E. E. DETWILER.

WHEELED TOY.

APPLICATION FILED NOV. 8, 1919.

1,362,086. Patented Dec. 14, 1920.

Fig. 1.

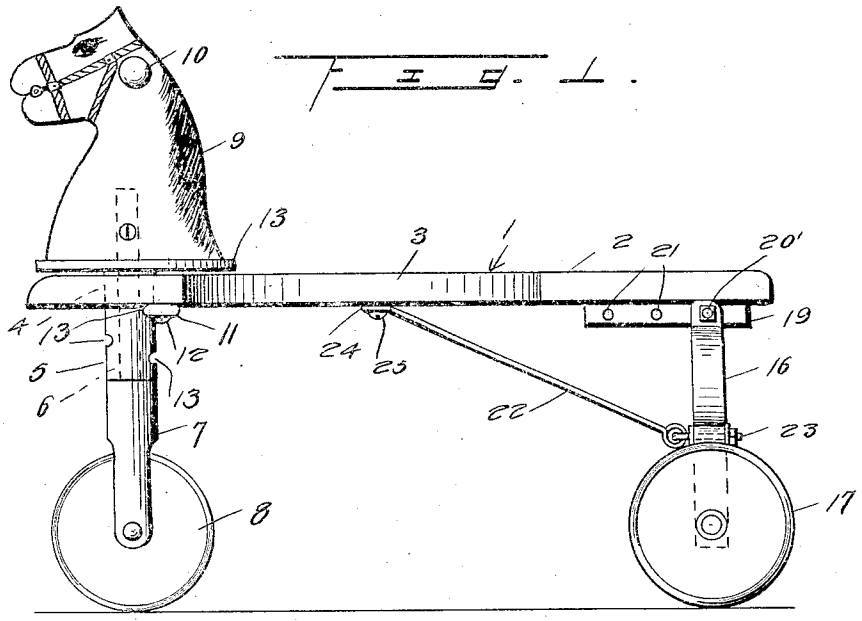


Fig. 2.

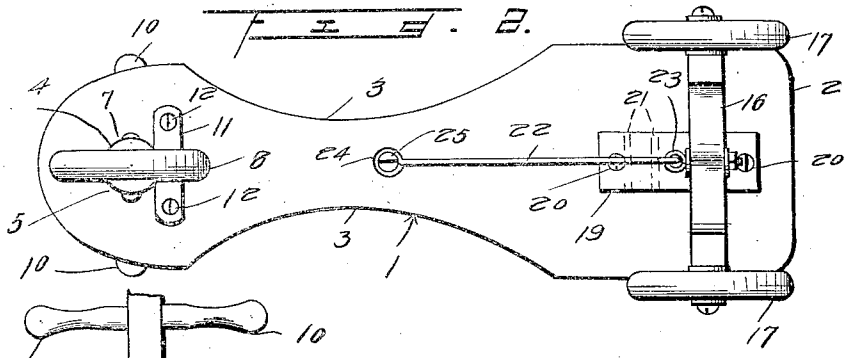
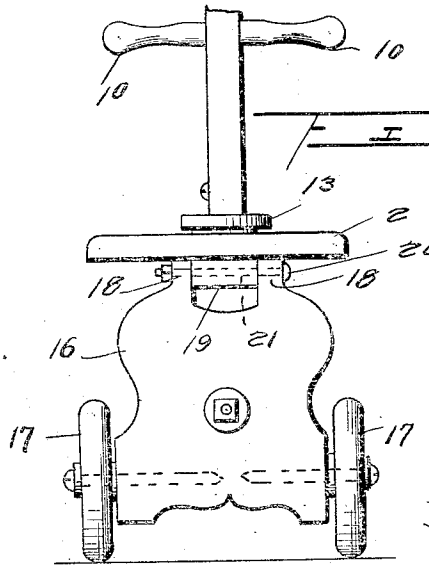


Fig. 3.



Inventor

E. E. Detwiler.

By A. Randolph Jr.

Attorney

UNITED STATES PATENT OFFICE.

ELMER E. DETWILER, OF YORK, PENNSYLVANIA.

WHEELED TOY.

1,362,086. Specification of Letters Patent. Patented Dec. 14, 1920.

Application filed November 8, 1919. Serial No. 336,659.

To all whom it may concern:

Be it known that I, ELMER E. DETWILER, a citizen of the United States, residing at York, in the county of York and State of Pennsylvania, have invented certain new and useful Improvements in Wheeled Toys; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to wheeled toys for children of that type in which the child sits upon the frame of the device and propels the same by pushing the same with the feet, with a walking motion and the primary object of the invention is to provide an improved device of this character, in which the height thereof can be readily adjusted, so that the same can be readily used by children of various ages.

Wheeled toys of this type are used by children when they are of an age when they grow very rapidly and thus a child can outgrow a toy before the same is worn to any great extent and it is therefore an object of the invention to provide a toy which will permit the same to be adjusted in height as the child grows.

A further object of the invention is to provide an improved means for connecting a steering wheel to the frame, so as to permit the same to be easily turned.

A still further object of the invention is to provide an improved wheeled toy of the above character, which is durable and efficient in use, one that is simple and easy to manufacture, and one which can be placed upon the market at a reasonable cost.

With these and other objects in view, the invention consists in the novel construction, arrangement and formation of parts, as will be hereinafter more specifically described, claimed and illustrated in the accompanying drawings, forming a part thereof, in which—

Figure 1 is the side elevation of the improved device.

Fig. 2 is a bottom plan view of the same;

Fig. 3 is a rear elevation of the same.

Referring to the drawings in detail, wherein similar reference characters designate corresponding parts throughout the several views, the numeral 1 generally indicates the improved toy, which includes the seat frame 2, having its side edges cut as at 3 so as to permit the same to be readily straddled by a child. The forward end of the seat frame 2 is provided with an opening 4 which is in direct alinement with the longitudinal axis of the seat frame and this opening slidably receives the sleeve 5, which has rotatably mounted therein the post 6. The lower end of the post 6 has secured or formed thereon the forked shaped member 7 which rotatably carries the front steering wheels 8. The upper terminal of the post 6 protrudes beyond the upper surface of the frame and has detachably secured thereto for movement therewith the steering head 9, having outwardly extending handles 10, whereby the posts 6 and the wheel 8 may be readily turned. The head 9 may be carved to represent an animal's head and neck, as shown.

The sleeve 5, as stated is slidably mounted in the opening 4 and the sleeve is adapted to be held in various adjusted positions, by means of the lock 11, which consists of a flat plate, detachably secured to the lower surface of the frame 2 by suitable screws, 12. The forward end of the plate 11 is adapted to fit in any one of the notches 13 formed in the sleeve to hold the sleeve against rotary and endwise movement with respect to the seat frame 2. The notches are shown arranged in staggered relation so as to prevent the weakening of the sleeve. By removing one of the screws 12 the plate 11 can be readily swung out of engagement with the walls of the notches and permit the sleeve to be raised or lowered so as to adjust the wheel 8 in relation to the frame 2.

The head 9 rests upon the upper end of the sleeve 5 and carries an oval shaped collar 13 which is adapted to engage the upper surface of the frame 2 when the sleeve is adjusted at its highest position, so as to brace the structure when the same is adjusted to its highest position.

The rear portion of the frame 2 carries the rear bolster 16, which supports the rear wheels 17 in the ordinary or any preferred manner. The upper terminal of the rear bolsters 16 is slotted to provide a pair of arms 18, which are adapted to embrace the side faces of a strip 19, which extends longitudinally of the frame. This strip 19 is secured to the lower surface of the frame and is in alinement with the longitudinal axis of the same and is held against displacement by suitable fastening elements 20. The strip 19 is provided with a plurality of spaced openings 21 and the upper terminal of the arms 18 of the bolster provided with openings which are adapted to be brought into alinement or registration with any one of the openings formed in the strips, for a purpose, which will hereinafter more fully appear. A bolt 20′ is adapted to extend through the registering openings to hold the bolster 16 in its adjusted positions. A flexible brace rod 22 extends downwardly from the lower surface of the frame 2 toward the lower edge of the bolster and is secured thereto by means of an eye bolt 23. The connection between the eye bolt 23 and the brace 22 is such as to permit the bolster to be swung on the brace rod as a fulcrum. The upper terminal of the brace rod 22 is bent angularly to form an attaching foot 24, which is secured to the lower surface of the frame by a suitable fastening element 25. The openings 21 formed in the strip 19 correspond to the notches 13 formed in the sleeve, so that the wheels 8 and 17 can be positioned in the same plane in relation to each other during all of the various adjustments thereof.

When it is desired to adjust the rear wheels 17 in relation to the frame the bolt 20′ is removed and the bolster is swung on the brace rod 22 as a fulcrum and brought into registration with the desired openings formed in the strips, at which time the bolt 20′ is reinserted through the openings.

From the foregoing description, it can be seen that an improved toy vehicle is provided for children of the kiddie car type, and in which the height of the same can be readily and easily adjusted to permit the same to be used by children of various heights.

In practice, I have found that the form of my invention illustrated in the accompanying drawings and referred to in the above description, as the preferred embodiment, is the most efficient and practical; yet realizing the conditions concurrent with the adoption of my device will necessarily vary, I desire to emphasize that various minor changes in details of construction, proportion and arrangement of parts may be resorted to, when required without sacrificing any of the advantages of my invention as set forth.

What I claim as new is:—

1. A toy vehicle of the class described, comprising a frame, a front steering wheel carried by the forward end of the frame, means for adjusting said wheel toward and away from the frame, a bolster, rear wheels carried by the bolster, means pivotally securing the bolster to the frame intermediate its ends, and means for securing the upper terminal of the bolster in various positions in relation to the body.

2. A wheeled toy including a frame, a sleeve mounted upon the frame for vertical adjustment with relation thereto, an element carried by the frame for engagement with the sleeve to hold it in adjusted position, a steering post rotatably carried by the sleeve, a wheel journaled on the steering post, and wheels journaled on the frame.

3. A wheeled toy including a frame, a sleeve provided at its front and rear sides with notches and carried by the frame for endwise and rotary adjustments with respect thereto, an element carried by the frame for engagement in one of said notches to secure the sleeve in adjusted position, a steering post journaled in the sleeve, a wheel journaled on the steering post, and wheels journaled on the frame.

4. A wheeled toy including a frame, a sleeve provided in its front and rear sides with notches and carried by the frame for endwise and rotary adjustments with respect thereto, an element carried by the frame for engagement in one of said notches to secure the sleeve in adjusted position, a steering post journaled in the sleeve and provided with a shoulder engaging the lower end of the sleeve, a steering head secured to the upper end of the steering post and engaging the upper end of the sleeve, a wheel journaled on the steering post, and wheels journaled on the frame.

5. A wheeled toy including a frame, a strip secured to the under side of the frame and extending longitudinally thereof and provided with relatively spaced openings, a bolster having its upper end notched to receive said strip, an element passing through the upper end of said bolster and one of the openings in said strip, a downwardly and rearwardly inclined brace fixed at its upper end to the under side of said frame and having its lower end pivotally connected to said bolster, wheels journaled on the bolster, a steering post journaled on the frame, and wheels journaled on the steering post.

6. A wheeled toy including a frame, a bolster, means connecting the upper end of said bolster to said frame for longitudinal adjustment with relation thereto, a brace rod

having one end fixed to said frame and having its other end pivotally connected to the bolster, wheels journaled on the bolster, a steering post and a wheel journaled on the steering post.

7. A wheeled toy including a frame, a bolster, means connecting the upper end of said bolster to said frame for longitudinal adjustment with relation thereto, and a brace rod having one end fixed to said frame and having its other end pivotally connected to said bolster.

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

ELMER E. DETWILER.

Witnesses:
S. S. HAY,
W. C. BEITZEL.