Dec. 19, 1922.

1,439,008.

I. LINCOLN.

CONVEYANCE.

FILED JAN. 4, 1921.

2 SHEETS—SHEET 1.

Fig. 1

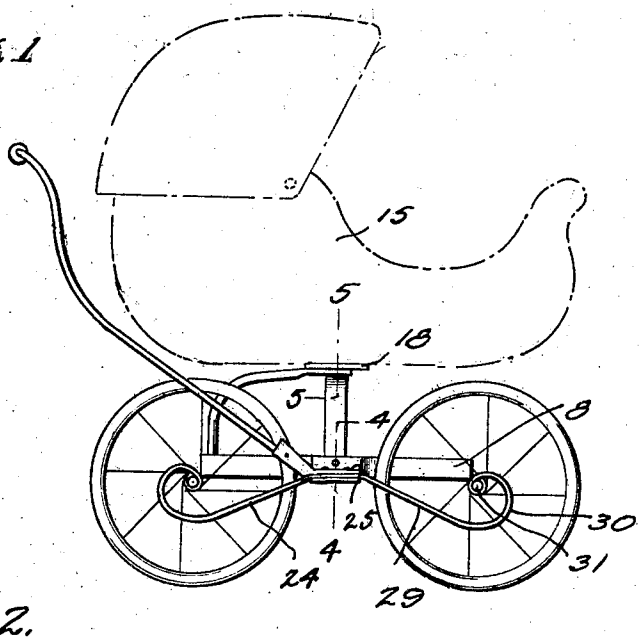


Fig. 2.

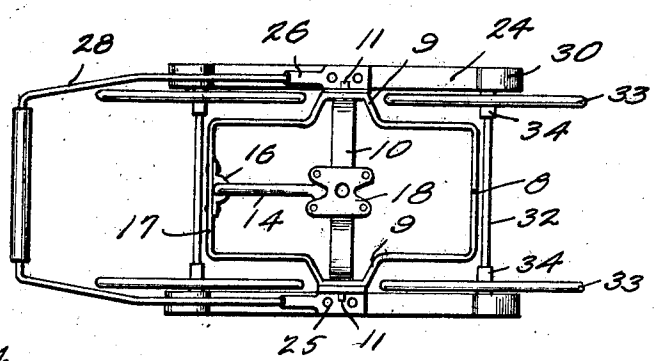


Fig. 4.

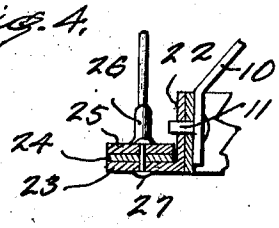
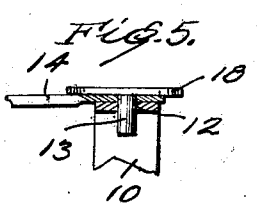


Fig. 5.



Witnesses

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1,439,008.

2 SHEETS—SHEET 2.

Fig. 3.

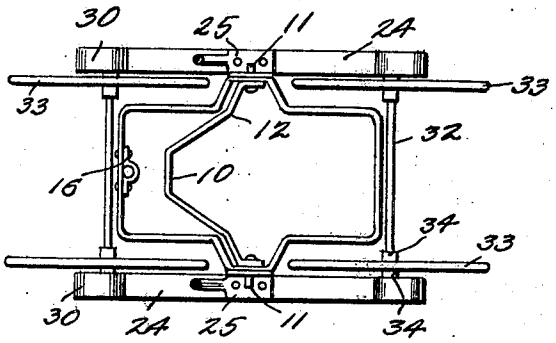


Fig. 6.

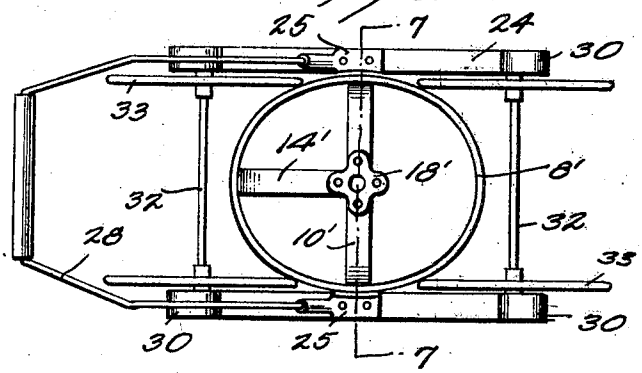
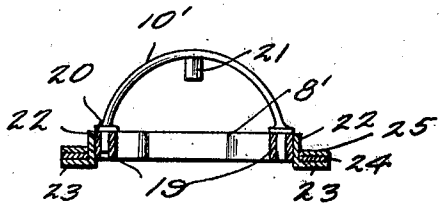


Fig. 7.



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Patented Dec. 19, 1922. 1,439,008

UNITED STATES PATENT OFFICE.

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CONVEYANCE.

Application filed January 4, 1921. Serial No. 434,884.

To all whom it may concern:

Be it known that I, IRVIN LINCOLN, a citizen of the United States, residing at 515 Michigan Ave., E. Lansing, in the county of Ingham and State of Michigan, have invented certain new and useful Improvements in Conveyances, of which the following is a specification.

This invention relates to new and useful improvements in conveyances, such as baby carriages, article carriages and the like, the primary object of the invention being to provide a device of this nature which is convertible and may be used either as a baby carriage or converted into a coaster or wagon for children.

An important object of the invention is to provide a conveyance including a chassis or running-gear having a body revolvably mounted thereon. A body supporting structure is also included in the chassis or frame and may be collapsed to lie within the frame or chassis or may be entirely removed whereby the conveyance may be converted into a coaster or other similar contrivance.

A very important object of the invention is to provide a novel manner of mounting the axles of the conveyance in order to provide shock absorbing means, the arrangements being such that the construction is inexpensive and permit the wheels being lubricated with the greatest of ease.

Another object of the invention is to provide novel means for connecting the springs to the chassis, said means including means by which a handle may be readily associated with the conveyance.

Other objects and advantages of the invention will become apparent during the course of the following description.

In the accompanying drawings forming a part of the application and wherein like numerals are employed to designate like parts throughout the several views,

Figure 1 is a side elevation of the invention.

Figure 2 is a top plan with the body removed.

Figure 3 is a top plan of the same showing the body supporting structure in a collapsed position.

Figure 4 is a section on the line 4—4 of Figure 1.

Figure 5 is a section on the line 5—5 of Figure 1.

Figure 6 is a modified form of the invention illustrating a slightly different form of chassis, and

Figure 7 is the transverse section of the same taken on the line 7—7 of Figure 6.

In the drawings wherein for the purpose of illustration is shown the preferred embodiment of the invention, the numeral 8 designates a substantially rectangular frame or chassis, the sides of which are equipped with offset laterally extending portions 9, the intermediate portions of which are apertured for a purpose hereinafter set forth. A pedestal or body supporting structure assumes the form of an arched cross-bar 10, having its free ends provided with outwardly extending pintles 11 which are adapted to project through the apertured offset portions 9 of the chassis. The arched member 10 is suitably offset as at 12 whereby the same may avoid the offset portions of the frame when swung into a closed or collapsed position as shown in Figure 3.

As more clearly shown in Figure 5, the intermediate portion of the cross bar 10, is provided with an aperture 12 in which is adapted to be received a socket 13 carried by the free end of a back brace 14 which overlaps the intermediate portion of the cross-bar 10, when it is arranged in a position to support the weight of a body 15, such as is shown in Figure 1. This back brace 14 is bent intermediate of its ends so that its opposite end is adapted to be arranged vertically to be received in a socket 16 secured to the inner face of the rear end 17 of the frame. A plate 18 having a plurality of openings therein for the passage of fastening elements to be associated with the body 15, is provided with a depending post, not shown, which is adapted to pass into the socket 13 carried by the rear brace 14. A modification of this structure may be such that both the arched bar 10 and the rear brace are provided with aligning apertures to receive a post carried by the plate 18. It will of course be understood that this plate is adapted to be secured or permanently affixed to the body of the conveyance so that the body may be readily removed when occasion demands.

In the modified form shown in Figures 6 and 7 the chassis 8′ is of substantially elliptical configuration having a pair of sockets 19 on the inner face thereof at opposite sides of the chassis for the reception of the free ends of an arched supporting

member 10'. It will be noted that collars or integral abutments 20 are provided adjacent the free ends of the arched member to rest upon the tops of the sockets 19 to prevent undue downward movement of the arched member with respect to the chassis. The intermediate portion of the arched member 10' is provided with a central aperture which opens into a depending socket 21, in which is adapted to be received the post of the body plate 18'. In this modification, the rear brace 14' similar to the brace 14 in the form of invention just disclosed, may or may not be used as is desired.

The pintles 11 of the cross bar 8 or pedestal structure 10 projects through apertures in spring supporting members which in the present instance assume the form of angular cleats. The vertical arm of each cleat 22 which is provided with an aperture to receive one pintle of the pedestal structure 10 is also provided with a pair of openings for the passage of rivets or other fastening elements adapted to extend through the offset portion 9 of the chassis. The horizontal arms 23 of the cleats are adapted to support flat springs 24, one spring being arranged upon each side of the chassis to extend longitudinally thereof. The intermediate portion of each spring 24 rests upon its respective horizontal arm 23 of the supporting cleat 22 and the plate 25 of a handle attaching member 26 rests upon the intermediate portion of the spring 24 directly above the horizontal arm 23 of the cleat. Suitable fastening elements 27 are passed through the plate 25, intermediate portion of the spring, and the horizontal arm of the supporting cleat 22. The handle bar attaching members 26 each comprise a socket in which are received the free ends of a U-shaped handle bar 28 which extends rearwardly of the chassis and is inclined upwardly similar to the ordinary type of baby carriage handle.

The ends 29 of each flat spring 24 inclined downwardly from the intermediate portion or supporting cleats 22, and their free ends 30 are curved upwardly in an arc of a circle and terminate in eyelets or loops 31 spaced directly above portions of the spring adjacent its free ends.

As springs on both sides of the frame or chassis are of identical construction and dimensions, the eyelets in corresponding ends of the springs align so that front and rear axles 32 may be passed through eyelets in corresponding ends of the springs. A pair of wheels of the well known rubber tread construction are rotatably mounted upon each axle and are retained thereon inside of the springs and in their proper positions by means of collars 34 fastened to the axles upon opposite sides of the wheels.

From the foregoing description it will be obvious that the body 15 of the conveyance may be lifted from the pedestal structure or cross brace 10 so that the rear brace 14 may be lifted from its socket and the socket member 13 withdrawn from the aperture in the intermediate portion of the cross bar 10. After the rear brace 14 has been removed, the cross bar or brace 10 may be swung upon its pintles 11 to be disposed within the confines of the chassis 8. Of course, the handle bar 28 may also be removed from its attaching members, whereby the conveyance may be used by children as a coaster or other pleasure giving contrivance. To assemble the baby carriage, the operation above set forth is merely reversed and when the body is positioned upon the pedestal structure 10 it will be obvious that the body may be revolved thereon.

In the modified form of invention disclosed in Figures 6 and 7, it will be apparent that the pedestal structure or cross brace 10' is not adapted to be swung within the confines of the chassis, but is adapted to be lifted from its sockets 19 carried by the frame or chassis.

The manner of mounting the axles 32 affords simple and efficient means for resiliently supporting the body and also facilitates easy oiling of the wheels.

The foregoing description and accompanying drawings have reference to what might be considered to be the approved or preferred form of my invention. I desire it to be understood that I may make such changes in the construction, combination and arrangement of parts, materials, dimensions, et cetera, as may prove expedient and fall within the scope of the appended claims.

Having thus fully described my invention what I claim as new and desire to secure by Letters Patent is:—

1. A conveyance comprising a frame, a hinged pedestal structure normally disposed in an upright position above the frame and adapted to be swung to a position to be disposed within the frame, and a body detachably mounted on the pedestal.

2. A conveyance comprising a chassis including a hinged pedestal structure having an opening therein, a removable brace having one end connected to the chassis and the other end overlapping the pedestal structure and having an opening aligning with the opening in the pedestal structure, and a removable body having a depending part received in said aligning opening to revolvably mount the body upon the pedestal structure.

3. A conveyance comprising a chassis, including side and end bars, a cross brace, having its ends pivotally connected to the side bars and capable of swinging therebe-

tween, a removable rear brace having one end removably associated with one end bar and the other end being removably associated with the cross brace, and a removable body mounted upon said cross brace.

4. A conveyance comprising a chassis, a spring supporting member secured to each side of the chassis, a flat spring connected between its ends to each member, handle fastening members connected to the portions of the springs secured to said supporting members, axles carried by corresponding ends of the springs, and a handle having its ends secured to said handle attaching members.

5. A convertible conveyance comprising a chassis having openings in opposite sides thereof, a cross brace having its ends provided with pintles adapted for reception in said openings for pivotally supporting the brace, and a second brace connected to the chassis and removably associated with said cross brace and a body supported by said brace and having means for temporarily connecting the braces and revolvably mounting itself.

In testimony whereof I affix my signature in presence of two witnesses.

IRVIN LINCOLN.

Witnesses:
A. F. WARD,
EDNA V. BROCKWAY.