March 1, 1927. 1,619,668

H. F. GORDON

TOY NAVIGATOR

Filed April 6, 1925 2 Sheets-Sheet 1

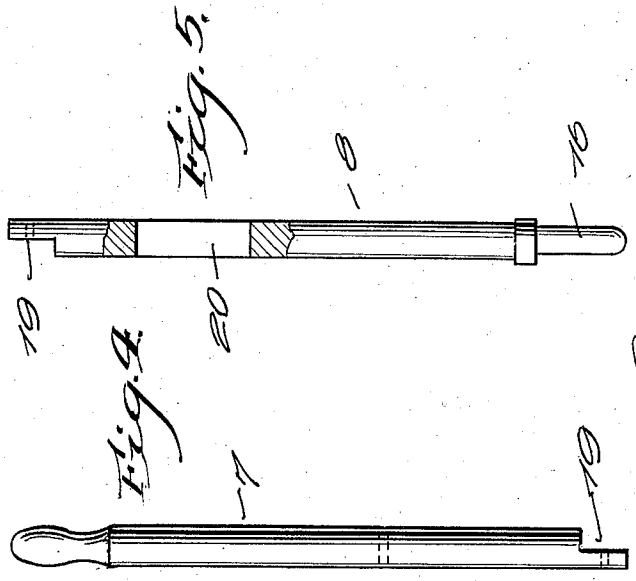


Fig. 5.

Fig. 4.

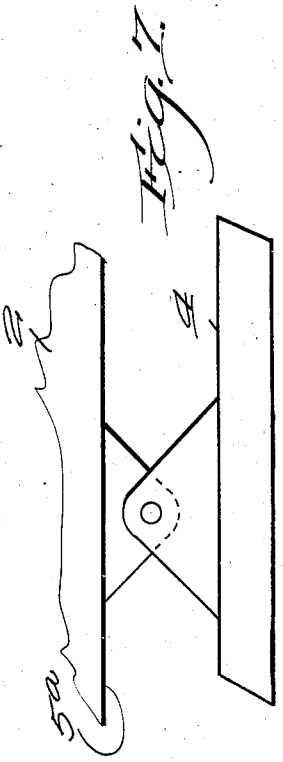


Fig. 7.

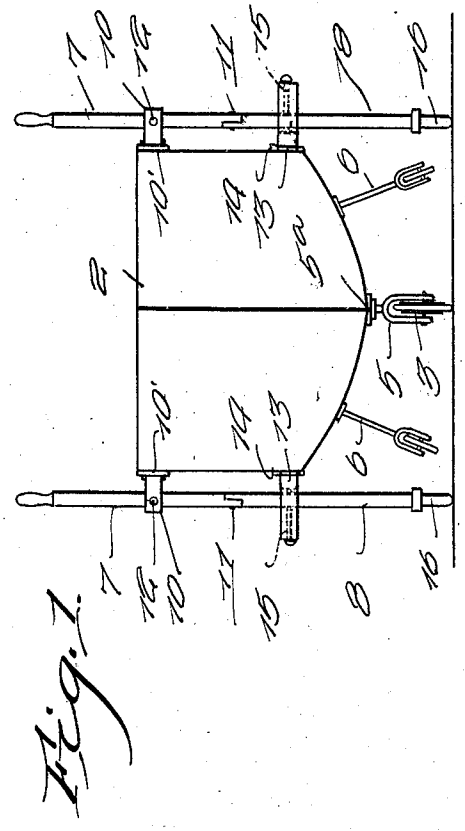


Fig. 1.

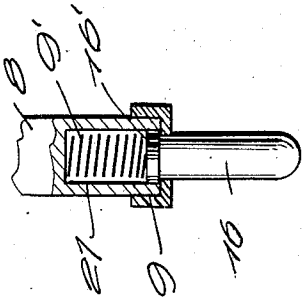


Fig. 6.

Inventor

Henry F. Gordon

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H. F. GORDON

TOY NAVIGATOR

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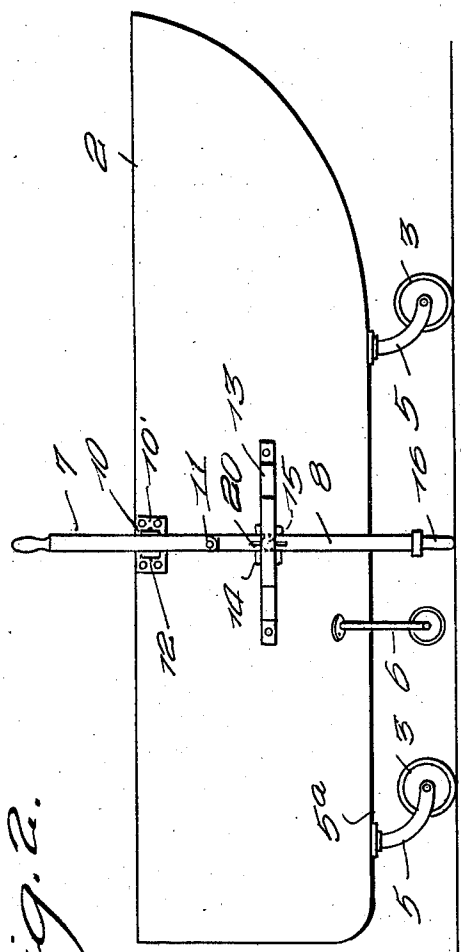


Fig. 2.

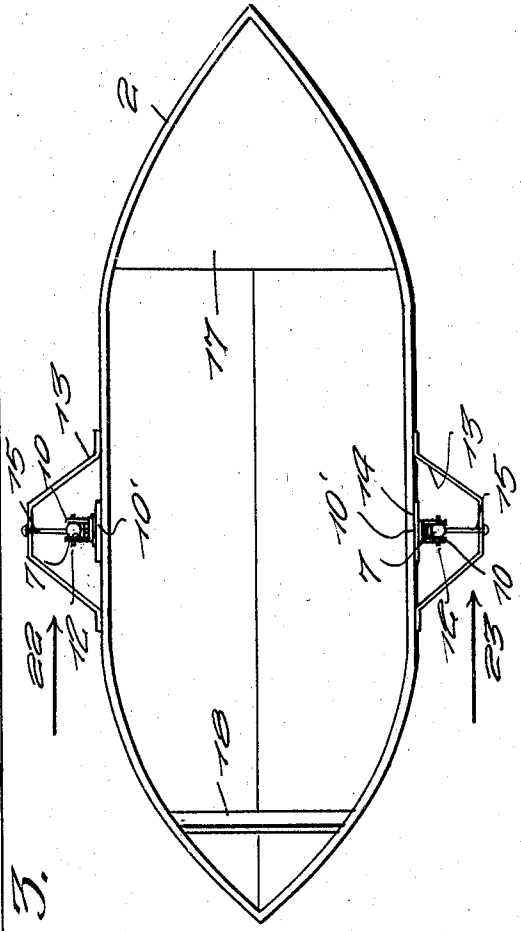


Fig. 3.

Inventor

Henry F. Gordon

Patented Mar. 1, 1927. 1,619,668

UNITED STATES PATENT OFFICE.

HENRY F. GORDON, OF CHICAGO, ILLINOIS.

TOY NAVIGATOR.

Application filed April 6, 1925. Serial No. 21,217.

This invention relates to toy navigators.

An object of this invention is to provide a car in the nature of a boat, which allows the operator to face the direction of travel on land, including ice or snow.

A further object of this invention is to provide an oar which will be operable in all directions, including forward, rearward and sidewise, and to provide a device of this character which is of simple construction, which may be made at a minimum cost, and which may be operated with a minimum of skill, and sold at a price which will compel its use.

With the foregoing and other objects in view I have invented the device illustrated in the accompanying drawings, in which:

Figure 1 is a front elevation of my improved device.

Figure 2 is a side elevation.

Figure 3 is a top plan view.

Figure 4 is a detail of one of the oar body sections.

Figure 5 is a detail of the other oar body section.

Figure 6 is a detail of the plunger end of the oar.

Figure 7 is a detail of a runner attachment.

Like reference characters indicate like parts throughout the several views of the drawings and in the specification, in which I provide a car body 2 in the form of a boat, and which may be made of wood or tin or other suitable metal, and which is supported normally by castor wheels 3, which may be substituted however by runners 4, the wheels being carried by standards 5, which are mounted upon a vertical pivotal axis 5^a of the body 2. The wheels 3 are medially disposed beneath the car, and form a mono wheel carrying system, there being provided however safety balancing members 6 extending at angles from the bottom of the car body 2. As a means for propelling the car, I provide oar members 7, the lower part 8 of which is flexed relative to the upper part by bolts 11, the sections being cut away for half their diameter as at 19, and the lower section being provided with a slot 20 for receiving a bolt 15, and permitting a longitudinal movement relative to the bolt 15, the bolt 15 being affixed to a yoke 13, and a plate 14, and being of sufficient length between the plate and yoke to allow a free outward or sidewise movement, and a free forward and rearward movement. The upper section 7 being pivoted to the bolt 12, and the bolt 12 being carried by a U-shaped oar lock 10, which oar lock 10 is in turn swivelled to a plate 10', there is a universal movement provided at this joint whereby the oar 7 may be swung outward upon the pivotal axis 12, with the slot 20 freely moving over the pin 15; or it may be thrown open to swivel against the plate 10 in a forward or rear direction until flexed upon the axis 11, and then may be swung out upon the axis 12. It is obvious therefore that by manipulating this movement, the oar may be lifted and then set for a pulling operation in any desired direction. In order to assist in compensating for the relative angularity of the oar and its lack of contact with the ground by these varying angles, I provide a spring urged plunger 16, which serves to lengthen the oar, the plunger 16 being held by a collar 9, which collar 9 is internal of a bore 21 and in the end of the section 8 of the oar, the plunger 16 being provided with a shoulder 16', and between the end wall of the bore 21 and the head of the plunger 16 I provide a helical spring 9'. Carried internally of the body 2 is a seat 17, and a foot rest 18. It will be noted that upon pulling upon the oar 7, that contrary to the usual movement by the oar, the locked part of the oar will move in the direction in which the oar is pulled, as indicated by the arrows 22 and 23, and that therefore the car will move in the direction in which the operator is facing.

I claim:

1. In combination, a land vehicle, an oar propeller carried by the vehicle, the propeller provided with yieldable plunger whereby its length may automatically change said means including a spring controlled extension.

2. In combination, a land vehicle, an oar for propelling the vehicle, the oar provided with a flexible joint and carrying a yielding plunger at its end.

3. In combination, a land vehicle, an oar for propelling the vehicle, a lock for the oar, the lock having a universal movement, and a secondary means for guiding the oar between the lock and its distal end.

4. In combination, a land vehicle, an oar for propelling the vehicle, a lock for carrying the oar, the lock having a universal movement, the oar flexible, and a secondary

guide for the oar carried between the flexed portion and the distal end of the oar.

5. In combination, a vehicle, an oar lock carried at the side of the vehicle, a bracket upon the side of the vehicle, a pintle between the bracket and vehicle, an oar provided with a slot, the pintle passing through the slot, the oar being flexible between the lock and pintle, and a spring urged plunger carried by the end of the oar.

6. In combination, an oar, a lock for the oar having a universal movement, the oar being flexible and provided with a slot, a pintle passing through the slot, and provided with clearance to permit the movement of the oar for either a lateral or longitudinal stroke.

7. In combination, a vehicle, medial wheels for supporting the vehicle, oar means for normally balancing and for propelling the vehicle, and secondary wheels for assisting in balancing the vehicle.

8. A land vehicle, medial wheels therefor and means for balancing the vehicle on said wheels, said means including a propelling means, and side wheels.

In testimony whereof I affix my signature.

HENRY F. GORDON.