H. SCHREK.

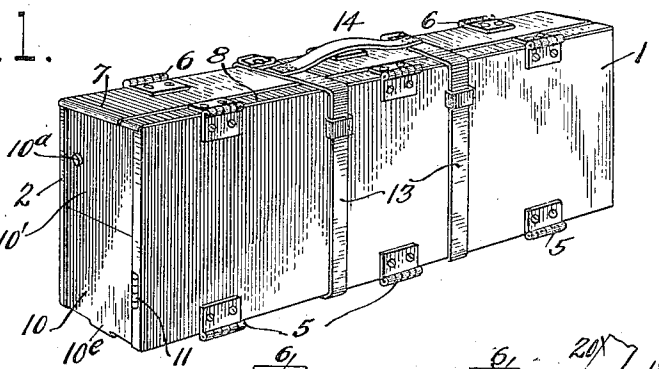
COMBINED CARRIAGE AND SUITCASE.

APPLICATION FILED APR. 17, 1914.

1,131,559. Patented Mar. 9, 1915.

2 SHEETS—SHEET 1.

Fig. 1.



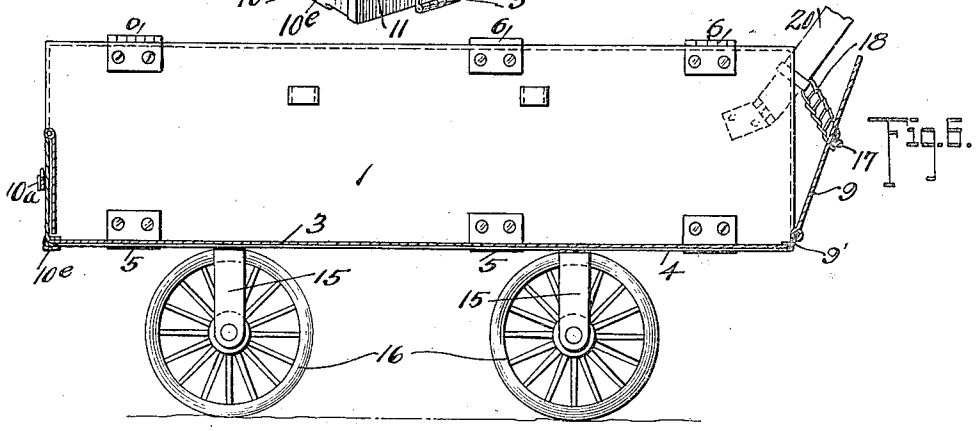


Fig. 6.

Fig. 5.

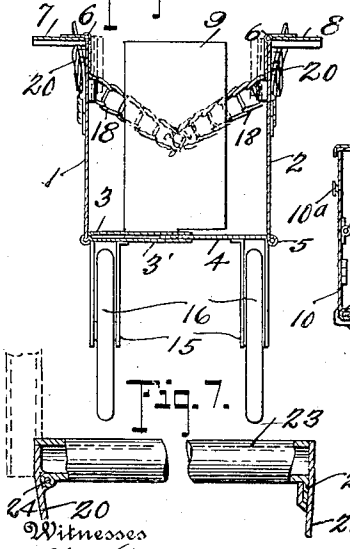


Fig. 8.

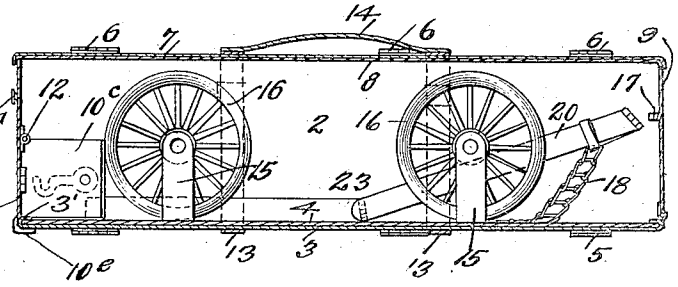


Fig. 7.

Witnesses

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2 SHEETS—SHEET 2.

Fig. 2.

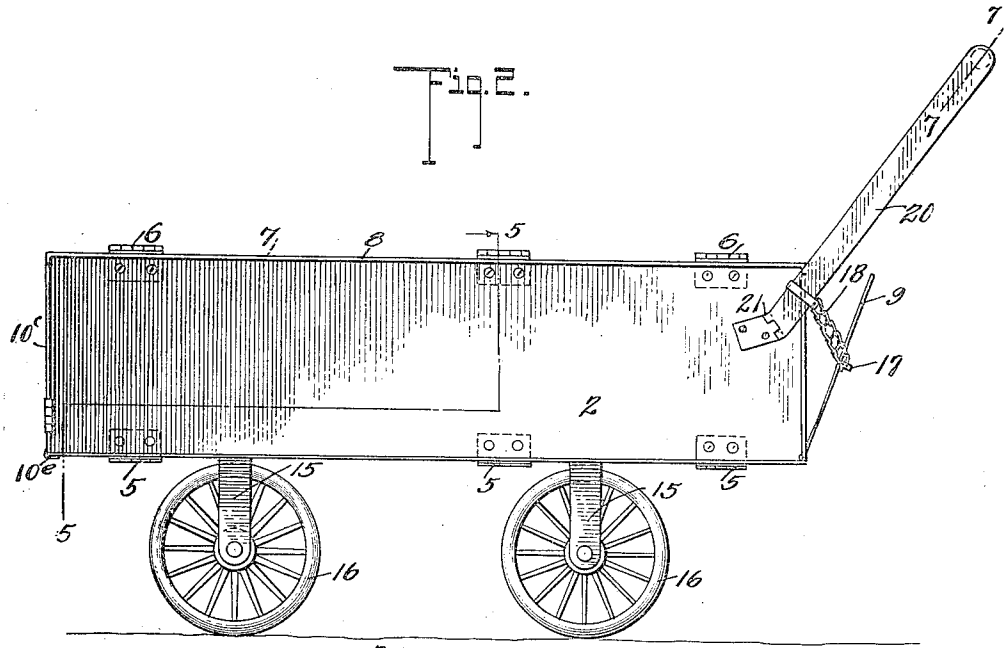


Fig. 3.

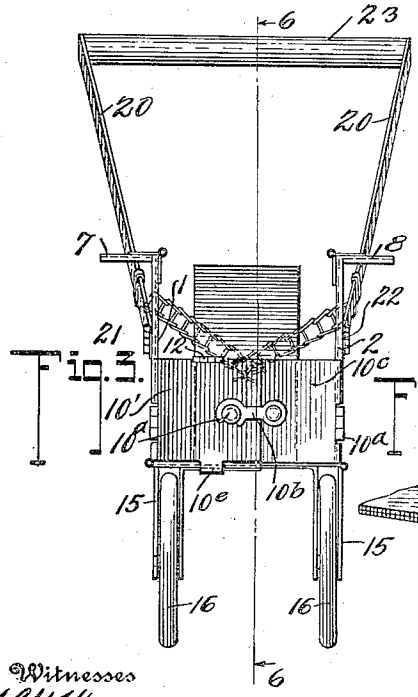


Fig. 4.

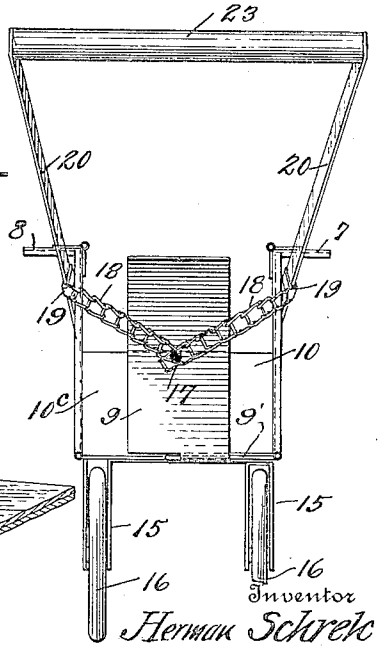
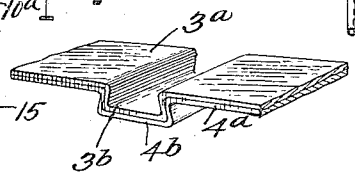


Fig. 5.



Witnesses

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COMBINED CARRIAGE AND SUITCASE.

1,131,559. Specification of Letters Patent. Patented Mar. 9, 1915.

Application filed April 17, 1914. Serial No. 832,525.

To all whom it may concern:

Be it known that I, HERMAN SCHREK, a subject of the Czar of Russia, residing at Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Combined Carriages and Suitcases, of which the following is a specification.

The present invention relates to improvements in that form of vehicles known as collapsible go-carts or "baby" carriages, and the particular object in view of my invention is to provide a structure susceptible of being collapsed into the most compact form to facilitate handling the same in knocked down condition as when traveling, the elements of the structure being so arranged as to take a suitcase form in the collapsed position aforesaid.

In carrying out the invention, it is contemplated to employ a device embodying a plurality of connected sections which when folded in one direction assume the suitcase form above mentioned, and when folded in the other direction, take the form of a go-cart, certain of said sections having wheels secured thereto which in the suitcase form are disposed within the same and when in the extended go-cart form take positions for sustaining the body of the device in operative position as a vehicle of the character described.

These and such other objects as may hereinafter appear are attained by the novel construction, combination and arrangement of parts to be hereinafter specifically described and claimed.

Reference will now be had to the accompanying drawings forming a part of this specification, wherein:

Figure 1 is a perspective view of my invention in collapsed position wherein it assumes a suitcase form. Fig. 2 is a side elevation of the device in extended position as a go-cart. Fig. 3 is a front elevation of the same. Fig. 4 is a rear elevation. Fig. 5 is a transverse sectional view on the line 5—5 of Fig. 2. Fig. 6 is a longitudinal sectional view through the form shown in Fig. 2. Fig. 7 is a detail view, partly broken away and shown in section, illustrating more clearly the transverse member of the gocart handle. Fig. 8 is a longitudinal sectional view through the device when folded in the suitcase form as shown in Fig. 1; and Fig. 9 is a fragmentary perspective view on an enlarged scale of a modified arrangement for the bottom sections, permitting relative movement of the same.

Specifically describing this device and referring to Figs. 1 and 8 of the drawings, wherein the device is folded into collapsed position, the numerals 1 and 2 designate the side members or sections to which are connected by hinge members 5, the telescopic bottom sections 3 and 4 and at the opposite edges of the side sections 1 and 2 are similarly connected at 6 top sections 7, 8. These several sections are substantially rectangular in conformation and of suitable size so that when they are disposed in the operative position hereinafter described to properly constitute a wheeled vehicle of the nature of the usual go-cart. To one of the bottom sections, in this instance section 3, is connected at one end, an end section 9 which in the suitcase form constitutes a closure for this end of the folded structure and a corresponding end section 10 is hingedly connected at 11 to the edge of the side section 1, this latter end section, however, comprising two members hinged at 12. As shown in Figs. 1 and 2 of the drawings, the side sections 1 and 2 and one of the top sections 7 are formed with suitable flanges at their edges which coöperate with the end sections to limit their movement in an outward direction when in the suitcase form and properly interlock the several elements to retain this particular form. A suitable strap member or members 13 is preferably disposed about the folded form and provided with a handle 14 by means of which the device may be conveniently carried in the collapsed position.

The foregoing describes the greater portion of the element of which this device consists and these several elements act to perform the proper wall members of the go-cart structure as will now be more clearly set forth. After disconnecting the strap members 13, the parts will be permitted to move on their hinged connection so as to substantially turn the suitcase construction inside out and in so doing the side sections 1 and 2 form the side members of the go-cart form shown in the several figures of the drawings, while the top sections 7 and 8 constitute arm rests as will be clearly noted by reference to Figs. 3, 4 and 5. These arm rests are sustained in horizontal outwardly extending positions by means of their hinges or they may be folded inwardly

as shown in dotted lines in Fig. 5 against the inner sides of the side sections 1 and 2. To each of the bottom sections is secured near the front and rear end portions supporting arms 15 in the extremities of which are mounted the wheels 16, it being understood that provision may be made for either four of such wheels or two as the case may be but in the drawings I have illustrated the former number.

As hereinbefore mentioned the bottom sections carrying the wheels 16 are telescopic, the section 3 having its extremities bent upwardly at 3′ to form flanges with which the extremities of the corresponding bottom section 4 coöperate to permit relative movement of the same. I preferably employ means for limiting this movement so as to insure the proper disposition of the bottom sections when the device is in go-cart form. In this latter form, as shown most clearly in Fig. 5, the bottom sections are pulled outwardly so as to space the wheels 16 apart and the foldable end section 10 is moved on its pivot until it assumes a position along the extremity of its contiguous bottom section shown in Fig. 3, the top member 10′ of which end section is folded outwardly and downwardly against the lower member. This upper element 10′ has connected or formed thereon a projection or button 10^a which coöperates with a latch member 10^b pivotally carried by an end section 10^c which latter end section is of a size equivalent to the member 10′ and is hingedly connected at 10^d to the side member 2 so as to form a footboard for the go-cart construction, the latch member 10^b and the button 10^a when interlocked limit the extension of the bottom sections in an obvious manner. It will also be noted in Figs. 1 and 3 that the lowermost section of the end element 10 has formed thereon a projecting flange 10^e which engages both the contiguous bottom section and holds the side wall 1 at a proper vertical angle to the bottom of the go-cart. The end member 9 connected to the opposite end of the bottom section 3 is movable on its pivot in the go-cart formed so as to constitute an adjustable back and moreover the pivot of this end member consists of a rod or similar member bent about the flange 3′ at this end of the bottom section so as to form a loop designated 9′ and the lower edge of the end member 9′ is cut away for a distance about half its width so as to enable said end member to be shifted on its pivot laterally to occupy a position intermediate the side walls 1 and 2 as most clearly shown in Figs. 3 and 4 of the drawing. Projecting from one side of the end member 9 is a stud or lug 17 over which is adapted to be introduced the end portions of a pair of chain members 18 one extremity of each of which chain members is connected to the bands 19 slidably mounted upon the handles 20 which in turn are pivotally connected to the respective side members 1 and 2 by means of the hinges 21 and 22 respectively. A transverse bar 23 is pivotally secured at 24 to one of the handle members 20, as seen most clearly in Fig. 7 at one end and has projecting laterally from its opposite end a flange 25 which interlocks with the opposite handle member 20 as shown distinctly in this figure whereby to hold said handle members in proper operative position for manipulating the go-cart. By suitably adjusting the connection of the chains 18 the proper inclination of the back 9 may be procured as will be perfectly obvious to those skilled in this art.

In Fig. 9 I have shown an enlarged view of a modified arrangement for connecting the bottom sections of this device to permit of relative movement of the same, said sections being designated 3^a and 4^a respectively, each of which has its material stamped intermediate its length with interlocking projections 3^b and 4^b. It will be apparent also that many other changes in the details of construction of this device may be made without departing from the spirit of the invention, and within the scope of the claims hereto appended.

Having thus described my invention, what I claim as new is:

1. A combined baby carriage and container comprising a box-like body composed of bottom, side and top sections, wheels attached to one of said sections, connections intermediate the sections whereby to hold the latter in positions forming a container in which the wheels are disposed, and permitting reversal of the sections to form a wheeled vehicle, and means for holding the sections in operative position when reversed to provide such vehicle, the bottom section comprising adjustable sections to permit of expansion or contraction thereof when in the positions mentioned.

2. A combined baby carriage and container comprising a body composed of sections, means for holding said sections in closed positions to form a box-like receptacle, wheels connected with one of the sections so as to be received in said receptacle, and connections intermediate the sections permitting of reversal of the latter to turn the body inside out to assume a position supported on the wheels and thus provide a wheeled vehicle, the section of the body carrying said wheels comprising relatively slidable parts whereby the width of the body may be increased when used as a vehicle body and decreased when used as a closed container.

3. In a combined baby carriage and container, a body composed of bottom, side and top sections, supporting wheels carried

by the bottom sections and received within the body when the latter is in closed condition, a handle composed of parts connected with the side sections and foldable into the body when closed, end members at the opposite ends of the body to form closures for the latter, one of said end members constituting a back rest when the sections are in open condition, and adjusting means carried by the handle parts and coacting with the back rest for adjusting its inclination.

4. In a combined baby carriage and container, a body composed of bottom, side and top sections, supporting wheels carried by the bottom sections and received within the body when the latter is in closed condition, a handle composed of parts connected with the side sections and foldable into the body when closed, and end members at the opposite ends of the body to form closures for the latter, the bottom member comprising relatively sliding parts each of which supports certain of the wheels aforesaid.

5. In a combined baby carriage and container, a body composed of bottom, side and top sections, supporting wheels carried by the bottom sections and received within the body when the latter is in closed condition, a handle composed of parts connected with the side sections and foldable into the body when closed, end members at the opposite ends of the body to form closures for the latter, the bottom member comprising relatively sliding parts each of which supports certain of the wheels aforesaid, and connections intermediate the side sections and the bottom section permitting reversal of the body inside out whereby to dispose the wheels in a position supporting the body to form a wheeled vehicle.

6. In a combined baby carriage and container, a body composed of bottom, side and top sections, supporting wheels carried by the bottom sections and received within the body when the latter is in closed condition, a handle composed of parts connected with the side sections and foldable into the body when closed, end members at the opposite ends of the body to form closures for the latter, the bottom member comprising relatively sliding parts each of which supports certain of the wheels aforesaid, connections intermediate the side sections and the bottom sections permitting reversal of the body inside out whereby to dispose the wheels in a position supporting the body to form a wheeled vehicle, one of the end members being slidably connected with the bottom section, and the other end member being comprised of relatively movable parts carried by one of the side sections.

7. In a combined baby carriage and container, a body composed of bottom, side and top sections, supporting wheels carried by the bottom sections and received within the body when the latter is in closed condition, a handle composed of parts connected with the side sections and foldable into the body to form closures for the latter, the bottom member comprising relatively sliding parts each of which supports certain of the wheels aforesaid, connections intermediate the side sections and the bottom section permitting reversal of the body inside out whereby to dispose the wheels in a position supporting the body to form a wheeled vehicle, one of the end members being slidably connected with the bottom section, and the other end member being comprised of relatively movable parts carried by one of the side sections, the top section being composed of two parts one carried by each side section and movable into a position to form arm rests projecting outwardly from the side sections when the body is adjusted to provide a vehicle.

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

HERMAN SCHREK.

Witnesses:
ISAAC KAMINSKY,
FRANK SCHREK.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."