W. H. HERRICK.

CHILD'S VEHICLE.

APPLICATION FILED AUG. 27, 1921.

1,418,569. Patented June 6, 1922.

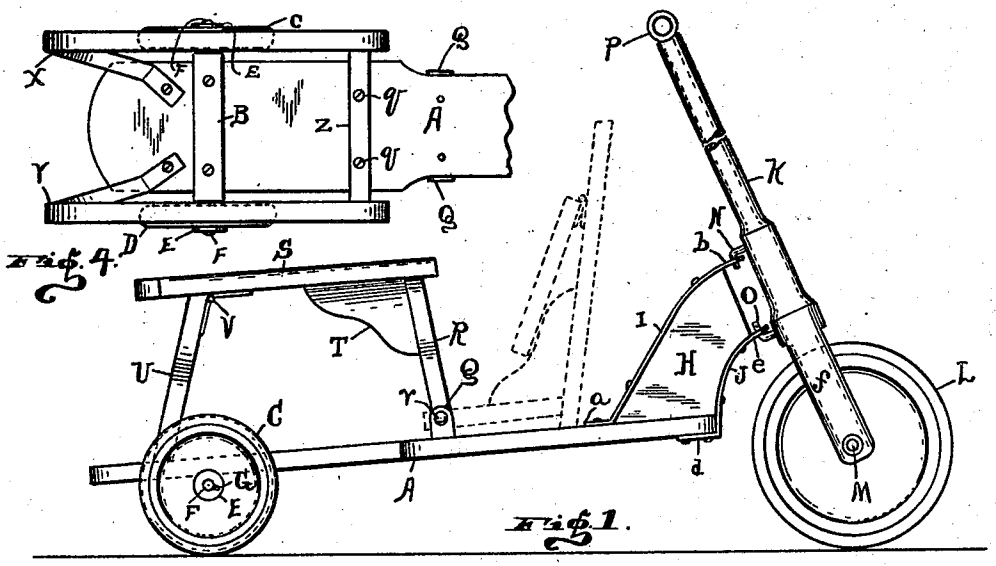


Fig. 4.

Fig. 1.

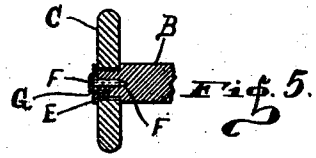


Fig. 5.

Fig. 2.

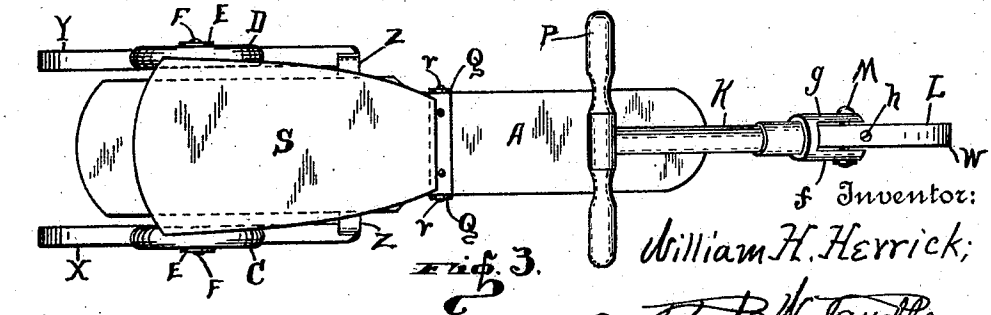


Fig. 3.

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UNITED STATES PATENT OFFICE.

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CHILD'S VEHICLE.

1,418,569. Specification of Letters Patent. **Patented June 6, 1922.**

Application filed August 27, 1921. Serial No. 495,980.

To all whom it may concern:

Be it known that I, WILLIAM H. HERRICK, a citizen of the United States, residing in the city of Indianapolis, in the county of Marion, State of Indiana, have invented new and useful Improvements in Children's Vehicles, of which the following is a full, clear, and comprehensive specification and exposition, the same being such as will enable others to make and use the same with exactitude.

The object of my present invention, broadly speaking, is to provide a child's convertible vehicle which is strong and durable in construction, simple in character, easily operated and controlled, which may be easily converted for various purposes, and which can be manufactured and sold at a comparatively low price.

More specifically stated, my object is to provide a device for the amusement and development of children, which may be employed as a side-walk coaster, a side-walk kiddie-car, an ice-coaster, or an ice-kiddie-car, by means of very slight adjustments.

Various other objects and particular advantages of the invention will suggest themselves in the course of the following description, and that which is new will be correlated in the appended claims terminating this specification.

The preferred means for carrying out the principles of my invention in a practical manner is shown in the accompanying one-sheet of drawings, in which—Figure 1 is a side elevation of the device as it would appear mounted upon wheels forming a side-walk kiddie-car, or a side-walk coaster. Figure 2 is a side elevation of the same as forming an ice-coaster, or an ice kiddie-car. Figure 3 is a top plan view of the device as arranged as an ice kiddie car. Figure 4 is a bottom plan view of the rear portion of the device as it is shown in Fig. 2. And Figure 5 is a detail section showing the manner of mounting the wheels in place.

Similar indices denote like parts throughout the several views.

In order that the construction, the operation, and the advantages of my invention may be more fully understood and appreciated, I will now take up a detailed description thereof in which I will set forth the several features as fully as I may.

The construction of my invention includes a base A which is in the nature of an elongated plate whose front half is of less width than is the rear half thereof.

Extending across and secured to the underside of the rear portion of the base A is the axle B whose end portions are round in cross section to form pivots for the rear wheels C and D. Each of said wheels is retained in place by means of a washer E which in turn is retained in place by a screw F which is inserted through an aperture in the center of its washer and it is driven into the center of the pivot of the axle, as shown in Fig. 5. Said washer is prevented from revolving with the wheel by means of a small sprig G which is driven through a notch formed from the center aperture of the washer and into the end of the pivot of the axle, also as is clearly shown in Fig. 5.

Mounted in the center of the forward end portion of the base A is the steering block H (neither right-angle, oblong, or square) which extends upward and forward, as shown in Figs. 1 and 2.

Attached to the upper edge of the block H is the hinge-plate I, whose lower portion forms a foot *a* which is secured to the surface of the base A. The upper portion *b* of the plate I has a hinge-eye therethrough, for the purpose hereinafter appearing.

Secured to the lower edge of the block H is the lower plate J whose lower portion forms the foot *d* which is secured to the inner side of the center of the forward end of the base A. The upper portion *e* of the plate J has a hinge eye formed therethrough for the purpose hereinafter stated.

Letter K denotes the steering post, its lower portion being formed forked to provide the two prongs *f* and *g* between which may revolve the front wheel L which is larger than the rear wheels.

The wheel L is revolubly mounted on the pivot M which extends across through the lower portions of said prongs as shown.

Secured in and extending back from the post K are the two right-angular hinge members N and O whose free end portions are directed toward each other to be located in the eyes of the respective parts *b* and *e*, as shown in Figs. 1 and 2.

Secured to the upper end of the post K is the handle-bar P, by which the post K, and therefore the wheel L may be turned

for the purpose of steering the vehicle as desired.

Secured on and extending across the central portion of the base A is a bar, whose upturned ends form the two ears Q between which is located the lower end of the post R where it is pivoted to said ears by the screws *r*. The forward end of the seat S is rigidly secured on the upper end of the post R and it extends back at approximately right-angles therefrom. A brace T is secured in the angle between the post R and the seat S to more rigidly retain said parts together.

Letter U denotes the folding post which is connected to the underside of the seat S by the hinge V, the lower end of the post U being adapted to rest on the base A without attachment thereto, as in Fig. 1, or to be folded up as shown in Fig. 2.

Letter W denotes the front runner, which is adapted to contact with a portion of the periphery of the wheel L, where it is detachably secured by the screws *h*. The upper portion of said runner has an aperture therein to receive therethrough the hinge member O, and it is also secured to the post K by a screw. The lower end portion of said runner extends straight back tangent from the lower point of the wheel L substantially as shown.

Letters X and Y denote the rear runners, which are located under the respective wheels C and D. The front ends of said runners extend up to the base A where they are formed integral with the member Z, the latter being detachably secured to the underside of the base by means of the screws *q*.

Operation: It is now apparent that the construction shown and herein described has a four-fold function: (1) With the runners removed, and with the seat turned as in Fig. 1, the child may be seated on the seat S and with his feet in contact with the ground or floor he may propel the vehicle forward, with his hands on the handle-bar P he may guide the device as desired, using it as a side-walk kiddie car. (2) By turning the seat S forward in its folded position, as in Fig. 2, but with the other parts as in Fig. 1, then the child may stand on the base A and use the device as a side-walk or floor or ground coaster. (3) Then after attaching the runners W, X and Y, with the seat as in Fig. 1, that is as in dotted lines in Fig. 2, the child may employ the device as an ice-kiddie-car. And finally (4) with the runners still attached, and with the seat folded up, as in Fig. 2, the device may be employed as an ice-coaster.

The convertibility of the device makes it especially attractive to children as they are thereby enabled to perform a variety of stunts which ordinarily would require separate vehicular devices to accomplish.

It is also to be understood that various changes may be made in the several details of construction without departing from the spirit of the invention and without sacrificing any of the advantages thereof which are new and which involve invention.

Having now fully shown and described my invention, what I claim and desire to secure by Letters Patent of the United States, is—

1. A child's convertible vehicle comprising in combination with a base, wheels for supporting the rear end of the base, a steering post hinged forward of said base, a steering wheel mounted in the lower end of said post, a detachable runner secured to said post and extending forward and downward in a curve and then extending rearward under the steering wheel and in contact therewith, runners detachably secured to said base and extending underneath their respective rear wheels, all substantially as shown and described.

2. A child's convertible vehicle comprising in combination with a base, double means for supporting the rear end of the base, a steering block projecting from the forward portion of the base, a steering post hinged to said block, a steering wheel carried by the lower portion of the steering post, a detachable front runner secured at its upper end to the steering post and extending forward and downward in contact with the periphery of the steering wheel and extending directly rearward from the point of the forward wheels tangency with the surface over which the vehicle is adapted to travel.

In testimony whereof I have hereunto subscribed my name to this specification in the presence of two subscribing witnesses.

WILLIAM H. HERRICK.

Witnesses:
R. E. RANDLE,
ROBT. W. RANDLE.