R. M. KINNARD.

TOY.

APPLICATION FILED OCT. 20, 1919.

1,347,384. Patented July 20, 1920.

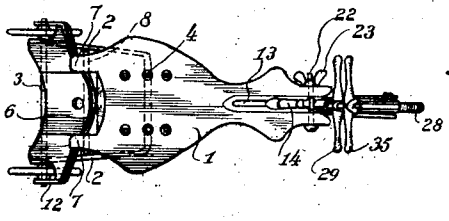


Fig. 3

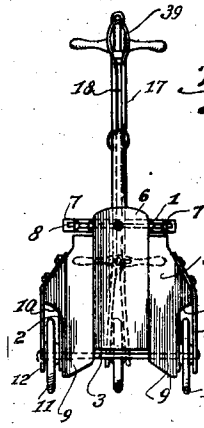


Fig. 2

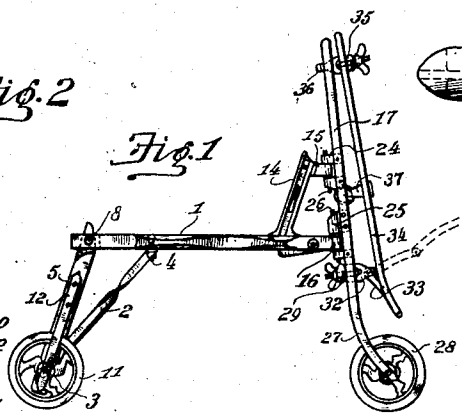


Fig. 1

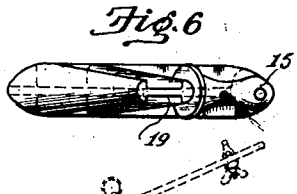


Fig. 6

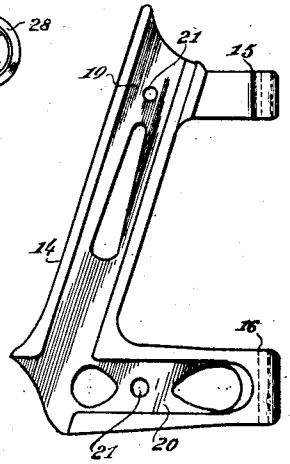


Fig. 5

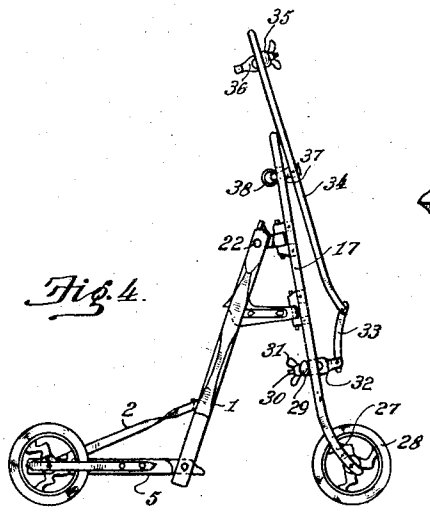


Fig. 4

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ATTYS

UNITED STATES PATENT OFFICE.

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1,347,384. Specification of Letters Patent. Patented July 20, 1920.

Application filed October 20, 1919. Serial No. 331,829.

To all whom it may concern:

Be it known that I, ROBERT M. KINNARD, a citizen of the United States, residing at Trenton, in the county of Mercer and State of New Jersey, have invented a new and useful Toy, of which the following is a specification.

This invention relates to toys and more especially to toys of the vehicle class and has for its objects the provision of a toy vehicle which may be quickly and easily converted into different forms, and to generally simplify and improve toys of this class.

With these objects in view the invention consists in the novel construction and arrangement of parts, hereinafter described, illustrated in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that various changes in the form, proportions, size and minor details of construction may be made within the scope of the appended claims, without departing from the spirit or sacrificing any of the advantages of the invention.

The invention thus set forth in general terms is illustrated in the accompanying drawings, forming part hereof, in which—

Figure 1 is a side elevation showing the device converted into the form of vehicle to be used by a child in sitting position.

Fig. 2 is a rear view as seen in Fig. 1.

Fig. 3 is a plan view of the same.

Fig. 4 is a side elevation of the device as arranged to be operated by a child in the standing position.

Fig. 5 is a side elevation of the bracket by means of which the vehicle is converted into either form.

Fig. 6 is a plan view of the bracket.

A practical embodiment of the invention is disclosed in the accompanying drawings, forming a part of this specification in which similar numerals of reference indicate corresponding parts throughout the several views.

The member 1 which forms the seat portion in the form of the device illustrated in Figs. 1 to 3, inclusive, is preferably formed of a single piece of hard wood of the shape best illustrated in Fig. 3 and is connected by the braces 2 with the rear axle 3. The braces 2 are preferably formed in a single U-shaped piece which is adjustably connected to the member 1 by means of the bolts 4 and apertures.

The member 5 which forms the upright in Figs. 1 to 3 inclusive is provided at its upper end with the reduced portion 6 which is received between the spaced ears 7 of the member 1, a pin 8 being passed therethrough to retain the members together. The rear axle 3 is passed through the lower projecting portions 9 of the member 5 which portions are cut out as shown at 10 to receive the rear wheels 11, metal straps 12 being connected to the sides of the member 5 and extending downwardly beyond each wheel, the ends of the axle being received in said straps.

The forward end of the member 1, as best shown in Fig. 3, is provided with a longitudinal centrally located slot 13. A bracket 14 is hingedly connected at 15 and 16 to the steering post 17, which steering post is preferably formed of a continuous bar or strip of metal bent upon itself, thus providing a longitudinal slot 18 through the steering post. The bracket 14 is of substantially the shape best shown in Fig. 5 and comprises the upwardly inclined channel 19 and the horizontally disposed channel portion 20, the channel 19 being arranged to receive the slot 13 of the member 1 when the device is converted into the form illustrated in Fig. 4 and the channel portion 20 arranged to receive the slot 13 when the device is converted into the form best illustrated in Fig. 1. Apertures 21 are formed through channel portions 19 and 20 for the purpose of receiving the bolt 22, which bolt is passed through the forward reduced portion of the member 1 and is provided with a wing nut 23 by means of which the bolt may be easily removed for converting the device from one form to the other. The hinge lugs 15 and 16 upon the bracket are located between the spaced pairs of hinged lugs 24 and 25 respectively which are carried upon the steering post, suitable hinge pins 26 being located through each hinge joint. The lower end of the steering post is curved outwardly as shown at 27 and pivoted between the two spaced members of the post is the front wheel 28.

A foot rest 29 is secured to the lower portion of the steering post by means of a bolt 30 and wing nut 31, said bolt also connecting the attaching lug 32 to the steering post. A link 33 is pivotally connected to the lug 32 and pivoted to the free end of said link is the tongue 34 which is provided at its upper end with a handle bar 35 and an attaching clip 36 arranged to be engaged within the slotted steering post 17 when the

device is in the form shown in Fig. 1. A similar attaching clip 37 is provided intermediate the ends of the tongue for engaging the slotted steering post when the device is in the form illustrated in Fig. 4, this last named attaching clip being provided with a ring 38 by means of which it is easily operated. It will be noted that the upper end of the steering post is provided with an enlarged opening 39 through which the attaching clips enter.

In the form of the device illustrated in Figs. 1 to 3 inclusive the forward slotted end of the member 1 engages the channel portion 20 of the bracket 14, the bolt 22 being located therethrough to retain the members in this relation. The attaching clip 36 engages the upper portion of the steering post, thus bringing the handle bars 35 into proper adjustment to be gripped by a child sitting upon the seat member 1. The foot rest 29 is in proper relation to the seat member 1 that if it is desired to coast or to draw the vehicle by the tongue 34, a child may place his feet upon the foot rest. When it is desired to draw the vehicle the attaching clip 36 is disconnected and the handle bar 35, gripped by the person drawing the vehicle the tongue being thus moved into position shown in dotted lines shown in Fig. 1. In the form illustrated in Fig. 4 the bolt 22 has been removed and the member 1 disengaged from the channel portion 20 and swung over into an inner vertical position, the slot 13 therein engaging the channel portion 19 in the bracket 14, the bolt 22 being inserted as shown in Fig. 4. The member 5 is thus held in a substantially horizontal position, the tongue 34 is raised into the upper position, the attaching clip 37 engaging the steering post bringing the handle bars 35 into proper position to be gripped by the hands of a child standing upon the member 5.

I claim:—

1. A device of the character described, comprising a steering post, a bracket connected thereto and provided with a pair of angularly disposed channels, a seat member, an upright member connected to the seat member and means for attaching said seat member to either of the channel portions of the bracket to convert the device into a vehicle designed for a sitting or standing position, the seat member being located in a horizontal plane when one of said channels is engaged and the upright member being located in a horizontal plane and forming a foot support when the other channel is engaged.

2. A device of the character described, comprising a steering post, a road engaging wheel carried thereon, a bracket mounted upon the steering post and provided with a horizontally disposed channel portion and a nearly vertical channel portion, a rear portion comprising a seat member, an upright member and road engaging wheels said seat member being designed to be engaged with either of said channel portions to convert the device into a vehicle designed for a sitting or a standing position.

3. A device of the character described, comprising a steering post, a bracket hingedly mounted upon the steering post and provided with a horizontally disposed channel portion and a nearly vertical channel portion, a road engaging wheel upon said steering post, a detachable rear portion comprising a seat member provided with a longitudinal slot, an upright portion and road engaging wheels, said slot being arranged to engage either of the channel portions of the bracket to convert the device into a vehicle adapted for a standing or a sitting position, a tongue pivotally mounted upon the steering post, a handle pivotally mounted upon the steering post, a handle bar carried by the tongue and means for clamping the tongue in adjusted positions corresponding with the two positions of the vehicle.

In testimony that I claim the above I have hereunto subscribed my name.

ROBERT M. KINNARD.