Nov. 3, 1925. 1,560,288

J. MURVAY

CHILD'S WAGON

Filed Oct. 15, 1924

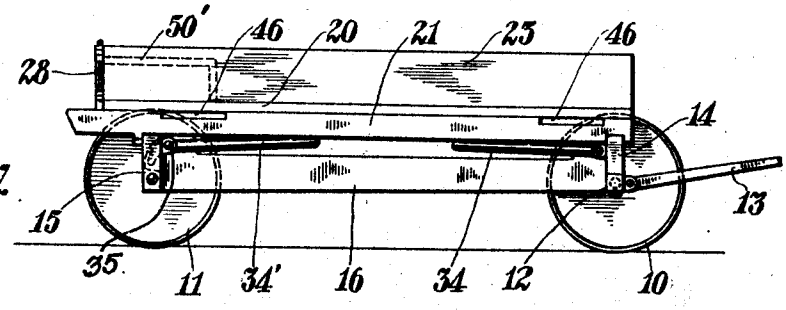


Fig. 1.

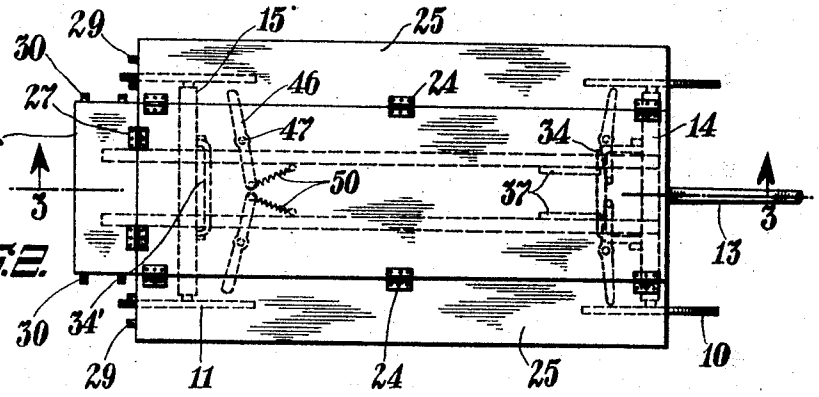


Fig. 2.

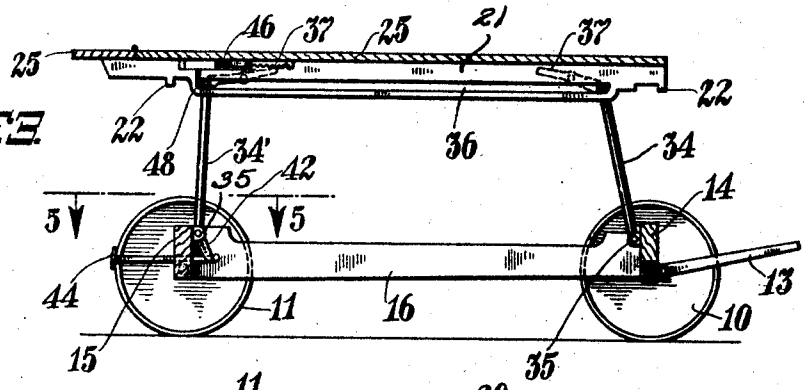


Fig. 3.

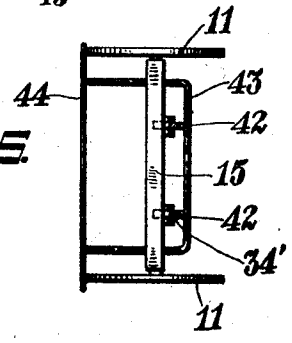


Fig. 5.

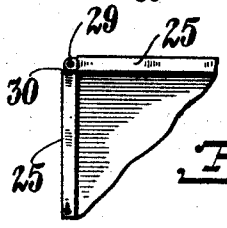


Fig. 4.

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UNITED STATES PATENT OFFICE.

JOHN MURVAY, OF LORAIN, OHIO.

CHILD'S WAGON.

Application filed October 15, 1924. Serial No. 743,651.

To all whom it may concern:

Be it known that I, JOHN MURVAY, a citizen of Hungary, residing at Lorain, in the county of Lorain and State of Ohio, have invented certain new and useful Improvements in Children's Wagons, of which the following is a specification.

This invention relates to a child's wagon arranged for adjustment to form a table, the invention having for an object the provision of a simple and novel arrangement of parts whereby such a wagon may be readily converted into a table when desired.

For further comprehension of the invention, and of the objects and advantages thereof, reference will be had to the following description and accompanying drawing, and to the appended claims in which the various novel features of the invention are more particularly set forth.

Fig. 1 of the drawing is a side view of a child's wagon constructed according to my invention, the wheels on the near side being removed.

Fig. 2 is a plan view of the wagon showing it arranged to form a table.

Fig. 3 is a longitudinal sectional view taken on the line 3—3 of Fig. 2.

Fig. 4 is a fragmentary plan view showing the manner of connecting the side and end flanges.

Fig. 5 is a fragmentary horizontal sectional view taken on the line 5—5 of Fig. 3.

Referring now to the drawing the reference numeral 10 indicates the front wheels of the wagon and 11 the rear wheels. The front wheels are mounted on opposite ends of the usual swingable transverse member 12 to which a handle is attached. This member 12 is pivotally attached to a transverse frame bar 14. The rear wheels are mounted in the usual manner on the ends of a transverse axle-bar 15. Extending between the front and rear bars 14 and 15 are the beams 16 that are rigidly connected at opposite ends to the respective bars. The platform of the car is shown at 20 and is fixed on a pair of longitudinal beams or joists 21 that are spaced inwardly from the sides of the platform. These joists rest on the bars 14 and 15 and are formed with lugs 22 on their lower sides that engage the said bars to prevent longitudinal movement of the platform with respect to the underframe of the wagon. Hinged as at 24 to the side edges of the platform are the leaves 25, while a third leaf 26 is hinged as at 27 to the rear edge of the platform, these leaves forming an upstanding wall extending around the sides and rear of the platform. The side leaves are connected to the end leaf by means of pins 28 that are inserted through the eyes 29 and 30 mounted on the respective leaves. These leaves are adapted to be moved to horizontal position when the wagon is converted into a table.

When the wagon is to be used as a table the platform 20 is raised above its normal position. To this end a pair of bail-like members 34 and 34′ respectively, are hinged at their ends as at 35 to the bars 14 and 15 and have their intermediate portions projecting, transversely of the platform, through longitudinal slots 36 formed in the joist-bars 21.

The length of these slots is somewhat less than the distance between the ends of the said members so that when the latter are moved to erect position they will be inclined with respect to one another as shown in Fig. 3. These members 34, 34′ are retained in erect position by means of the latches 37 pivoted to the bars 21. The rear one 34′ of these members has projecting from its ends tail-pieces such as 42 that are adapted to engage a U-shaped rod 43 that has its legs projecting freely through the bar 15, these legs having a brake shoe 44 mounted on their rear ends. When the member 34′ is moved to raised position the tailpieces 42 engage the rod 43 and act to move the brake element 44 into contact with the rear wheels 11. A removable seat 50′ may be mounted on the platform 20.

I also provide a pair of supporting arms 46 for each of the side leaves 25 that are pivoted between their ends as at 47 to and under the platform 20 and carry downwardly projecting pins 48 on their inner ends that are adapted to be engaged by the transverse elements of the members 34, 34′ to project the said arms beyond the sides of the platform when the said members are moved to the ends of the slots 36. The arms 46 are normally retained in position within the confines of the platform 20, by means

of the coiled tension springs 50 connected at opposite ends thereto and to the said platform.

It is believed that the manner of operation and use of my improved combination wagon and table will be readily understood from the above description, it being apparent that the platform 20 may be raised when desired, to form a table, and the members 25, 26 swung down to horizontal position to form leaves for the table.

Having thus described my invention, what I claim as new and desire to protect by Letters Patent of the United States is as follows:—

1. A device of the class described comprising an underframe, wheels on which said frame is supported, a platform normally resting on said underframe, and a pair of bail-like members pivoted at their ends to said underframe and adapted to support the said platform in position raised above said underframe, said platform having a pair of joist-bars fixed to the underside thereof, said bars having longitudinal slots in which the said bail-like members engage, a braking element applied to certain of said wheels, and means connected to one of said bail-like members to be operated by movement thereof to move the said braking element to operative position.

2. A device of the class described comprising an underframe, wheels on which said frame is supported, a platform normally resting on said underframe, and a pair of bail-like members pivoted at their ends to said underframe and adapted to support the said platform in position raised above said underframe, a braking element in the form of a transverse strap extending adjacent the rear wheels, a U-shaped rod on which said strap is mounted, said rod being slidable longitudinally in said underframe, and a tail-piece on one of said bail-like members in position to engage and move said U-shaped rod when the said member is swung to raised position.

3. A device of the class described comprising an underframe, wheels on which said frame is supported, a platform normally resting on said underframe, and a pair of bail-like members pivoted at their ends to said underframe and adapted to support the said platform in position raised above said underframe, and leaves hinged to the sides of said platform to occupy positions vertical with respect to the platform or extending horizontally outward therefrom, and arms pivoted to and underneath said table and adapted to be moved by said bail-like members to positions projecting from the sides of the platform to support the said leaves.

In testimony whereof I have affixed my signature.

JOHN MURVAY.