig. 6 is a perspective of a modification of the locking means for the wheels.

Referring to the drawing by numerals, 1 designates the body, which has secured to the bottom thereof a longitudinally-extending member 2 to which is journaled, by means of journals 3, shafts 4. The body 1 is mounted on runners 2' having their front ends secured to the body 1 and their rear ends connected to the body 1 by uprights or standards 3'. Secured to the opposite ends of the shafts 4 are adjustable links 5, which are connected, at their opposite ends, to axles 6 to which axles are secured wheels 7. The links 5 are adjustable by means of a turn buckle connection 8, as shown in an enlarged

view in Fig. 5. The front axle 9 is connected to the rear axle 6 by means of an adjustable link 10, similar to the adjustment described with reference to the link 5. To the longitudinally extending member or members 2 is fixedly secured a pair of depending stops 11, which are adapted to limit the swinging movement of the axles 6 and 9 in one direction, as shown in dotted lines in Fig. 1. It will be obvious that by having the adjustable link connections, as described, that the axles can be moved nearer, or away from the body, and the same can be moved nearer together or farther apart.

Hinged to the body 1, and near the back thereof is a double loop angle lever 12, which comprises a primary loop 13 and an auxiliary loop 14. The auxiliary loop 14 is connected to the rear axle by means of an adjustable link 15, which adjustable link 15 is provided with a bifurcated end 16 adapted to engage the axle 6. The primary loop 13 is provided, intermediate its ends with a transversely-extending centrally-located bar 17, which bar not only strengthens the loop but acts as a connecting means for the operating lever 18. The operating lever 18 is provided with a rolled lower end, which straddles the bar 17 and said lever is bent intermediate its ends so as to have its upper portion at right angles to its lower portion. Upon one side of the upper portion of the lever member 18 are formed notches 19, which are adapted to engage the locking plate 20. The plate 20 is provided with oppositely-extending feet 21 and 22, and by having the oppositely-extending feet formed upon the plate 20, it will be obvious that the same will be held firmly, and prevented from any upward or downward movement. The plate 20 is provided with a longitudinally-extending slot 23, through which is adapted to pass the lever 18, and the notches 19 in said lever 18 are adapted to engage the edge of the slot 23, and thereby hold the lever 18 in a set position. It will be obvious that by having the lever connected intermediate the ends of the primary loop 13 that the outer loop portion 13^a will act as a stop, and thereby limit the movement of the wheels, when being turned in an operative position.

In Fig. 6, I have shown a modification of my invention, which comprises a journal 24, which is secured to the body 1 and to said journal is hinged a double loop angle lever

25, which comprises a primary loop 26 and an auxiliary loop 27. The auxiliary loop 27 is connected to the rear axle of the carriage by means of a link connection 28, similar to that shown and described in Fig. 2. To the rear of the body portion 1 is secured a journal 29 to which is hinged a locking member 30, which comprises an upper loop 31, which loop engages said journal, thereby securing said lever to said journal. The locking lever 30 comprises a bulged portion 32 having an upper shoulder 33 and a lower shoulder 34. When the wheels are desired to be out of engagement with the ground the shoulder 34 and the loop 32 rests against the outer portion of the primary loop portion 26 of the angle lever, and holds the same in a set position. However, when it is desired to hold the wheels in engagement with the ground, the shoulder 33 is brought into engagement with the loop 26 thereby locking the same and causing the wheels to be firmly held in engagement with the ground thereby allowing the free operation of the carriage upon the wheels.

From the foregoing description, it will be readily seen that I have provided quick adjusting means for readily converting a sled into a carriage or vice versa, and I have also provided means for readily adjusting the height of the carriage from the ground, when the wheels are in an operative position and also for adjusting the distance between the front and rear axles.

What I claim is:

1. In a device of the class described the combination with a body, runners supporting said body, of shafts secured to the bottom of said body, axles, wheels carried by said axles, adjustable links connecting said axles and shafts, adjustable links connecting said axles, an angle-lever member pivotally secured to said body, an adjustable link se-

cured to one end of said angle lever, and at the other end to the other of said axles, and means secured to said angle lever for locking said lever and axle in a set position.

2. In a device of the class described, a body supported on runners, axles and wheels connected to said body having hinged links, a link connection between said axles, a double loop bell crank lever hinged to the rear of said body, a hinged link connection between said bell crank lever and the rear axle, and a lever for operating the bell crank lever and locking it in position.

3. In a device of the class described, a body supported on runners, axles and wheels connected to said body by hinged links, a link connection between said axles, a double loop bell crank lever hinged to the rear of said body, a hinged link connection between said bell crank lever and the rear axle, and means for governing the movement of the bell crank lever and locking the wheels and axles in a set position.

4. In a device of the class described the combination with a body, of a double loop bell crank lever, wheels carried by said body, means coöperating with said wheels and said bell crank lever for raising and lowering said wheels from the ground, a locking member, journals secured to said body, said locking member provided with a loop formed at one end, an upwardly bulged portion formed intermediate the ends and provided with upper and lower shoulders, and said shoulders adapted to engage the other loop for locking said wheels and axles in a set position.

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

WARREN W. VICKS.

Witnesses:

EARL JOHN WILLIAMS,
HEINYS MEYER.