C. E. BROWN.

TOY KICK CAR.

APPLICATION FILED APR. 8, 1916.

1,213,454. Patented Jan. 23, 1917.

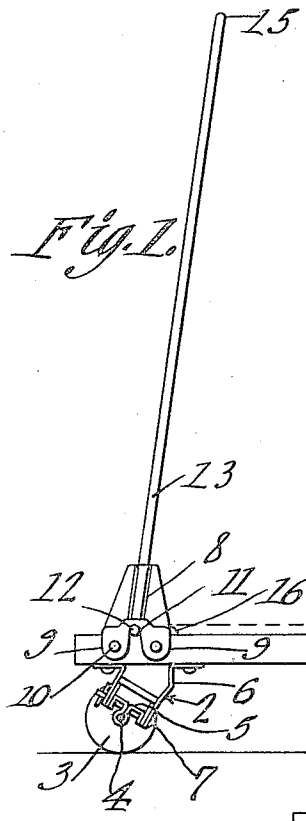

Fig. 1.

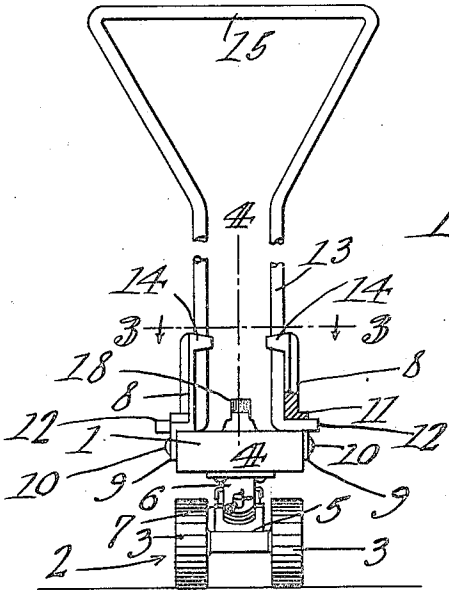

Fig. 2.

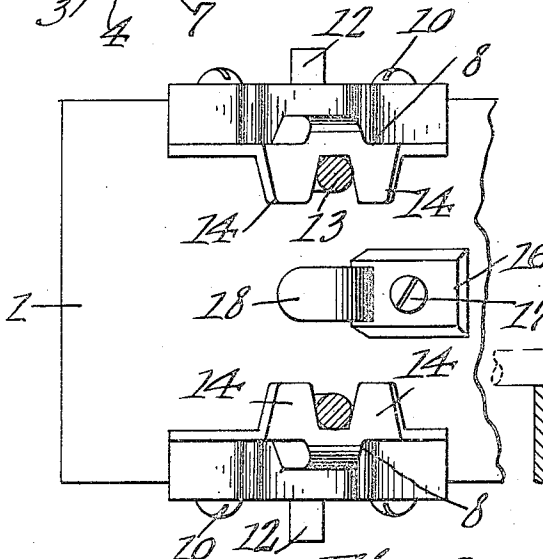

Fig. 3.

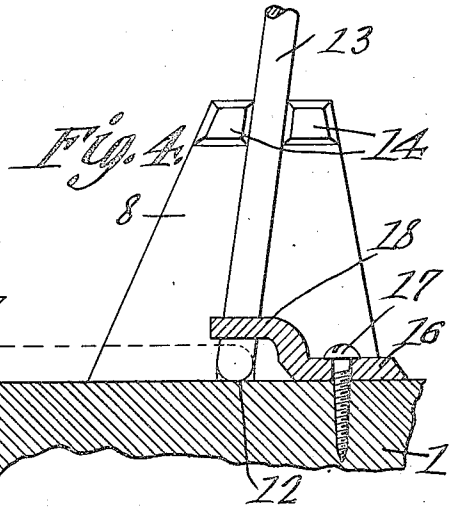

Fig. 4.

Witnesses

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UNITED STATES PATENT OFFICE.

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TOY KICK-CAR.

1,213,454. Specification of Letters Patent. Patented Jan. 23, 1917.

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To all whom it may concern:

Be it known that I, CARL E. BROWN, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented a new and useful Toy Kick-Car, of which the following is a specification.

The present invention is a toy kick- or push car or vehicle, and is adapted for use by children, the toy being so constructed that it can be propelled over the sidewalk or pavement by the kicking or pushing action of one leg while the other is supported by the device.

It is the object of the invention to provide a novel and improved device of the nature indicated, which can be readily steered by means of a handle, said handle being assembled with the foot board or body in a novel manner, whereby the handle is effectively held in operative position, is readily swung against the foot board in order that the device can be shipped or stored within small compass, is readily removed and replaced by moving it to a predetermined position, and is unable to become detached accidentally, in either the operative or folded position of the handle.

It is also within the scope of the invention to provide a device of the character specified which is comparatively simple and inexpensive in construction, which is not liable to get out of order, and which will prove a source of amusement for children in a highly efficacious manner.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed can be made within the scope of what is claimed without departing from the spirit of the invention.

The invention is illustrated in the accompanying drawing, wherein:

Figure 1 is a side elevation of the device. Fig. 2 is an enlarged front view thereof, portions of the handle being broken away, and one of the brackets being partially in section. Figs. 3 and 4 are enlarged sectional views taken on the respective lines 3—3 and 4—4 of Fig. 2.

In carrying out the invention, there is provided a longitudinal foot board or body 1, preferably although not necessarily constructed of wood, and supported adjacent its ends by a pair of roller skate trucks 2. Each of the trucks 2 has a pair of wheels 3 carried by an axle 4 secured to a carrier 5 pivotally mounted within a bracket 6 secured in any suitable manner to the lower surface of the board. The pivot 7 is inclined, and the two pivots are inclined in opposite directions, whereby when the board 1 is given a sidewise rocking motion, the axles 4 will be angled to steer the device, in practically the same manner that a roller skate is.

A pair of upstanding brackets or castings 8 are seated upon the edge portions of the board 1 adjacent the forward end thereof, and are provided with depending ears 9 overlapping the edges of the board and secured thereto by means of screws 10 or in any other suitable manner, whereby said brackets are rigid. The brackets 8 are provided at their lower ends between the ears 9 with apertures 11 receiving the outturned terminals 12 of a doubled rod or handle 13. This handle is formed from a resilient rod, and its limbs tend to separate, to thereby move against the inner sides of the brackets with the terminals 12 projecting out through the apertures 11, to thus pivotally connect the handle with the brackets and board 1. The brackets 8 are provided at their upper ends with inwardly projecting lugs 14, each bracket having a pair of them, and the limbs of the handle 13 are movable between the lugs 14 when the handle is brought to operative position, as seen in Fig. 1. The intermediate portion or bend of the handle is approximately triangular, as seen in Fig. 2, to provide the hand hold 15, or to provide a loop forming the hand hold.

In order to prevent the accidental detachment of the handle when in operative or folded position, and yet to enable the handle to be detached, a metal piece 16 is secured upon the board 1 between the brackets 8 by means of a screw 17 or other securing element and is provided with an upwardly offset forwardly projecting tongue 18 projecting over the axis of the terminals 12, as seen in Fig. 4. This tongue 18 is sufficiently wide, to prevent the limbs of the handle from being moved together enough to with-

draw the terminals 12 thereof from the apertures 11, and this is true either when the handle is in operative position, as seen in Fig. 1 in full lines, or is in folded position, as seen in dotted lines in said figure. To swing the handle to folded position, whereby the device can be compactly transported or stored, the limbs of the handle are pressed together to remove them from between the lugs 14, and the handle can then be swung downwardly against the board 1. To remove the handle, after the limbs thereof are pressed together so as to be able to pass forwardly from between the lugs 14, the handle is swung forwardly to the dotted line position in Fig. 4. Then, the terminals of the handle can be moved together so as to pass under the tongue 18, and this enables said terminals 12 to be withdrawn from the apertures 11. The handle is thus easily removed, but it must be brought to a forwardly projecting position which the handle will never assume during the use of the device.

In using the device, with the handle in operative position, as seen in Fig. 1, the operator places one foot upon the board 1 and grasps the hand hold 15, the other foot being used to propel the device by exerting a kicking or pushing action upon the side walk or pavement. The operator can thus give the car a rapid movement over the side walk or pavement, and can then stand upon the board 1 to coast for a distance, and when the car again slows down, the propelling or pushing operation will be repeated. To steer the car, the board 1 is tilted sidewise, the same responding to the pressure when the operator leans to one side or the other, which in connection with the swinging of the handle 13 transversely, causes the car to be turned to one side or other, in the manner of a roller skate and without the use of ordinary casters. The device can also be pulled by the handle, when it is in front of the lugs 14.

Having thus described the invention, what is claimed as new is:

1. A device of the character described comprising a wheel mounted foot board, brackets carried thereby and having apertures, a doubled resilient handle having angular terminals projecting into said apertures, and means for preventing the complete withdrawal of said terminals from the apertures unless the handle is swung to a predetermined position.

2. A device of the character described comprising a wheel mounted foot board, a pair of upstanding brackets carried thereby having apertures, a doubled resilient handle having outturned terminals projecting through said apertures, and a piece carried by said foot board between the brackets and having an upwardly offset tongue to normally prevent the terminals from being moved completely out of said apertures.

3. A device of the character described comprising a wheel mounted foot board, a pair of upstanding brackets carried thereby and having apertures adjacent their lower ends, a doubled resilient handle having outturned terminals projecting through said apertures, the upper ends of said brackets having inwardly projecting lugs for receiving the limbs of said handle therebetween, and a piece carried by the foot board and having an upwardly offset forwardly projecting tongue above the axis of said terminals, said tongue being sufficiently wide to prevent said limbs from being moved together enough to completely withdraw said terminals from said apertures when the handle is in operative position or is swung against the board.

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

CARL E. BROWN.

Witnesses:
H. J. Cook,
J. H. Hann.