N. A. ARCHIBALD.

CHILD'S VEHICLE.

APPLICATION FILED MAY 16, 1919.

1,334,583.

Patented Mar. 23, 1920.

2 SHEETS—SHEET 1.

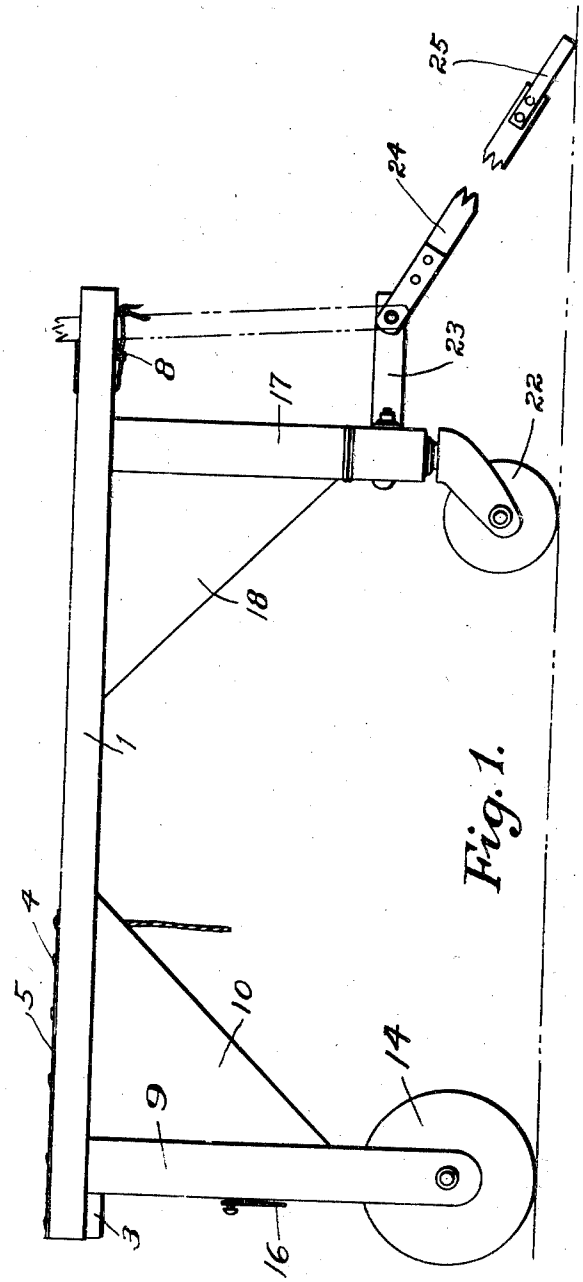


Fig. 1.

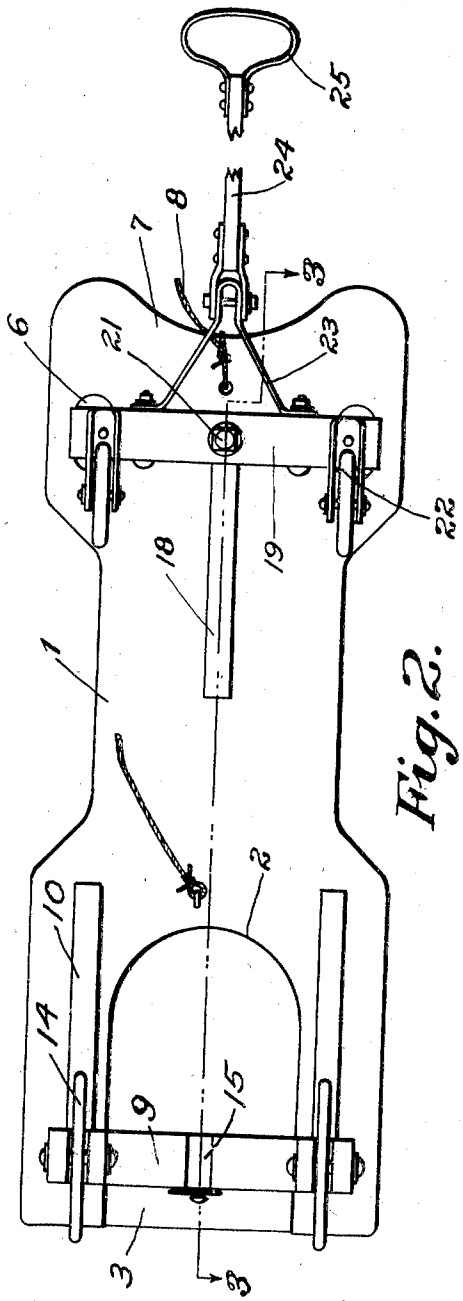


Fig. 2.

Inventor

N. A. Archibald

By C. A. Snow & Co.

Attorneys

N. A. ARCHIBALD.

CHILD'S VEHICLE.

APPLICATION FILED MAY 16, 1919.

1,334,583.

Patented Mar. 23, 1920.

2 SHEETS—SHEET 2.

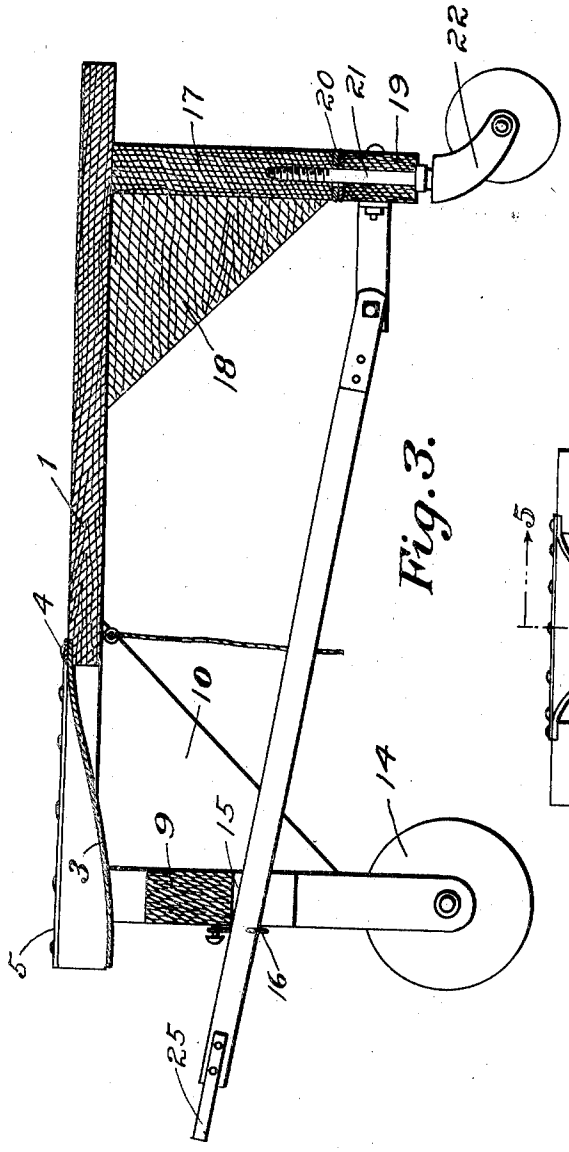


Fig. 3.

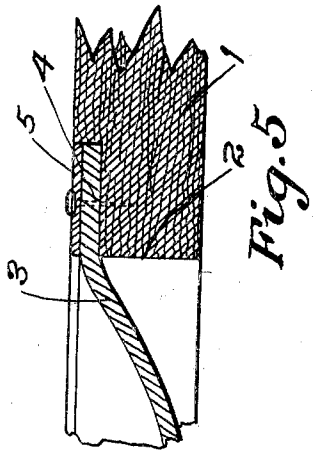


Fig. 5

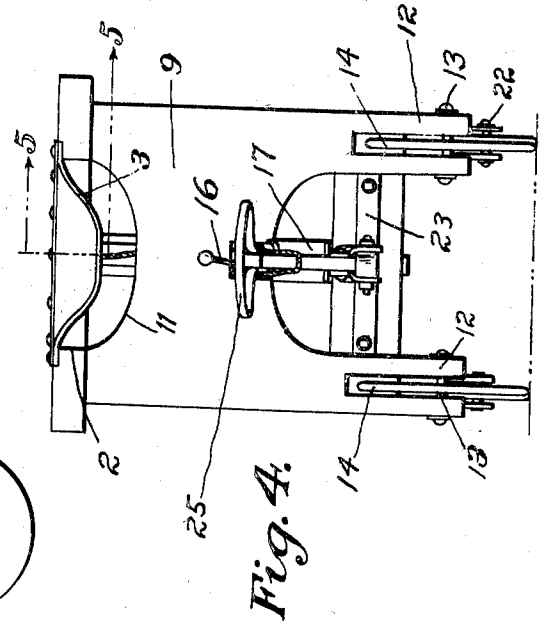


Fig. 4.

Inventor

N. A. Archibald

By Crosby & Co.

Attorneys

UNITED STATES PATENT OFFICE.

NEVIN AUGUSTUS ARCHIBALD, OF CONCORD, NORTH CAROLINA.

CHILD'S VEHICLE.

1,334,583. Specification of Letters Patent. Patented Mar. 23, 1920.

Application filed May 16, 1919. Serial No. 297,481.

To all whom it may concern:

Be it known that I, NEVIN A. ARCHIBALD, a citizen of the United States, residing at Concord, in the county of Cabarrus and State of North Carolina, have invented a new and useful Child's Vehicle, of which the following is a specification.

This invention relates to vehicles for use by children, one of its objects being to provide an inexpensive but attractive device of this character which can be used for coasting and as a push wagon, and which can also be pulled around by means of a tongue provided for that purpose.

Another object is to provide a vehicle which affords a comfortable seat for the user and which also has an efficient knee rest for use when the device is being pushed by the user.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in certain novel details of construction and combinations of parts which will be hereinafter more fully described and pointed out in the claim, it being understood that various changes may be made in the construction and arrangement of the parts without departing from the spirit or sacrificing any of the advantages of the invention as set forth in the appended claim.

In the accompanying drawings the preferred form of the invention has been shown.

In said drawings

Figure 1 is a side elevation.

Fig. 2 is a bottom plan view.

Fig. 3 is a central longitudinal section, the parts being arranged to form a coaster.

Fig. 4 is a rear elevation of the structure with the parts arranged as in Fig. 3.

Fig. 5 is an enlarged section through a portion of the knee rest.

Referring to the figures by characters of reference, 1 designates the body of the vehicle having a reduced intermediate portion while the rear end thereof is cut away at the center, as shown at 2 to receive a covering 3 of leather or the like which bulges downwardly thereinto to form a knee rest. This covering can be attached to the body in any manner desired, as by means of nails or the like, 4, the heads of which are seated in recesses or depressions formed in a binding strip 5 which is flush with the top of the body, as shown in Fig. 5.

Slots 6 are formed in the side portions of the body near the front thereof to receive the hands of the user which can thus grip those portions of the body between the slots and the side edges of the body.

The front end of the body is rounded and formed with an arcuate recess 7, and a cord 8 may be secured to the front portion of the body at the center thereof, as shown.

Arranged under the rear portion of the body 1 is a bolster 9 provided with braces 10 and the upper end of the bolster is recessed at 11 to receive the knee rest while the lower end of the bolster is arched to provide side forks 12 each of which carries a transverse bearing pin 13 on which is mounted a supporting wheel 14. A notch is formed in the upper portion of the arch, as shown at 15 and a hook 16 is pivotally connected to the bolster and adapted to hang below and back of the notch.

A front standard 17 is secured to the front portion of the body 1 and has a brace, 18, connected thereto. A cross head 19 is extended under the standard 17 and is spaced therefrom by superposed wear rings 20 or in any other suitable manner. A pivot and attaching screw 21 is extended loosely through the center of the cross head and into the lower end of the standard and attached to each end portion of the cross head is a caster 22.

A substantially V-shaped bracket 23 is extended forwardly from the cross head 19, it being provided with alining terminals that are attached to the cross head by bolts or the like as shown. The forked end of a tongue 24 straddles and is pivotally connected to the front or apex portion of the bracket and has a handle 25 at its free end.

When it is desired to use the device as an ordinary wagon it can be pulled and guided by means of the tongue 24. By raising the tongue into the front recess 7 and fastening it loosely by means of the cord 8, it can be used as a handle and a guiding means while the vehicle is being pushed by the user. Or if preferred the user can grasp the sides of the body at the slots 6 and, by swaying the front end of the body toward one side or the other, guide the vehicle in the same manner as roller skates are guided. To be entirely out of the way the cross-head can be turned around and the tongue 24 fastened in the notch 15 by the hook 16 or else allowed to

hang within the space between the forks 12 from a cord 26 secured to the bottom of the body.

Another way in which the vehicle can be guided is by sitting astride the body 1 and placing the feet on the end portions of the cross head 19.

What is claimed is:—

A child's vehicle including a body and front and rear supporting wheels, said body having a knee receiving opening in the rear portion thereof, and a flexible knee rest supported across and within the opening.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

NEVIN AUGUSTUS ARCHIBALD.

Witnesses:
H. I. WOODHOUSE,
W. G. CASWELL.