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B. F. DUDEK ET AL

1,663,121

TOY VEHICLE

Filed May 10, 1927

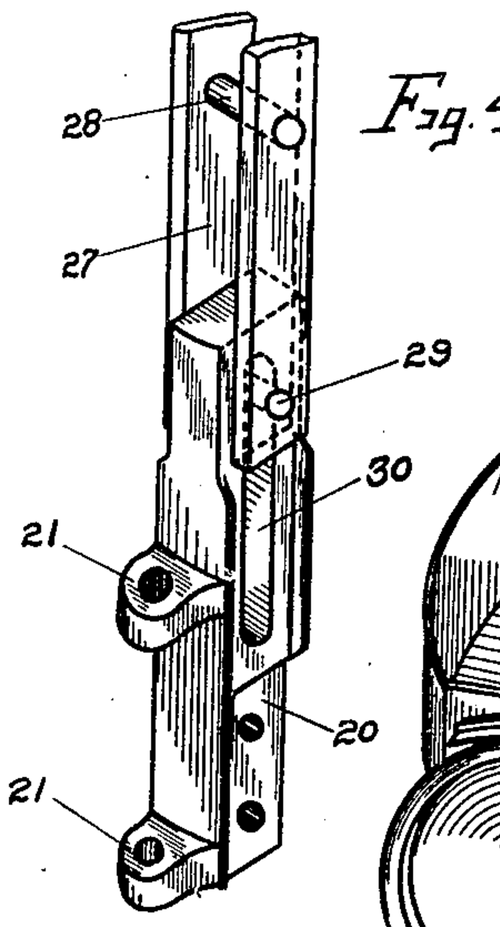


Fig. 4

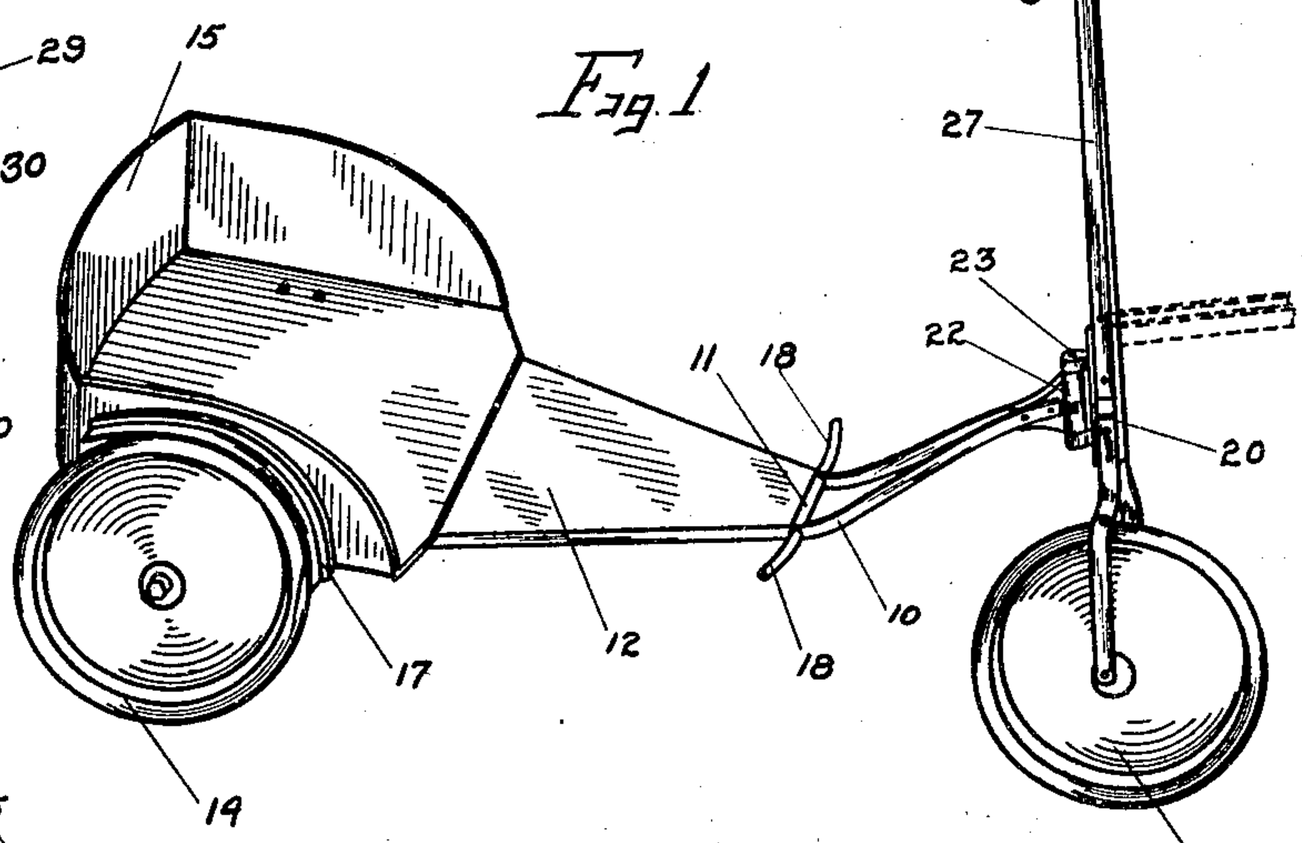


Fig. 1

Fig. 3

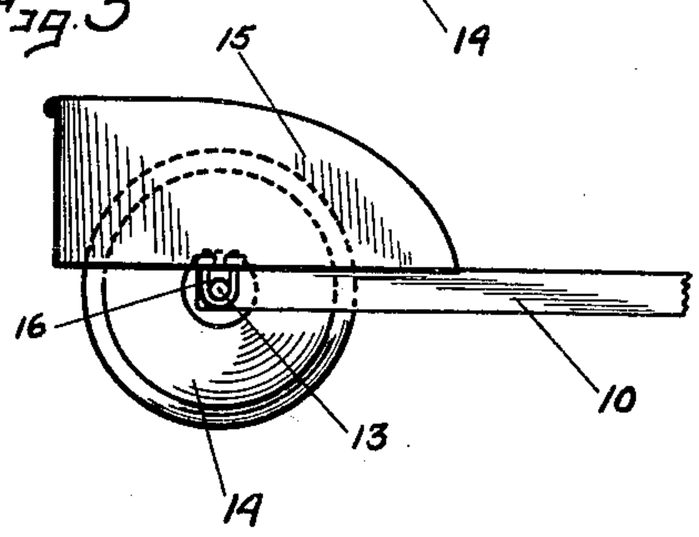
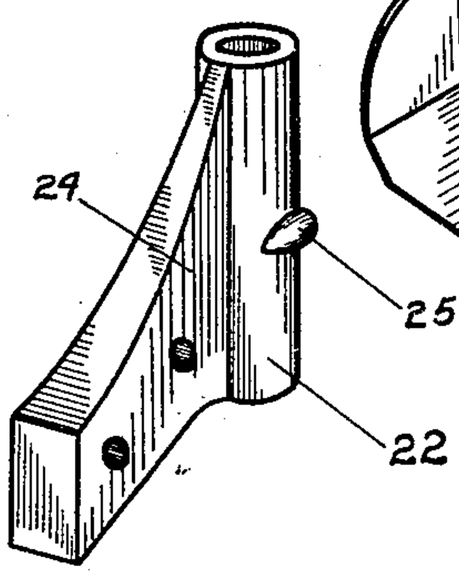


Fig. 2.

Fig. 5



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UNITED STATES PATENT OFFICE.

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TOY VEHICLE.

Application filed May 10, 1927. Serial No. 190,360.

Our invention relates to vehicles and more particularly to toy vehicles of the scooter type. Its primary object is the provision of a toy vehicle which may be used as a scooter or as a coaster or as a wagon or as a chariot, the adjustments from one type of vehicle to another being of the utmost simplicity so that any child can make the conversions in the minimum of time. It is also our object to provide an irresistably attractive toy vehicle of such simplicity that it can be manufactured and sold at a price which is within the reach of prospective purchasers.

Having in view these objects and others which will be pointed out in the following description, we will now refer to the drawings, in which

Figure 1 is an illustration showing our vehicle in its adjusted position for use as a wagon or scooter.

Figure 2 is an illustration similar to Figure 1 but showing the body reversed to provide a chariot which may also be used as a scooter.

Figure 3 is a side elevational view in outline and showing particularly the means for securing the body in either of two positions.

Figure 4 is an illustration showing the connection between the front wheel support and the handle and showing the ears through which the body portion of the scooter is pivotally connected with the front wheel support.

Figure 5 is a view in perspective of the extreme forward portion of the rear part of the vehicle.

The vehicle is supported on three wheels, the forward of which is the steering wheel. It is provided with a more or less triangular framework having side beams 10 which converge forwardly and which are slightly inclined upwardly in their forward end portions. These side beams 10 are suitably braced at 11 and at various other points. Connecting the side beams 10 is a platform 12 which furnishes a convenient foot support when the vehicle is used as a scooter and which serves as a leg rest when the child is sitting in the body of the arrangement shown in Figure 1. The rear portions of the side beams 10 are connected by an axle 13 which supports the rear wheels 14. The body 15 is made in the form shown and is secured directly to the axle by means of a pair of U bolts 16 as best shown in Figure 3, the U bolts having nuts on their upper extremities. It is obvious that by removing the nuts from the U bolts 16 the body 15 may be reversed so as to occupy either of the positions shown in Figures 1 and 2. The body 15 is provided on its sides with mudguards 17 which are spaced from the tires of the wheels 14 and which must of course be more or less concentric with the wheels 14 in either position of the body 15. The vehicle is further provided with footrests 18 projecting laterally from the vehicle frame so that the child when seated in the vehicle of the Figure 1 adjustment may brace his feet against the footrests 18.

The front wheel 19 is carried by a fork, the two members of which are secured preferably by riveting to a casting 20. This casting 20 is provided with a pair of rearwardly projecting apertured ears 21 which are spaced to receive the member 22 between them. The member 22 is provided with a rearwardly projecting portion 24 which is riveted or otherwise secured to the beams 10 at their forward ends. The member 22 also has laterally projecting studs 25 which are adapted to engage the casting 20 to serve as stops when turning the front wheel about the pivot 23 to thus limit the steering movement of the front wheel.

The handle is further arranged with relation to the casting 20 in such a manner that it may be advantageously used with the vehicle when the vehicle serves as coaster wagon or scooter. The handle 26 is connected to a depending fork 27 which is provided with two pins 28 and 29 connecting the members of the fork at their lower portions. The pin 29 passes through the slot 30 of the casting 20 while the pin 28 is above the upper surface of the casting. The casting 20 is so formed that at its edges the projections or lips extend from its lower end to a point short of the upper end of the casting. Throughout the lower end of the casting the projecting lips form an abutment for the fork members so as to secure the fork members more rigidly to the casting. The main purpose, however, of the lip is to guide the movements of the handle. The pin 29 is seated within the slot 30 and the handle may therefore be raised and lowered within the limits of the movement of the pin 29 in the slot 30. When the pin 29 is at the bottom of the slot 30 the lips on the casting 20 will

prevent all pivotal movement of the handle member. The pin 28 at this time rests against the top of the casting 20 and thus assists in preventing pivotal movement of the handle. If the handle is raised so as to bring the pin 29 to the top of the slot 30, the lower end of the handle fork will clear the lips on the casting 20 so that it may be swung about the pin 29 as a pivot either forwardly or rearwardly.

When the device is used as a scooter the handle will of course be more or less upright and rigid. This result is obtained by positioning the handle so that it is upright and then pushing it down until the pin 29 is seated in the bottom of the slot 30 and the pin 28 is seated against the top of the casting 20. If the child then wants to use the Figure 1 arrangement as a wagon, he simply raises the handle to its limit and then swings the handle forwardly so that it forms the usual wagon tongue or handle. If on the other hand, he wishes to use the vehicle as a coaster, he swings the handle rearwardly so that he may guide the vehicle from his position when seated in the Figure 1 arrangement or when standing in the Figure 2 arrangement.

Having thus described our invention in such full, clear, and exact terms that its construction and operation will be readily understood by others skilled in the art to which it pertains, what we claim as new and desire to secure by Letters Patent of the United States is:

1. A vehicle comprising a frame supported on two rear wheels and a front steering wheel, said frame including a rear transverse axle on which said rear wheels are journalled, a wagon box having side walls and one end wall but being open on the end of the wagon box at the end opposite said end wall, means for reversibly positioning said wagon box on said frame with either its open end or its closed end toward said steering wheel, and mud guards on said side walls of said wagon box, said mud guards being concentric with said rear wheels in either position of the wagon box.

2. A vehicle comprising a frame supported on two rear wheels and a front steering wheel, a wagon box having side walls and one end wall but being open on the end of the wagon box opposite the end wall, means for reversibly positioning said wagon box on said frame with either of its ends directed forwardly, and a handle for controlling said steering wheel, said handle being adapted to be latched in upright position when the vehicle is to be used as a scooter and to be projected either forwardly or rearwardly when the vehicle is to be used as a wagon or as a coaster.

3. A vehicle comprising a frame supported on two rear wheels and a front steering wheel, said steering wheel being journalled in the lower end portion of a fork, said fork at its upper extremity being secured to a member having laterally projecting ribs at its front and rear edges, said member being provided with an elongated slot, a handle having a depending fork straddling said member, a pin connecting the parts of said fork at its lower extremity, said pin being adapted to slide vertically in the slot in said member and said depending fork being adapted to slide vertically between the ribs of said member and to be disengaged from said ribs when said depending fork is in its uppermost position whereby said depending fork may be latched in its upright position and whereby it will be freely adjustable in a vertical plane when it projects either forwardly or rearwardly, a wagon box having side walls and one end wall but being open on the end opposite the end wall, said wagon box being reversible in end to end relation on said frame, and means for securing said wagon box to said frame in either of its two positions.

In testimony whereof we affix our signatures.

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