Dec. 7, 1965 L. K. LINDZY 3,222,100

PERSONNEL OR GAME CARRIER

Filed March 26, 1962 2 Sheets-Sheet 1

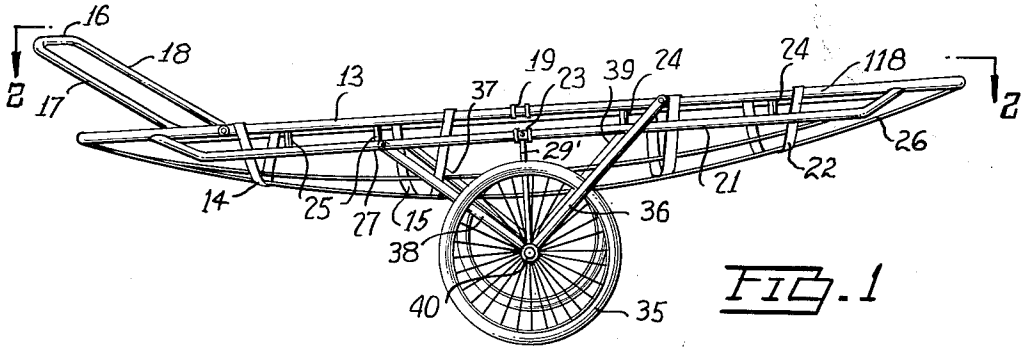


FIG. 1

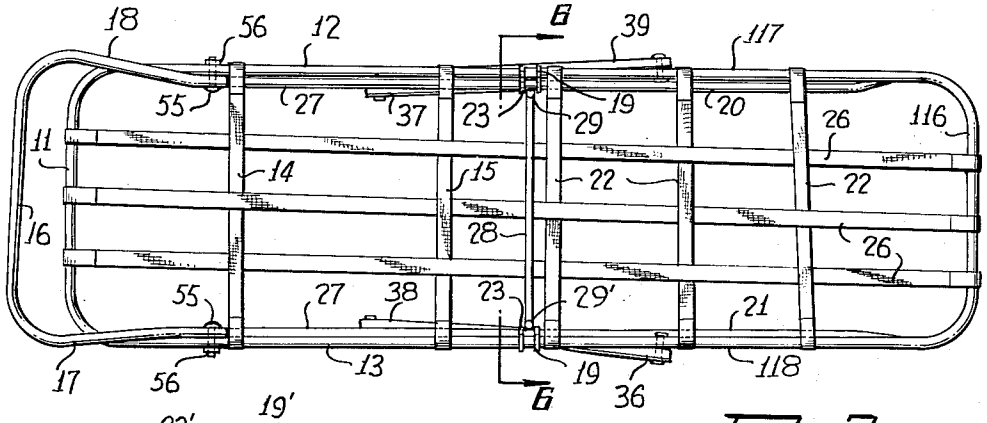


FIG. 2

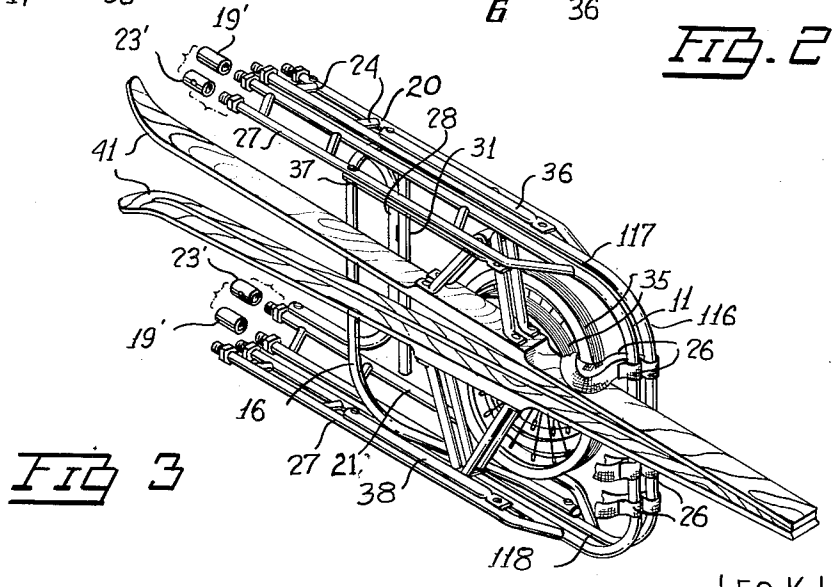


FIG 3

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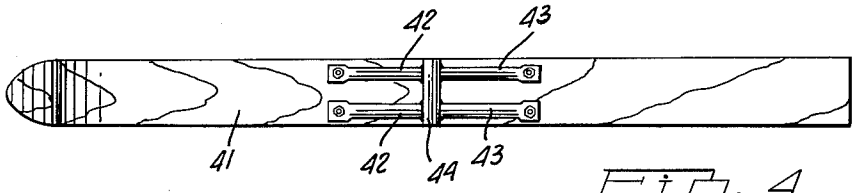


Fig. 4

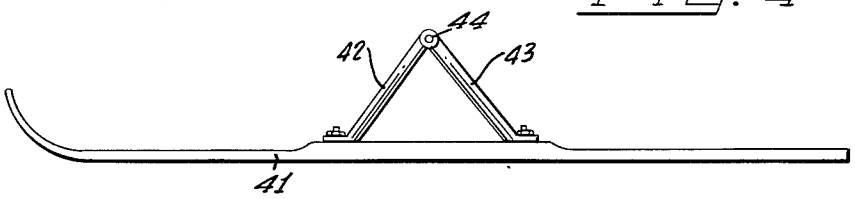


Fig. 5

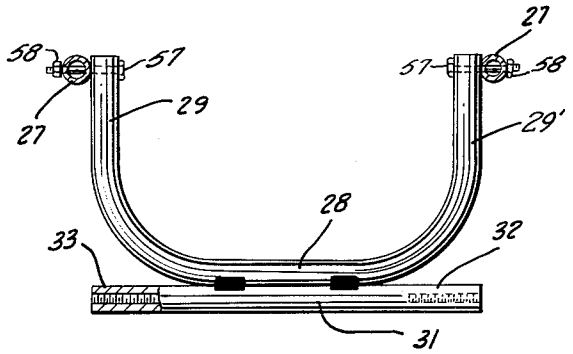


Fig. 6

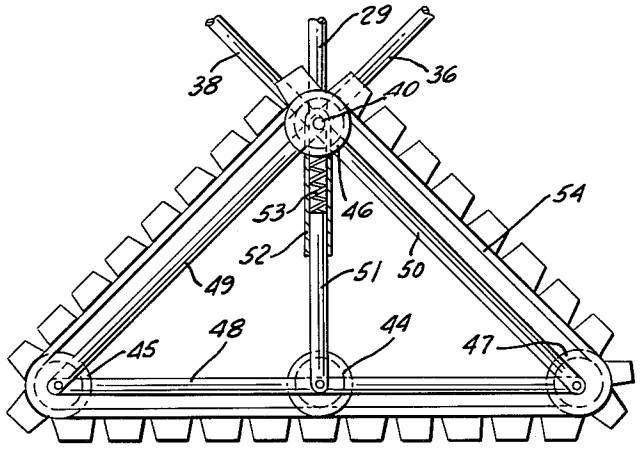


Fig. 7

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PERSONNEL OR GAME CARRIER

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Filed Mar. 26, 1962, Ser. No. 182,370
3 Claims. (Cl. 296—20)

My invention relates to a new and useful improvement in a game carrier adapted for use in transporting game through swamps or through the woods.

It is an object to provide a game carrier of this class which will be simple in structure, economical of manufacture, durable, compact, light, and easily and quickly assembled.

Another object of the invention is the provision of a device of this class which may be disassembled and the parts arranged in a compact unit for transportation to the point of use and which may be easily and quickly assembled in its useable form.

Another object of the invention is the provision of a device of this class which is constructed to allow easy and quick transportation of game by means of ground contact means connected to a sturdy frame.

Another object of the invention is the provision of a device of this class which will lend itself to be used with rotatable or sliding transportation members.

Another object of the invention is the provision of a device of this class which may be used to evacuate wounded military personnel or wounded hunters to a place where they can receive medical treatment.

Other objects will appear hereinafter.

The invention consists in the combination and arrangement of parts hereinafter described and claimed, and while the present disclosure may be considered to be but the preferred embodiments, it is to be recognized that various modifications and changes may be made therein.

Forming a part of this application are drawings in which:

FIG. 1 is a side elevational view of the invention,

FIG. 2 is a top plan view of the structure illustrated in FIG. 1, taken along the line 2—2 thereof and looking in the direction of the arrows,

FIG. 3 is a perspective view of the invention disassembled and arranged in a compact unit for transportation of the same to a point of use,

FIG. 4 is a top plan view of a ski used in the invention,

FIG. 5 is a side elevational view of the ski used in the invention,

FIG. 6 is an enlarged elevational sectional view, with parts removed and parts broken away, taken on line 6—6 of FIG. 2, and looking in the direction of the arrows,

FIG. 7 is a side elevational view of a modified form of the traction member.

As shown in the drawings, the invention comprises a first frame section formed from a U-shaped tubular member having a bight or end rail 11 and integral side rails 12 and 13. These side rails are connected by flexible cross straps 14 and 15. Hingedly connected to the side rails is a U-shaped tubular handle forming member 16 having the integral side rails 17 and 18 which may be swung upwardly to provide a means for lifting and pulling the structure when transporting the same. The handle side rails 17 and 18 are hingedly connected by means of the bolts 55 and nuts 56 to the frame section rails 13 and 12, respectively, as shown in FIG. 2. A cooperating second U-shaped frame section comprising a bight or end rail 116 and integral side rails 117 and 118 is intended to be fastened to the first frame section by the fittings 19. The side rails 117 and 118 are connected by the flexible cross straps 22. connected to the side rails 117 and 118 are the downwardly spaced apart reinforcement rails 20 and 21 which are connected by the bars 24 to the rails 117 and 118. Similar reinforcing rails 27 are connected to the rails 13 and 12, and they are also connected by the reinforcing bars 225. The lower reinforcing rails 20 and 21 are connected to the lower reinforcing rails 27 by means of the fittings 23. The connections provided by the fittings 23 and the previously discussed connection afforded by fittings 19 cooperate to form a truss. As shown in FIGURE 3, the fittings 23 each comprise an internally threaded sleeve 23' and a transversely disposed aperture through which a bolt 57 extends to secure the transport means to the sleeve, as will be hereinafter explained. The internally threaded extremities of the sleeves 23' are threaded on the juxtaposed external threaded ends of the rails 20, 21 and 27, and the unnumbered nuts are turned against the sleeve. The fittings 19 are attached to rails 12, 13, 117 and 118 by similar internally threaded sleeves 19' or, if desired, other known types of fittings may be employed.

A plurality of spaced apart longitudinal flexible straps 26 are connected at one end thereof to the bight 116 and at the other end thereof to the bight 11, and they project alternately above and below the cross straps 22 and 14 and 15

A transport means supporting member in the form of a U-shaped tubular member embodying a bight 28 and the side rails 29 and 29' is connected to and between the lower reinforcing rails 27 at the fittings 23 by the bolts 57 and nuts 58 as shown in FIG. 6, and it depends therefrom. The bolts 57 extend through apertures formed within the fittings 23' and in the upper extremity of the side rails 29 and 29'. Fixedly mounted on the lower end of the bight 28 as shown in FIG. 6, is a cross bar 31 having the opposite internally threaded ends 32 and 33 which project therefrom and provide an axle for the transport means. Swingably mounted at one of their ends to the frame forming rails 117 and 118 are the brace members 36 and 39, and to the rails 27 the brace members 37 and 38. The other ends of the brace members 36, 37, 38 and 39 have holes therethrough for the reception of the screws 40. In assembling the structure, said other ends of the brace members 37 and 38 are placed against the projecting cross bar end portions 33 and 32 respectively. The wheels or transport members 35 are then inserted in position against the said other ends of the brace whereupon said other ends of the brace rods 36 and 39 are mounted in position on the outside of the wheels 35 and secured in place by the screws 40 threaded through the wheels 35 and the holes in said other ends of the braces 36, 37, 38 and 39 and into the projecting ends 32 and 33 of the cross bar 31.

With this construction, the device may be very easily and quickly assembled in its extended form. When in its collapsed form, the fittings 19 and 23 are disconnected, and the screws 40 removed to release the brace rods 36 and 38, and 37 and 39 and the wheels 35, whereupon the entire structure may be assembled into a compact form as shown in FIG. 3 for storage or carrying purposes.

In FIG. 4 I have shown a ski 41 projected upwardly from which is a pair of rods 42 and 43 which are connected at their upper ends by a tube 44 which serves as an axle for connecting the ski to one of the projecting ends 32 and 33 of the cross bar 31. In this way, the structure may be readily adapted to use a pair of skis as transport members in place of the wheels 35.

In FIG. 7 I have illustrated a modified transport means in which rollers 44, 45, 46 and 47 are rotatably connected to the rods 48, 49 and 50. A rod 51 is telescopically arranged with a tube 52 in which is positioned a spring 53. A separate caterpillar transport means as shown in FIG. 7 would be connected to each of the ends 32 and 33 of the cross bar 31. The braces 36 and 38 as well as

the braces **37** and **39** are used as explained hereinbefore for the use of wheels as the transport means. The U-shaped support member legs **29** and **29'** are used in the usual manner. Surrounding the rollers **44**, **45**, **46** and **47** is an endless belt **54** which serves as a ground engaging member for the rollers. In this way, the structure may be modified as to its transport means by use of an endless track arrangement.

What I claim is:

1. A device of the class described, comprising a frame embodying a pair of sections detachably connected together, each of said sections comprising a first pair of longitudinally extending side rails, a second pair of longitudinally extending side rails attached to said first-mentioned side rails and forming with said first-mentioned side rails a truss, the longitudinal extremities of said first and second pair of side rails being detachably secured to the corresponding side rails of the other section in longitudinal alignment, a U-shaped transport means supporting member connected to said frame at the opposite sides thereof and depending therefrom and a cross bar mounted on the lower end thereof and projecting therefrom at opposite sides for providing an axle, a pair of braces secured at opposite sides of said frame, each adapted for mounting on said axle and flexible support means attached to said frame and extending below said frame and between said U-shaped transport means.

2. A device of the type described in claim **1** wherein a swingably mounted hand hold is attached to one of said sections.

3. A device of the type described in claim **1** wherein said flexible support means comprises a first group of spaced straps extending substantially parallel to the side rails and a second group of spaced straps disposed perpendicular to said first group.

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