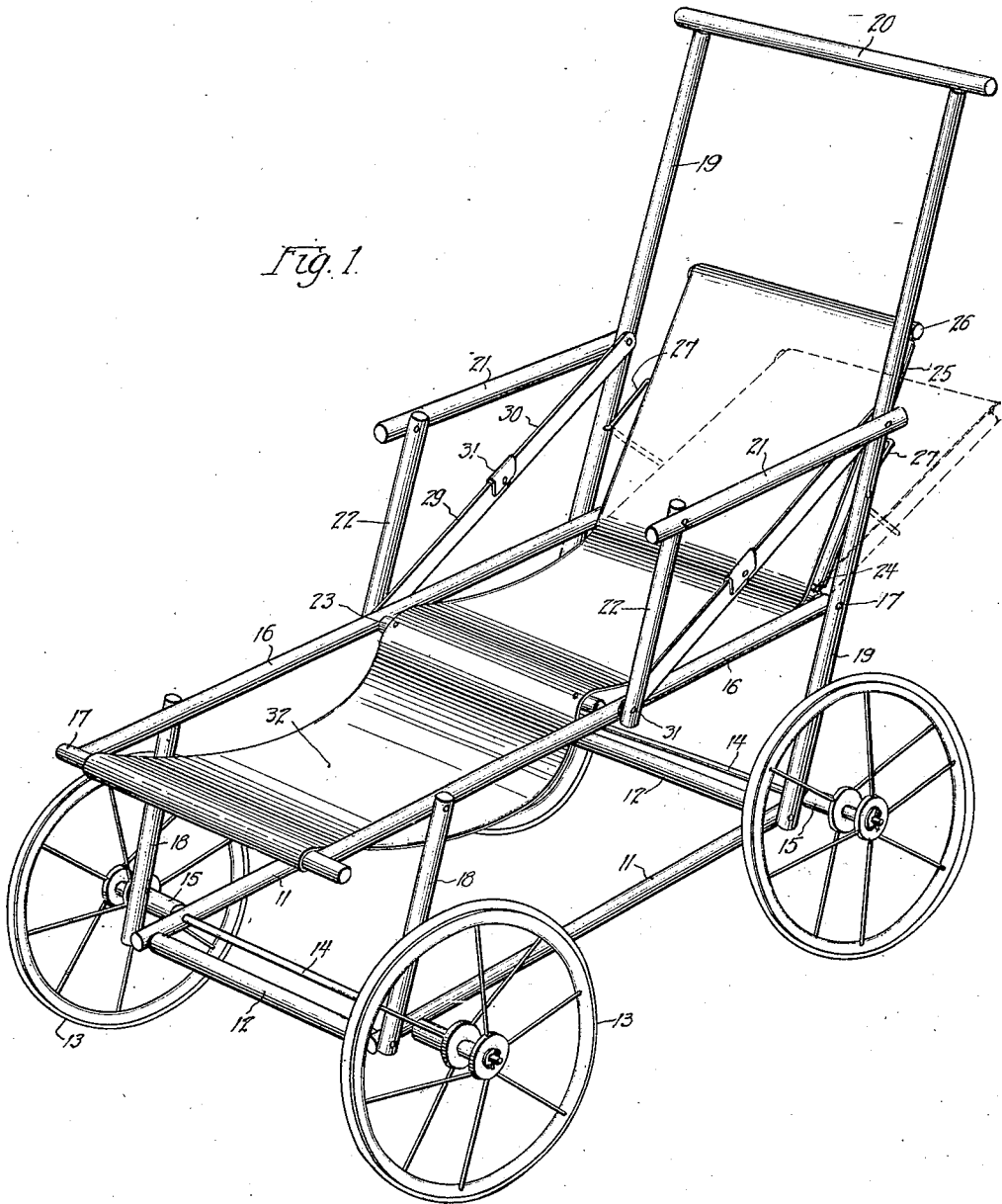


R. H. BROWN.
CHILD'S VEHICLE.
APPLICATION FILED MAR. 17, 1921.

1,409,280.

Patented Mar. 14, 1922.
2 SHEETS—SHEET 1.



Inventor:
Reinhardt H. Brown.
By John Howard McElroy *his Atty.*

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Fig. 2.

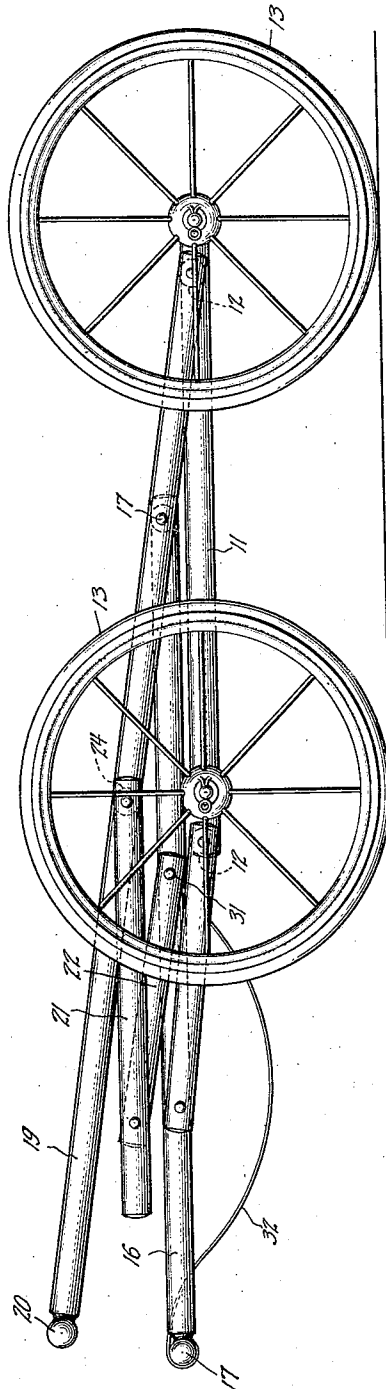


Fig. 4.

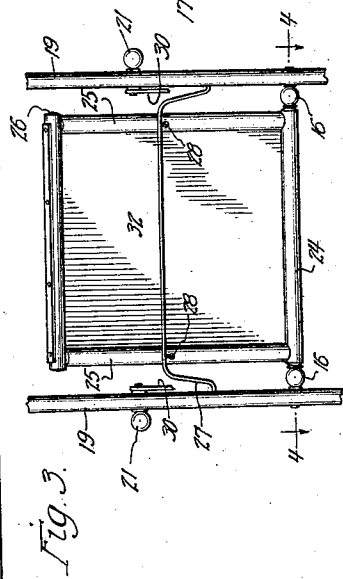
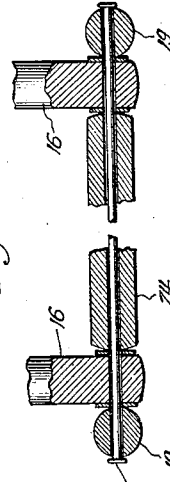


Fig. 3.

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UNITED STATES PATENT OFFICE.

REINHARDT H. BROWN, OF LAPORTE, INDIANA, ASSIGNOR TO OUTING KUMFY KAB COMPANY, OF LAPORTE, INDIANA, A CORPORATION OF INDIANA.

CHILD'S VEHICLE.

1,409,280.

Specification of Letters Patent. Patented Mar. 14, 1922.

Application filed March 17, 1921. Serial No. 452,896.

To all whom it may concern:

Be it known that I, REINHARDT H. BROWN, a citizen of the United States, and a resident of Laporte, in the county of Laporte and State of Indiana, have invented certain new and useful Improvements in Children's Vehicles, of which the following is a full, clear, and exact specification.

My invention is concerned with collapsible vehicles, and is designed to produce a structure of the class described that shall be extremely simple in its construction, and consequently so nearly fool-proof and incapable of damage by careless use that it can be used for toys for children for playing with dolls.

To this end it consists of certain novel combinations of elements that will be fully described in the body of the specification and particularly pointed out in the claims.

To illustrate my invention, I annex hereto two sheets of drawings in which the same reference characters are used to designate identical parts in all the figures of which—

Fig. 1 is a perspective view of a vehicle embodying my invention in its extended position;

Fig. 2 is a view of the same in side elevation with the parts collapsed;

Fig. 3 is a rear elevation of the back rest and associated parts; and

Fig. 4, is a section on an enlarged scale on the line 4—4 of Fig. 3.

In carrying out my invention in its preferred form I employ a wheel base frame which is preferably constructed of the pair of parallel side members 11, with the parallel cross-pieces 12 rigidly secured to the front and rear ends thereof. The wheels 13 are of any desired construction, and are preferably mounted on the ends of the axle rod 14 extending through the side pieces 11 of the wheel base frame and having the short sleeves 15 on the ends thereof outside of the wheel base frame to form an abutment for the hubs of the wheels, to space the latter any desired distance from the wheel base frame.

Above and parallel to the wheel base frame is the body frame, which is preferably of substantially the same construction, consisting of the parallel side bars or rods 16 rigidly connected at their ends by the cross-pieces 17. The front end of the body frame is supported, when the vehicle is extended,

above the wheel base frame by the pair of body frame supports 18 pivoted, as seen, at their lower ends to the forward ends of the side members 11 and at their upper ends to the side members 16 a short distance back of the front ends thereof. The rear end of the body frame is supported by the handle frame, which consists of the pair of parallel rods or bars 19 pivoted at their lower ends to the rear ends of the wheel base frame, and at an intermediate point to the rear end of the body frame, and connected at their upper ends by the handle bar 20. The vehicle is preferably provided with the arm rests 21 parallel to the body frame, and pivoted at their rear ends to the handle frame, and at their front ends to the pair of arm rest supports 22, which have their lower ends pivoted to the side bars 16 of the body frame. The side bars of the body frame are preferably connected at these pivotal points by the rod 23 rigidly secured thereto at its ends. Pivoted to the rear end of the body frame is a back rest frame which is preferably made up of the bottom piece 24, which consists of a sleeve pivoted on the metallic rod 17 and having the vertical side pieces 25 secured rigidly thereto and connected at the top by the cross-piece 26. To hold the back rest frame in a plurality of positions, I preferably employ the rectangular wire bail 27 pivoted to the handle frame members 19 and having the body portion thereof arranged to co-operate with the pins 28 projecting from the rear of the pieces 25 and co-operating therewith to hold the back rest in either the full or dotted line positions shown in Fig. 1. To lock the vehicle in its extended position, I preferably employ the pairs of bars 29 and 30, pivoted to each other at their adjacent ends, the pairs 29 being pivoted at their lower ends on the rod 31 which preferably extends through the lower ends of the arm rest supports 22, the side pieces 17 and the preferably wooden rod or sleeve 23. The upper ends of the bars 30 are pivoted to the inner sides of the rods 19 by the same pivot pins that connect arm rests 21 to said rods, and to hold the bars 29 and 30 in their extended position I pivot at their pivotal connections the locking pieces 31, which are U-shaped in cross-section, and co-operate with the overlapping pivoted ends of the rods 29 and

30 in the customary manner to permit the joint being broken upwardly, but not downwardly.

As the preferred form of a direct body support, I employ an apron 32, which is secured at its upper end to the top cross-piece 26 of the back rest, and is preferably immediately secured to the rod 23, and has its front end secured on the front cross-piece 17 of the body frame.

This is a simple and efficient construction which in use has the appearance shown in Fig. 1, and which when not in use is conveniently collapsed, as shown in Fig. 2, so that it can be readily carried about by one hand.

While I have shown and described my invention as embodied in the form which at present I consider best adapted to carry out its purposes, it will be understood it is capable of modification and that I do not desire to be limited in the interpretation of the following claims except as may be necessitated by the state of the prior art.

What I claim as new and desire to secure by Letters Patent of the United States is:

1. In a device of the class described, the combination with a wheel base frame adapted to have a plurality of wheels journaled thereon, of a parallel body frame above the wheel base frame, body frame supports pivoted at their ends toward the forward ends of the wheel base frame and the body frame, a handle frame having a portion thereof parallel to the body frame supports and pivoted to the wheel base and body frame toward the rear ends thereof, a back rest associated with the handle frame, and an apron extending from the top of the back rest frame to the forward end of the body frame.

2. In a device of the class described, the combination with a wheel base frame adapted to have a plurality of wheels journaled thereon, of a parallel body frame above the wheel base frame, body frame supports pivoted at their ends toward the forward ends of the wheel base frame and the body frame, a handle frame having a portion thereof parallel to the body frame supports and pivoted to the wheel base and body frame toward the rear ends thereof, a back rest associated with the handle frame, a rod secured to and extending transversely of the central portion of the body frame, and an apron extending from the top of the back rest frame to the forward end of the body frame and co-operating with the rod, for the purpose described.

3. In a device of the class described, the combination with a wheel base frame adapted to have a plurality of wheels journaled thereon, of a parallel body frame above the wheel base frame, body frame supports pivoted at their ends toward the forward ends

of the wheel base frame and the body frame, a handle frame having a portion thereof parallel to the body frame supports and pivoted to the wheel base and body frame toward the rear ends thereof, a back rest having its lower end pivoted to the handle frame, connections between the handle frame and the back rest to hold the latter in different relations to the handle frame, and a body supporting member associated with the back rest and body frame, for the purpose described.

4. In a device of the class described, the combination with a wheel base frame adapted to have a plurality of wheels journaled thereon, of a parallel body frame above the wheel base frame, body frame supports pivoted at their ends toward the forward ends of the wheel base frame and the body frame, a handle frame having a portion thereof parallel to the body frame supports and pivoted to the wheel base and body frame toward the rear ends thereof, a back rest associated with the handle frame, an apron extending from the top of the back rest frame to the forward end of the body frame, and means for locking the parts in their extended position.

5. In a device of the class described, the combination with a wheel base frame adapted to have a plurality of wheels journaled thereon, of a parallel body frame above the wheel base frame, body frame supports pivoted at their ends toward the forward ends of the wheel base frame and the body frame, a handle frame having a portion thereof parallel to the body frame supports and pivoted to the wheel base and body frame toward the rear ends thereof, a back rest associated with the handle frame, arm rests parallel to the body frame, and arm rest supports substantially parallel to the body frame supports and pivoted to the forward ends of the arm rests and to the middle of the body frame.

6. In a device of the class described, the combination with a wheel base frame adapted to have a plurality of wheels journaled thereon, of a parallel body frame above the wheel base frame, body frame supports pivoted at their ends toward the forward ends of the wheel base frame and the body frame, a handle frame having a portion thereof parallel to the body frame supports and pivoted to the wheel base and body frame toward the rear ends thereof, a back rest associated with the handle frame, arm rests parallel to the body frame and pivoted at their rear ends to the handle frame, arm rest supports substantially parallel to the body frame supports and pivoted to the forward ends of the arm rests and to the middle of the body frame, and an apron extending from the top of the back rest to the forward end of the body frame.

7. In a device of the class described, the combination with a wheel base frame adapted to have a plurality of wheels journaled thereon, of a parallel body frame above the
5 wheel base frame, body frame supports pivoted at their ends toward the forward ends of the wheel base frame and the body frame, a handle frame having a portion thereof parallel to the body frame supports
10 and pivoted to the wheel base and body frame toward the rear ends thereof, a back rest associated with the handle frame, arm rests parallel to the body frame and pivoted at their rear ends to the handle frame, arm
15 rests supports substantially parallel to the body frame supports and pivoted to the forward ends of the arm rests and to the middle of the body frame, an apron extending from the top of the back rest to the forward end of
20 the body frame, and means for locking the parts in their extended position.

8. In a device of the class described, the combination with a wheel base frame adapted to have a plurality of wheels journaled thereon, of a parallel body frame above the
25 wheel base frame, body frame supports pivoted at their ends toward the forward ends of the wheel base frame and the body frame, a handle frame having a portion thereof parallel to the body frame supports
30 and pivoted to the wheel base and body frame toward the rear ends thereof, a back rest associated with the handle frame, and body supporting means associated with the back rest and the body frame, for the pur-
35 pose described.

In witness whereof, I have hereunto set my hand and affixed my seal, this fifteenth day of March, A. D. 1921.

REINHARDT H. BROWN. [L. S.]

Witness:

JOHN HOWARD McELROY.