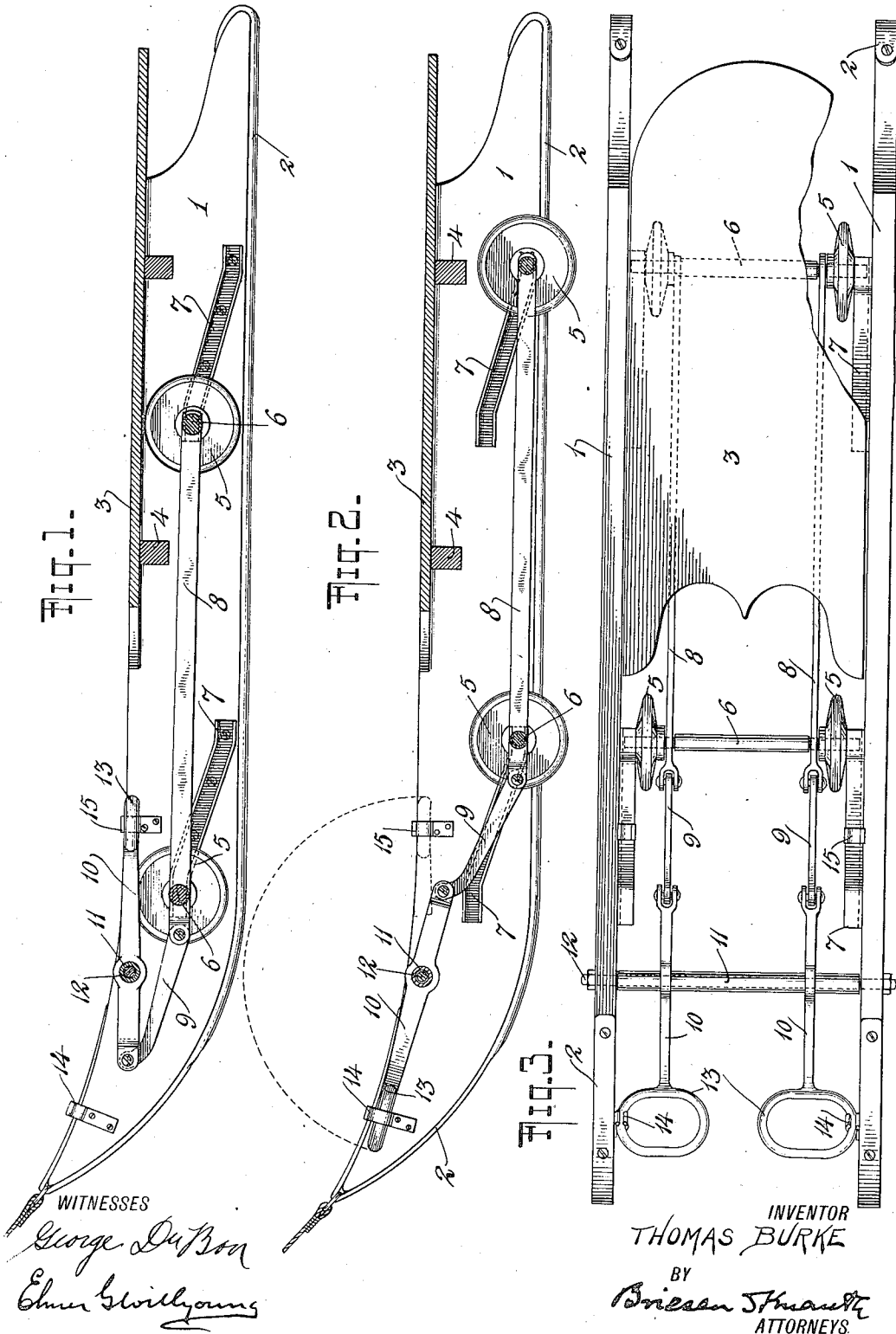


T. BURKE.
 COMBINED SLEIGH AND WAGON.
 APPLICATION FILED APR. 24, 1915.

1,154,370.

Patented Sept. 21, 1915.



UNITED STATES PATENT OFFICE.

THOMAS BURKE, OF NEW YORK, N. Y.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, THOMAS BURKE, a citizen of the United States, residing in the city, county, and State of New York, have
5 invented certain new and useful Improvements in a Combined Sleigh and Wagon, of which the following is a specification.

My invention relates to a sleigh which is, at the same time, a wagon or, to speak more
10 strictly, to a sleigh which may instantly and at will be converted into a wagon when occasion demands and which may be as quickly converted back into a sleigh when such use is preferred.

More particularly my invention relates to a sleigh as above, which is permanently provided with wheels and means for instantly
15 causing said wheels to supersede the sleigh runners when desired and for as quickly replacing said wheels in inoperative position.

The object of my invention is to provide a simple and inexpensive construction for a sleigh as aforesaid.

A further object of my invention is to
25 provide a sleigh of the character described in which the operative parts are so arranged that the change from runners to wheels, or from wheels to runners, may easily be made, at least where the vehicle is small, while the
30 same is in motion and without stopping or dismounting therefrom.

Sleighs of the character herein described will be found useful in times of thaw or insufficient snowfall at which times bare spots
35 are apt to alternate with snow covered spots.

My invention will be found of particular value when applied to children's sleighs or sleds, not only because of the lessened wear
40 of the runners when the sled is being hauled over bare spots but because, further, the novelty of the device appeals to the child; still further, the child may be provided with an amusement for the entire year at a price but little greater than that for a sled alone.
45 But while, perhaps, finding its greatest field of application in children's sleds my invention may also be used in connection with larger sleighs used for either pleasure or transport.

My invention will be better understood by referring to the accompanying drawing in which—

Figures 1 to 3 show my invention as applied to a typical child's sled, Fig. 1 being
55 a central longitudinal section showing the

wheels in inoperative position, Fig. 2 being a similar view but showing the wheels in operative position, and Fig. 3 being a plan view with the wheels in operative position.

Referring to the drawings the sled shown
60 therein comprises the usual two stout sides 1, shod with runners 2, and united by a top 3 and cross braces 4. The wheels 5 are preferably four in number and disposed in pairs, each pair being rotatably mounted on bearings
65 provided at the end of a shaft 6, which shaft is just a little shorter than the distance between the two sides 1.

On the facing surfaces of the two sides 1 is fastened, near the front and also near the
70 rear of the sled, a pair of similar grooved metal guides 7; each groove comprises an upper short horizontal section at the front and a lower similar section at the rear the two being united by a considerably longer
75 inclined section between them. The ends of the shafts 6 are engaged with the grooves of these opposite guides.

The two shafts 6 are connected together, on each side of the sled, by a connecting bar
80 8 through which the shafts pass or in which the shafts may be fixed. The front end of each bar 8 is forked and pivotally connected to one end of a link 9, the other end of which has similar pivotal connection with
85 the shorter arm of an operating lever 10.

The two operating levers 10 are fixedly attached to a sleeve 11 which is rotatably mounted upon a shaft 12 which is connected between and attached to the two sides 1.
90 The longer arms of each lever 10 terminate in stout handles 13. Forward clips 14, attached to the sides 1, grasp and hold the handles 13 when the wheels are in operative position and other clips 15 serve similarly
95 when the wheels are in inoperative position.

My improved sled is operated as follows: The wheels being in inoperative position, as in Fig. 1, the handles 13 are thrown upward and forward till caught by the clips 14.
100 This, through link 9 and connecting bar 8, will force the shafts 6 rearwardly and downwardly in the guides 7 and throw the wheels 5 down below the runners so as to convert the sled into a wagon, as in Fig. 2. Reversing the above movement of levers 10 will, of course, again bring the wheels into inoperative position and convert the structure
105 back into a sled.

The above operations of lowering or rais-
110

ing the wheels, so as to provide either a wagon or a sled at will, may be performed as readily when one is sitting on the vehicle and it is in motion, as when it is standing still; this holds good, at any rate, for small vehicles such as the preferred form herein illustrated.

Having described my invention, I claim:

1. In combination with a sled having runner shod sides, pairs of oppositely disposed downwardly and rearwardly inclined grooved guides supported by said sides, the front ends of said grooves being horizontal, axles having ends engaged with said guides, wheels carried by the axles, a connecting bar between the axles, a lever fulcrumed upon the frame, and a link between lever and connecting bar so that the wheels may be lower below or raised above the runners at will.

2. In combination with a sled having runner shod sides, pairs of positively disposed downwardly and rearwardly inclined grooved guides supported by said sides, the front ends of said grooves being horizontal, axles having ends engaged with said guides, wheels carried by the axles, a connecting bar between the axles, a lever fulcrumed upon the front end of said frame, and a link between lever and connecting bar so that the

wheels may be lowered below or raised above the runners at will.

3. In combination with a sled having runner shod sides, pairs of oppositely disposed downwardly and rearwardly inclined grooved guides supported by said sides, the front ends of said grooves being horizontal, axles having ends engaged with said guides, wheels carried by the axles, a connecting bar between the axles, a lever of the first class fulcrumed upon the front of the sled, and a link between one end of the lever and the connecting bar, the lever and link being so proportioned and positioned that a movement of the lever through substantially 180° raises the wheels above the runners with the axles in the horizontal part of the grooves or lowers the wheels below the runners, there being further a stop attached to the sled below the outer end of the lever when the wheels are in their lowermost position.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

THOMAS BURKE.

Witnesses:

ELMER G. WILLYOUNG,
E. WIESE.