

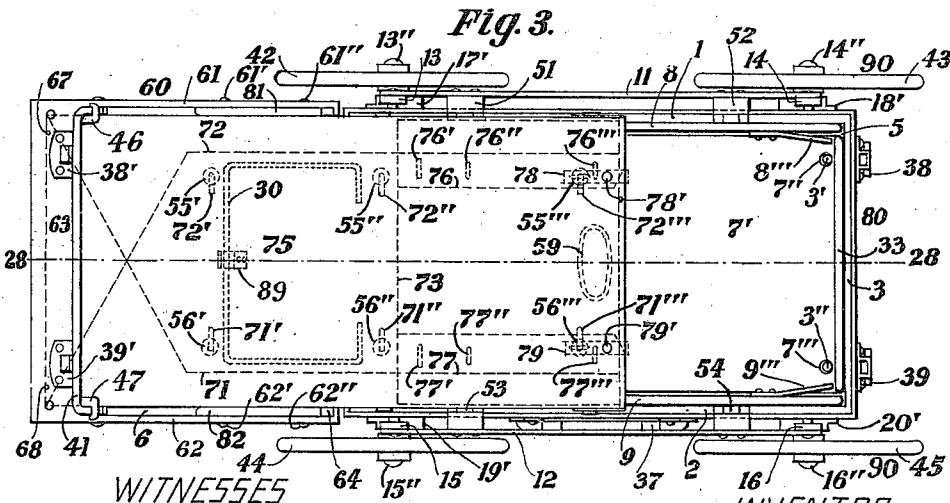
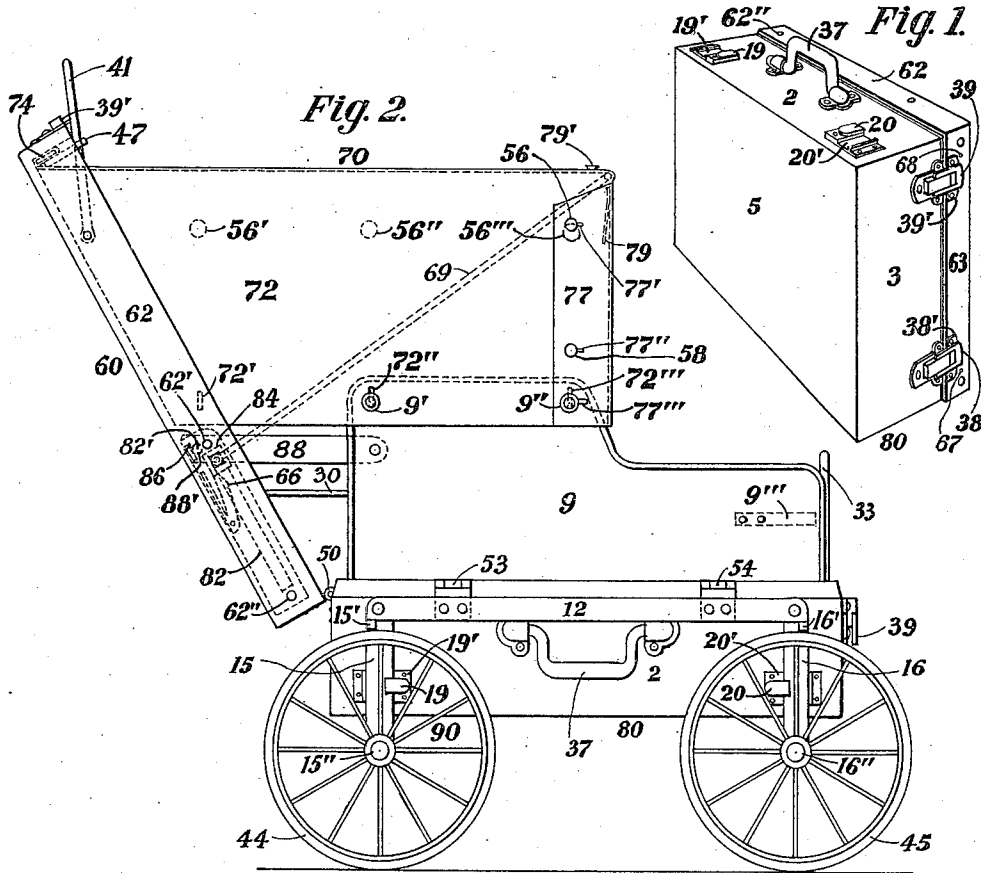
A. E. LONG.
VEHICLE.

APPLICATION FILED AUG. 15, 1910.

Patented Mar. 28, 1911.

987,895.

4 SHEETS-SHEET 1.



WITNESSES
W. Williams.
Wm. Zeaman.

INVENTOR
Albert E. Long.

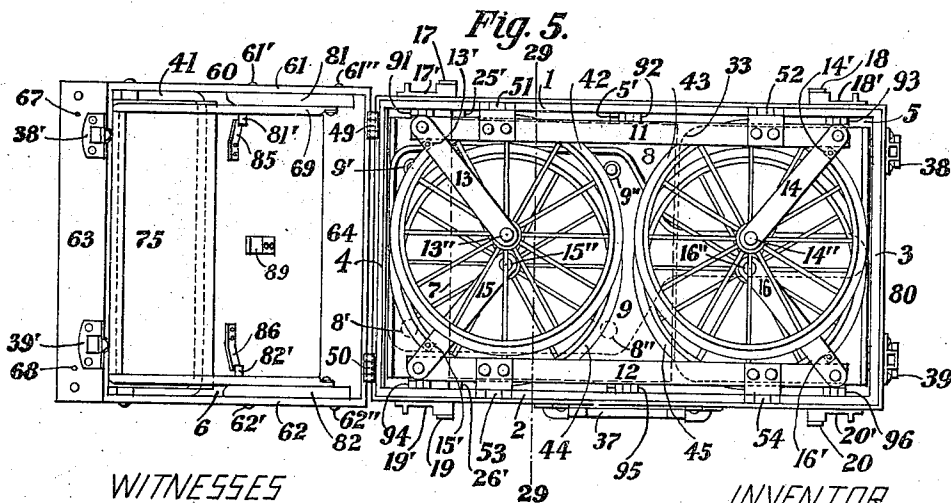
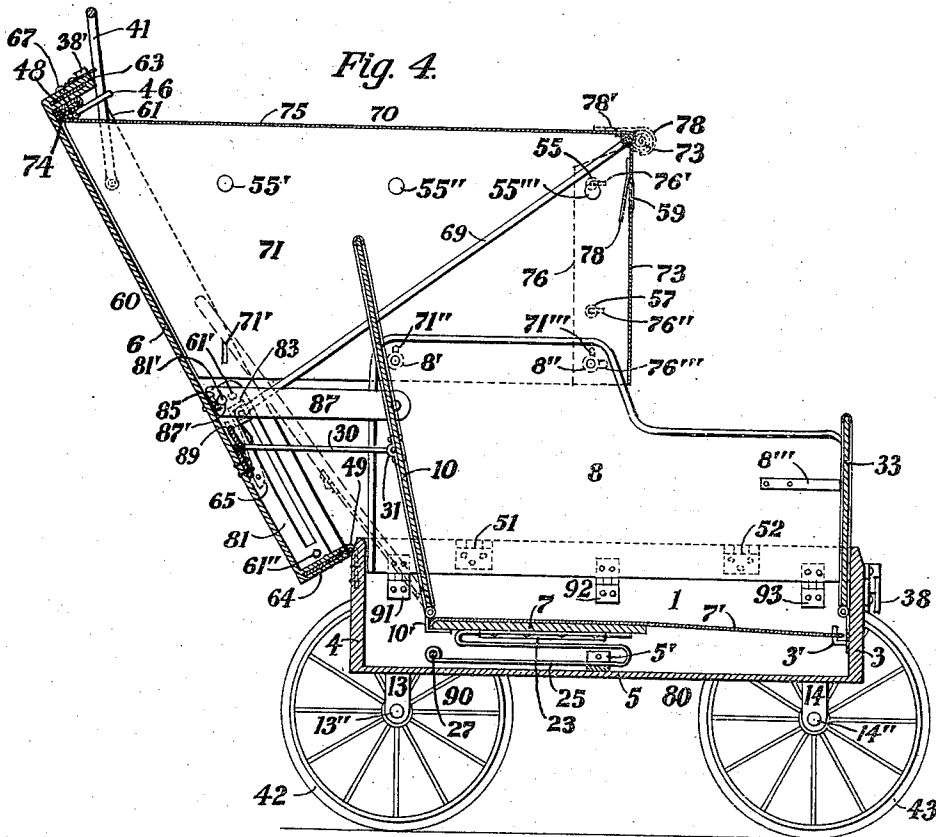
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4 SHEETS-SHEET 2.

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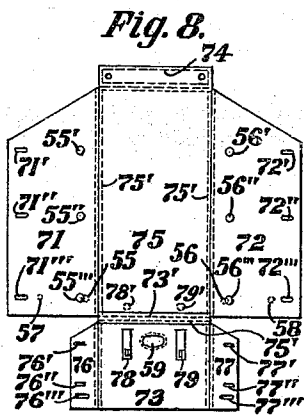
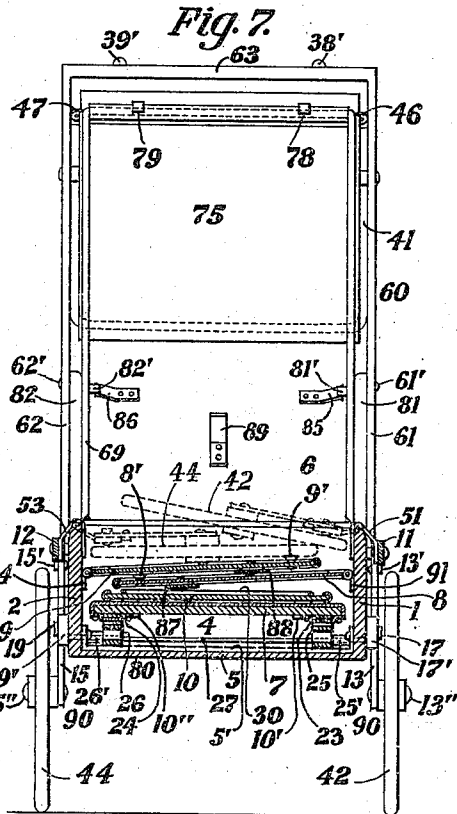
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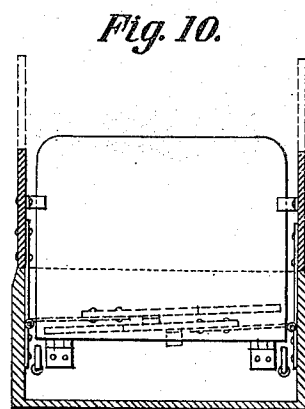
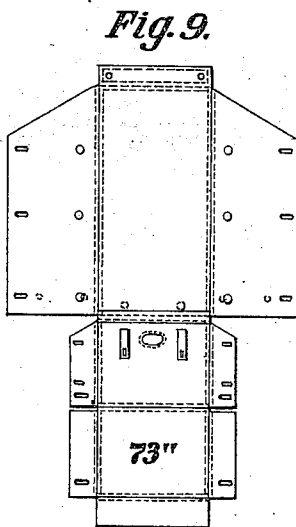
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Fig. 6.



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4 SHEETS—SHEET 4.

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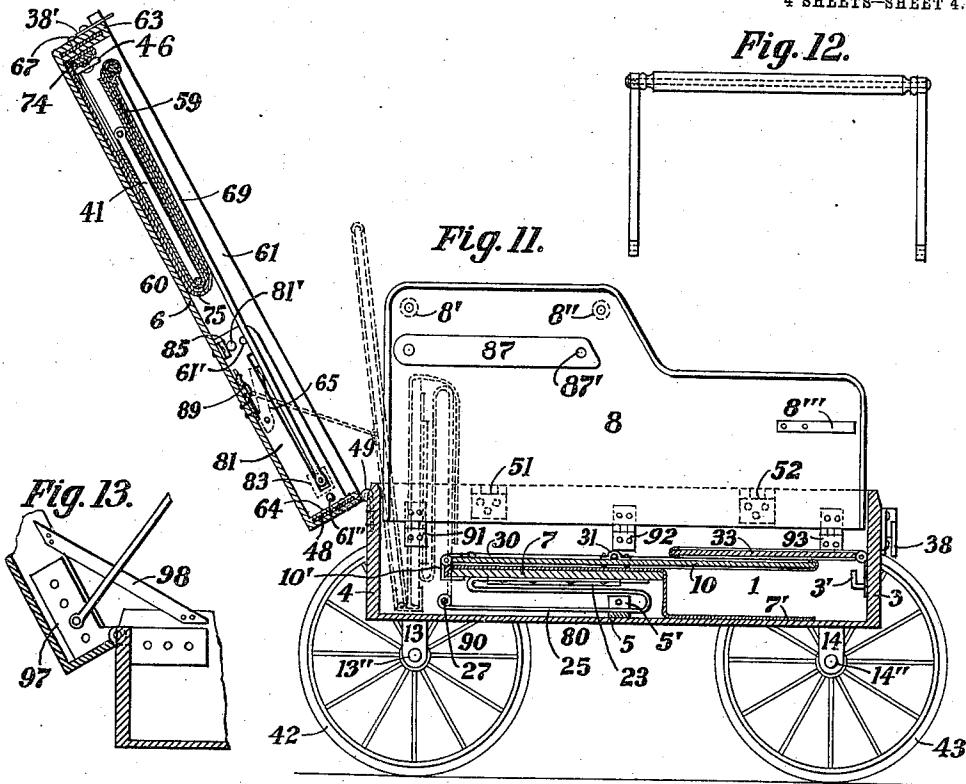


Fig. 12.

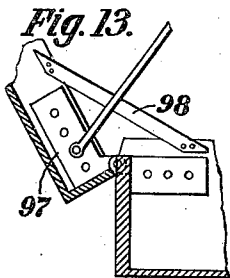
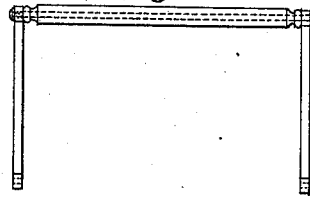


Fig. 14.

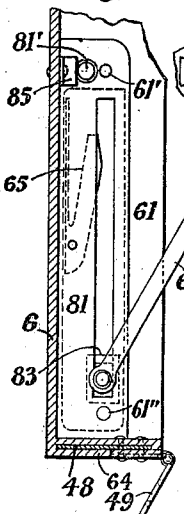


Fig. 15.

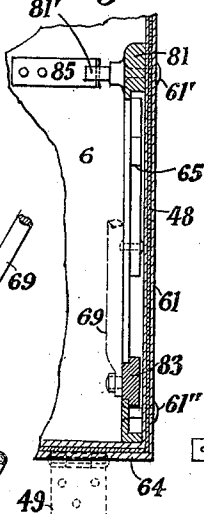


Fig. 16.

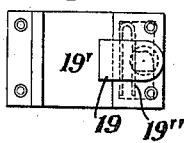


Fig. 20.

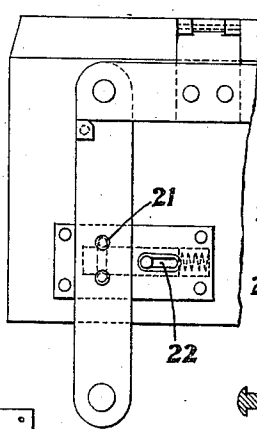


Fig. 21.

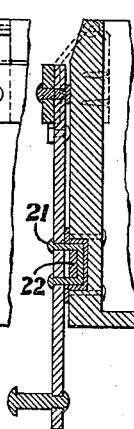


Fig. 17.

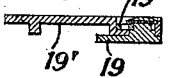


Fig. 18.

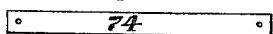


Fig. 19.



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987,895.

Specification of Letters Patent.

Patented Mar. 28, 1911.

Application filed August 15, 1910. Serial No. 577,212.

To all whom it may concern:

Be it known that I, ALBERT E. LONG, a citizen of the United States of America, residing at Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Vehicles, of which the following is a specification.

My invention relates to vehicles, and more particularly to vehicles used for small children, and is in the nature of improvements upon the construction shown in Patent No. 877,350 granted to me on January 21st, 1908, and the object of my present invention is to provide an improved vehicle of this class that may be operated with greater facility, and adapted to afford more comfort and protection to its occupant.

My invention consists of certain features of novelty in the construction, combination, and arrangement of parts by which the aforesaid object and certain other objects hereinafter appearing are attained, all as fully described with reference to the accompanying drawings, and more particularly pointed out in the claims.

In the said drawings Figure 1 is a perspective view of my invention when closed ready for being carried. Fig. 2 is a side elevation of the device in its operative position. Fig. 3 is a plan of the device in its operative position. Fig. 4 is a longitudinal section on the line 28—28 of Fig. 3. Fig. 5 is a plan of the device: parts being folded. Fig. 6 is a front elevation of the device in its operative position. Fig. 7 is a transverse section on the line 29—29 of Fig. 5, a part of the running gear being shown in operative position, and a part of the running gear being shown by dotted lines in folded position. Fig. 8 is a view, on a reduced scale, showing the collapsible cover. Fig. 9 is a view, on a reduced scale, showing a modified form of the cover shown in Fig. 8. Fig. 10 is a transverse section showing a modified form of side members. Fig. 11 is a longitudinal section on the line 28—28 of Fig. 3, parts being folded. Fig. 12 is an elevation of a modified form of handle-extension. Fig. 13 is a fragmentary section of a modified form of my invention hereinafter described. Figs. 14 and 15 are fragmentary sections, on an enlarged scale, showing parts connected with the lower part of the lid. Figs. 16 and 17 are details, on an enlarged scale, of the pre-

ferred form of means for holding the running gear in operative position. Fig. 18 is a view of the strip of steel connected with the collapsible cover. Fig. 19 is a fragmentary section showing a modified form of spring for the seat; and Figs. 20 and 21 are fragmentary details, on an enlarged scale, of a modified form of improved running gear, and improved means for holding the same in operative position.

Similar characters of reference are employed to indicate corresponding parts throughout the several figures.

The vehicle body 80 is in the form of a box or case having a bottom 5 and a plurality of side walls 1, 2, 3, 4; and to the rear portion of this body 80 a lid 60 is connected by means of hinges 49, 50 so that the said lid 60 may be swung forwardly toward the front of the body 80 and the said lid may also be opened and closed. The lid 60 is preferably provided with a main top portion 6 and a plurality of flanges 61, 62, 63, 64 and preferably has a reinforcing band 48 in the said flanges.

In a modified form of my invention I employ spring hinges to connect the lid 60 with the body 80. In another modified form of my invention the lid is connected with the body by means of hinges 97 connected with side flanges of the lid and with side walls of the body, as shown in Fig. 13. In a modified form of my invention I connect one or more collapsible stays 98 with the lid and with the body to keep the said lid from falling backward, as shown in Fig. 13.

A handle-extension 41 is pivotally connected to flanges 61, 62 of the lid 60 and is preferably in the form of a yoke as shown in Fig. 6 and the said handle-extension 41 is adapted to swing to its operative position as shown in Figs. 2 and 3 and is also adapted to swing into the lid 60 as shown in Figs. 7 and 11; and the vehicle may be pushed or pulled by means of the said handle-extension 41. Spring hooks 46, 47 are pivotally connected with a flange 63 of the lid 60 and are adapted to hold the handle-extension 41 in operative position as shown in Figs. 3 and 6, and the said spring hooks 46, 47 may be moved inwardly as shown in Fig. 7.

A modified form of the handle-extension 41 is shown in Fig. 12.

Bars 11, 12 are connected to the body 80 by means of hinges 51, 52, 53, 54. Arms 13, 14, 15, 16 are pivoted to the said bars 11, 12

and these arms 13, 14, 15, 16 have axles 13'', 14'', 15'', 16'' connected therewith. Wheels 42, 43, 44, 45 are journaled on these axles. The arms 13, 14, 15, 16 are provided with
 5 projections 13', 14', 15', 16' adapted to limit the movement of the said arms 13, 14, 15, 16 by the said projections striking against the said bars 11, 12, as shown in Fig. 5. The running gear 90 being hinged to the body
 10 80 may be moved to a position above the folded side members 8, 9, as shown in Fig. 5 and may also be moved to its operative position against the outside of the body 80 as shown in Figs. 2 and 3. A part of the
 15 running gear 90 is shown in folded position by dotted lines in Fig. 7. The running gear 90 may be held in operative position by means of latches 17, 18, 19, 20. The said latches are connected with base parts 17',
 20 18', 19', 20', the said base parts being connected with and forming a part of the body 80. One of the said latches, 19, is shown in detail on an enlarged scale in Figs. 16 and 17: the latch part 19 is movably connected
 25 with the base part 19' and a spring 19'' presses against the said base part 19' and against the neck of the said latch part 19.

In a modified form of my invention the arms 13, 14, 15, 16 are provided with staples
 30 21, and are held in operative position by means of spring bolts 22 passing through these staples 21, as shown on an enlarged scale in Figs. 20 and 21.

Side members 8, 9 are connected within
 35 the body 80 to side walls 1, 2 of the said body by means of hinges 91, 92, 93, 94, 95, 96 so that the said side members may be folded one above the other within and transversely of the said body as shown in Figs.
 40 5 and 7 and also be swung up to their operative position against the side walls 1, 2 of the body 80. Arms 87, 88 are pivotally connected with the said side members 8, 9 and have openings 87', 88' at their free ends
 45 adapted to connect with projections 81', 82' of the slot members 81, 82. When the arms 87, 88 have been slipped on the said projections 81', 82' the said arms 87, 88 are held in operative position by means of depressible
 50 springs 85, 86, the said springs 85, 86 being connected with the lid 60.

In a modified form of my invention the side members are adapted to rest upon the top of the vehicle body, as shown in Fig. 10.

55 A dash-board 33 is hinged to the inner side of the front side wall 3 of the body 80 and may be folded inwardly as shown in Figs. 5 and 11 or moved to its operative position against the front side wall 3 of the
 60 body 80, as shown in Fig. 4. Depressible springs 8''', 9''' are connected with the side members 8, 9 for holding the said side members 8, 9 and the dash-board 33 in operative position.

65 Springs 25, 26 are pivotally connected

with the body 80 by means of a rod 27, the said rod 27 being connected with the body 80 by passing through its side walls 1, 2. Collars 25', 26' are strung on the rod 27 to keep the springs 25, 26 from moving later-
 70 ally. The springs 25, 26 are connected with the seat 7 by means of caps 23, 24, the said caps being screwed to the seat 7. The said seat 7, with the caps 23, 24, foot-rest 7', and springs 25, 26, may be moved upwardly to
 75 the position shown by dotted lines in Fig. 11, and may also be swung down to the operative position shown in Fig. 11. When the seat 7 is pressed down by the weight of the occupant of the vehicle from the oper-
 80 ative position shown in Fig. 11 the springs 25, 26 press against a bar with upturned ends 5' connected with the body 80 and yieldingly resist the said weight.

In a modified form of my invention the
 85 bar 5' is omitted and the springs 25, 26 press against the bottom 5 of the body 80. A modified form of the springs 25, 26 is shown in Fig. 19.

A seat-back 10 is hinged to the seat 7 by
 90 means of hinges 10', 10'' and is adapted to fold down upon the said seat 7 as shown in Figs. 7 and 11. Connected with the seat-back 10 by means of caps 31, 32 is a yoke 30 adapted to connect detachably with a spring
 95 holder 89 connected with the lid 60, to hold the seat-back 10 in a position suitable for a sitting posture for the occupant of the vehicle. But the said yoke 30 may be released from the spring holder 89 and swung down,
 100 when the seat-back 10 may be swung back to the position shown by dotted lines in Fig. 4.

A collapsible foot-rest 7' is connected with
 105 the seat 7, and the said foot-rest may be detachably connected with the body 80 by means of holes 7'', 7''' of the said foot-rest being slipped over hooks 3', 3'' connected with the front side walls 3 of the body 80,
 110 as shown in Figs. 3 and 4.

Connected with the lid 60 is a collapsible
 115 cover 70 having a collapsible top portion 75, collapsible side curtains 71, 72, and a collapsible front curtain 73. All of the said curtains 71, 72, 73 are connected with the said top portion 75 and are adapted to hang therefrom. The said front curtain 73 is provided with ears 76, 77 and straps 78, 79. Stitches 75' are sewn along, shown in Fig. 8
 120 so that the said curtains 71, 72, 73 may fold readily. All of the said curtains 71, 72, 73 may be swung upon the said top portion 75 as shown by dotted lines in Fig. 3, and the side curtains 71, 72 may be held in the said position by means of buttons 55', 55'', 55''',
 125 56', 56'', 56''' and buttonholes 71', 71'', 71''', 72', 72'', 72'''. The top portion 75 of the cover 70 is connected with the lid 60 by means of rivets 67, 68, preferably with the flange 63 of the said lid 60. A perforated 130

strip of steel 74 is sewn in the rear portion of the top portion 75 of the cover 70 to keep the said top portion 75 from being torn away from the lid 60; the said strip of steel 74 being shown detached from the cover 70 in Fig. 18.

In a modified form of my invention I connect the top portion 75 and its strip of steel 74 with the main top portion 6 of the lid 60.

The top portion 75, side curtains 71, 72, and front curtain 73 may be folded, and together with the yoke 69 moved to occupy a position within the lid 60, as shown in Figs. 5 and 7. Buttons 8', 8'', 9', 9'' are provided on the side members 8, 9, and buttonholes 71'', 71''', 72'', 72''' of the side curtains 71, 72 are adapted to connect with these buttons. The ears 76, 77 of the front curtain 73 are provided with buttonholes 76'', 76''', 77', 77'' adapted to connect with buttons 55, 57, 56, 58 on the side curtains 71, 72, and the said ears 76, 77 are also provided with buttonholes 76''', 77''' adapted to connect with buttons 8'', 9'' on the side members 8, 9. The front curtain 73 may be rolled up at will as shown by dotted lines in Fig. 4 and held by means of its straps 78, 79 connecting with buttons 78', 79' of the top portion 75 of the cover 70. The front curtain 73 is provided with a transparent window 59.

In a modified form of my invention shown in Fig. 9 the front curtain 73 is provided with an extension 73'' to cover the front portion of the vehicle.

A yoke 69 is connected with the front portion of the cover 70, preferably by means of sewing, and the arms of the said yoke 69 are pivotally connected with carriers 83, 84, the said carriers 83, 84 being slidably connected with slot members 81, 82, so that the said yoke 69 and the said carriers 83, 84 may slide within the said slot members 81, 82. These slot members 81, 82 are connected with flanges 61, 62 of the lid 60 by means of rivets 61', 61'', 62', 62''. Spring stops 65, 66 are pivotally connected with the slot members 81, 82 and are adapted to spring out and stay the sliding movement of the carriers 83, 84 when the said carriers 83, 84 have been slid past them, as shown in Figs. 2 and 4. When the spring stops 65, 66 have been pressed back then the carriers 83, 84 and the yoke 69 may move down, as shown in Fig. 11 and on an enlarged scale in Figs. 14 and 15.

In a modified form of my invention the carriers 83, 84 and the slot members 81, 82 are omitted, the yoke 69 being pivotally connected directly with the lower portion of the side flanges of the lid, as shown in Fig. 13.

Clasp members 38, 38', 39, 39' are connected with the lid 60 and with the vehicle body 80 for holding the said lid 60 in its

closed position. A carrying-handle 37 is connected with the body 80 for convenience in carrying the device when folded as shown in Fig. 1.

The operation of the device is as follows: 70 Assuming the device to be folded as shown in Fig. 1 the clasp members 38, 38', 39, 39' are disconnected from each other and the lid 60 opened. The running gear 90 is then swung to its operative position and held in said operative position by means of latches 17, 18, 19, 20. The side members 8, 9 are then raised and connected with the lid 60 by means of the arms 87, 88 being connected with projections 81', 82' of the slot members 81, 82 and held in said position by means of the depressible springs 85, 86. The dash-board 33 is then swung upwardly between the side members 8, 9 and pulled forwardly past the depressible springs 8'', 85 9''' of the said side members 8, 9. The seat-back 10 is then raised and its yoke 30 connected with the spring holder 89 connected with the lid 60. The foot-rest 7' is then connected with the body 80 by means 90 of holes 7'', 7''' of the said foot-rest 7' being slipped over hooks 3', 3'' connected with the body 80. The yoke 69 is then pulled forwardly and upwardly till the carriers 83, 84 connected with the said yoke 69 95 have passed the spring stops 65, 66 of the slot members 81, 82. The side curtains 71, 72 are then unbuttoned from each other and swung down and buttoned to the side members 8, 9. The front curtain 73 is then 100 swung down and buttoned to the side curtains 71, 72 and to the side members 8, 9. The handle-extension 41 is then raised to its operative position and held by means of hooks 46, 47 connected with the lid 60. To 105 close or fold the device the operation is reversed.

I claim:

1. In a vehicle, the combination of a body, a lid movably connected with the said body, side members hinged within and to the said body and adapted to occupy a folded position one above the other within the said body, and means for detachably connecting the said side members with the said lid. 115

2. In a vehicle, the combination of a body, a lid hinged to the said body, side members hinged within and to the said body and adapted to occupy a folded position one above the other within the said body, and 120 means for connecting the said side members with the said lid.

3. In a vehicle, the combination of a body, a lid hinged to the said body, running gear movably connected with the said body, side 125 members hinged to the said body, and arms pivotally connected with the said side members and detachably connected with the said lid.

4. In a vehicle, the combination of a body, 130

a lid hinged to the said body and adapted to swing forwardly toward the front of the said body, running gear hinged to the said body and adapted to open and lie against
 5 the outside of the said body, and side members hinged within and to the said body and adapted to fold one above the other within the said body.

5. In a vehicle, the combination of a body,
 10 a lid hinged to the said body and adapted to swing forwardly toward the front of the said body, side members hinged within the said body to side walls of the said body and adapted to fold within the said body, and
 15 running gear hinged to the said body and adapted to fold above the said side members.

6. In a vehicle, the combination of a body, a lid connected to the said body and adapted to swing forwardly toward the front of the
 20 said body, running gear movably connected with the said body, side members hinged to the said body, and arms pivotally connected with the said side members and detachably connected with the said lid.

25 7. In a vehicle, the combination of a body, a lid hinged to the said body and adapted to swing forwardly toward the front of the said body, side members connected within the said body to side walls of the said body,
 30 bars hinged to the said body, arms pivotally connected to the said bars, axles connected with the said arms, and wheels journaled on the said axles.

35 8. In a vehicle, the combination of a body, a lid hinged to the said body, side members hinged within and to the said body and adapted to fold within the said body, means

for connecting the said side members with the said lid, and running gear connected to the said body. 40

9. In a vehicle, the combination of a body, a lid hinged to the said body, side members connected within the said body to side walls of the said body and adapted to fold one above the other within the said body, means
 45 for connecting the said side members with the said lid, and running gear connected to the said body.

10. In a vehicle, the combination of a body, a lid hinged to the said body, side
 50 members hinged to the said body, arms pivotally connected with the said side members and detachably connected with the said lid, and a spring seat pivotally mounted within the said body below the said side
 55 members.

11. In a vehicle, the combination of a body having four side walls and a bottom, two frames hinged to the said body, wheels journaled on the said frames, a spring seat
 60 pivotally connected to and within the said body, a seat-back pivotally connected to the said spring-seat, a dash-board pivotally connected to the inside of the said body, and
 65 two side members hinged to the inside of the said body.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in the presence of two witnesses.

ALBERT E. LONG.

Witnesses:

C. E. FETZER,
 A. DAMMANY.