Sept. 17, 1929. D. L. ALDRIDGE 1,728,587

TOY VEHICLE

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Fig. 1.

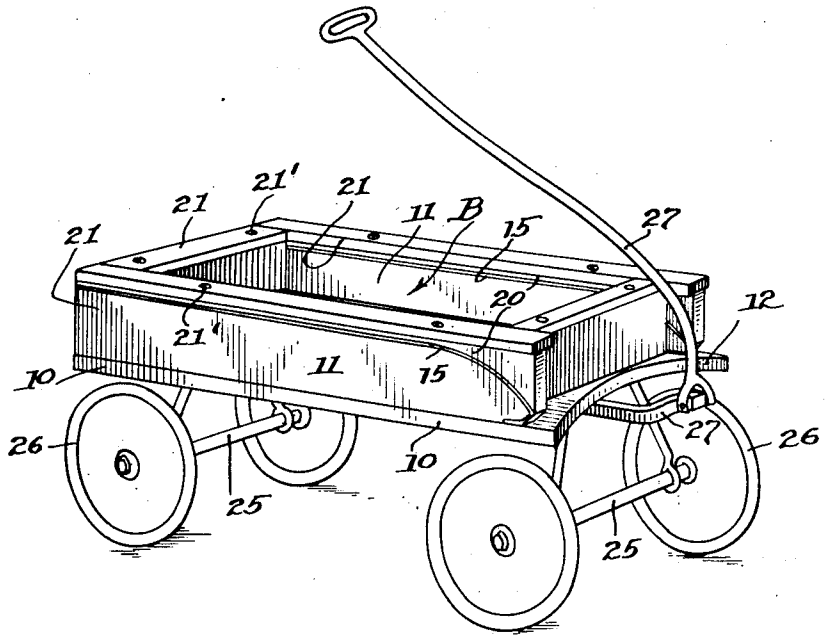
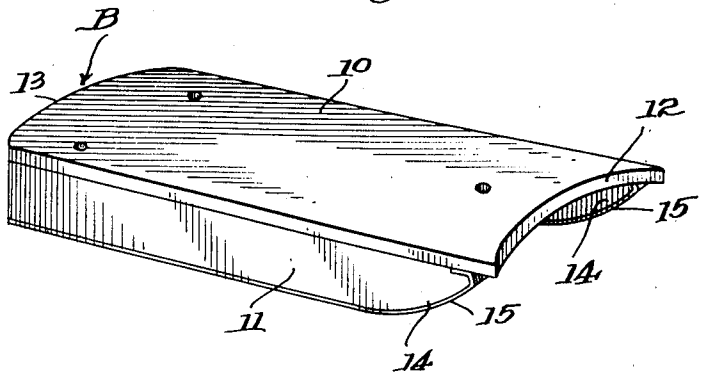


Fig. 2.



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Fig. 3.

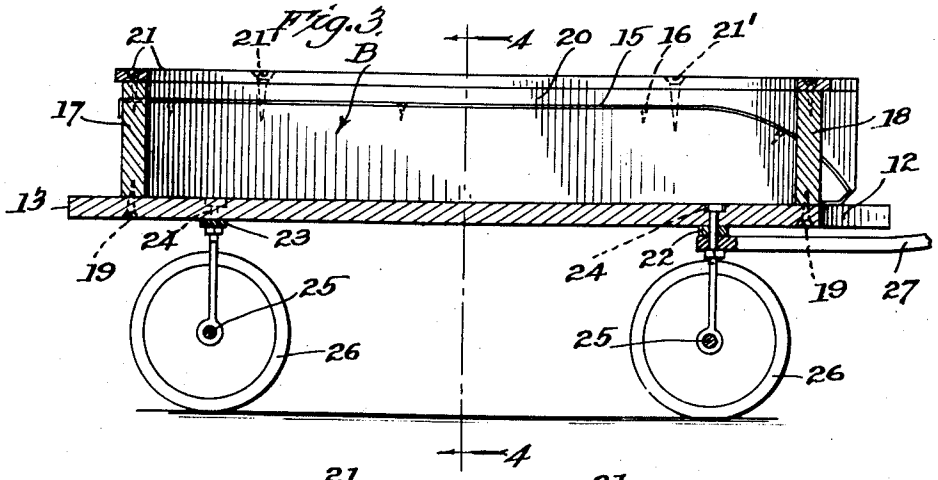


Fig. 4.

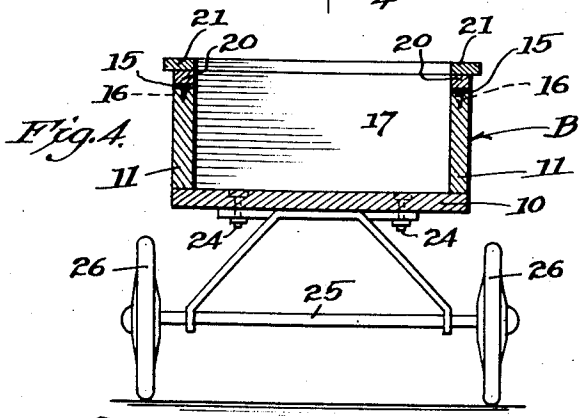
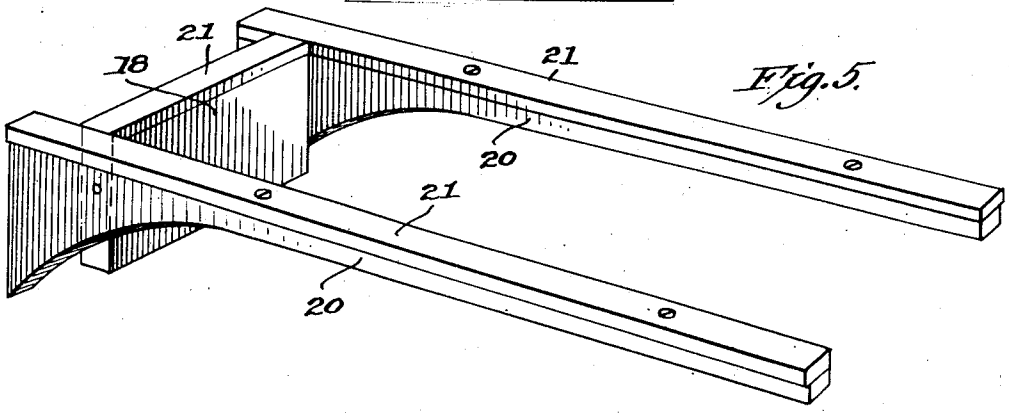


Fig. 5.



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UNITED STATES PATENT OFFICE

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TOY VEHICLE

Application filed March 14, 1928. Serial No. 261,600.

My invention relates to and has for a purpose the provision of a toy vehicle having the body thereof removably associated with the chassis of the vehicle and providing a wagon body when in applied position on the chassis, yet when removed from the latter, is convertible into a sled, to the end that a single vehicle is rendered capable of providing amusement and sport during both summer and winter.

I will describe only one form of toy vehicle embodying my invention and will then point out the novel features in claims.

In the accompanying drawing,

Fig. 1 is a perspective view illustrating the vehicle body in applied position on a chassis and co-operating with the latter to provide a wagon;

Fig. 2 is a perspective view showing the body removed from the chassis and providing a sled;

Fig. 3 is a longitudinal sectional view of the wagon illustrated in Fig. 1;

Fig. 4 is a transverse sectional view taken on the line 4—4 of Fig. 3 and looking in the direction of the arrows; and

Fig. 5 is a perspective view illustrating certain parts which co-operate with the body to complete the latter when mounted on the chassis and are removable from the body to permit use of the latter as a sled.

Referring specifically to the drawing in which similar reference characters designate similar parts in each of the several views, my invention in its present embodiment comprises a body designated generally at B and preferably formed of wood to provide a substantially rectangular bottom wall 10 to which is secured side walls 11, the bottom wall being inwardly curved at its forward end and outwardly curved at its rear end as shown at 12 and 13 respectively. The upper longitudinal edges of the side walls 11 are curved downwardly at one end of the side walls as is indicated at 14, and are provided with treads 15 in the form of metal strips permanently secured to the side walls by fastening members 16.

A pair of rectangular members 17 and 18 also preferably formed of wood constitute the end walls of the body B and respectively, its head and tail boards, the member 17 spanning the side walls 11 at their rear ends and being detachably secured thereto by means of fastening members in the form of wood screws 19. The member 18 spans the side walls 11 at the forward end thereof and is detachably secured to the bottom wall 10 by means of a wood screw 19, while to the ends of the member 18 are secured members 20 coextensive in length with and overlying the side walls 11, the lower longitudinal edges of the members 20 being complemental to the upper longitudinal edges of the side walls so as to snugly fit the treads 15.

The members 20 are detachably secured to the side walls 11 by means of wood screw 21 extending through the treads 15 into the side walls. The upper edges of the members 17, 18, and 20 are provided with finishing strips 21, and it will be clear that with the members associated with the body B as above described, a rectangular open-topped compartment is provided, which when mounted on a chassis forms a wagon body and co-operates with the chassis to provide a wagon. The chassis illustrated is of conventional form and comprises front and rear brackets or hangers 22 and 23 detachably secured to the bottom wall 10 by screws 24 and provided with axles 25 on the ends of which are mounted wheels 26. A draw bar 27 by which the wagon can be pulled about is pivotally connected to the front bracket 22.

Furthermore, it will be manifest that upon detaching the brackets 22 and 23 from the bottom wall 10 by removing the screws 24, and detaching the members 17, 18, and 20 from the body B upon removal of their respective holding screws, the body, when inverted, constitutes a sled. It will be further understood that the bottom wall 10 and side walls 11 of the body, broadly constitute one body section, and that the members 18 and 20 of the body broadly constitute a second body section detachably associated with the first body section; the side walls 11 and members 20 broadly constituting portions of their respective body sections, co-operating when the body is on a chassis, to form the sides of the body so that the appearance of the body will be that

of a conventional wagon body; whereas upon the removal of the second body section from the first body section, the latter when inverted, will form a sled.

It will thus be clear that I have provided a vehicle, the body of which is convertible to function as a wagon body when in applied position on a wheeled chassis and to function as a sled when removed from the chassis, so that amusement and sport can be had by the child during both summer and winter.

Although I have herein shown and described only one form of toy vehicle embodying my invention, it is to be understood that various changes and modifications may be made therein without departing from the spirit of the invention and the spirit and scope of the appended claims.

I claim:

1. A vehicle body comprising a pair of detachably associated body sections having portions co-operating to form sides of the body when the body is applied to a chassis, said portions of one of the body sections being shaped to form sled runners so that when the body sections are detached from each other, said one of the body sections, when inverted, will constitute a sled.

2. A vehicle body comprising a pair of detachably associated body sections having superposed portions, the confronting edges of the portions being complementary, with said edges of the portions of one of the body sections shaped to form sled runners and the portions of both sections co-operating to form sides of the body when the body is applied to a chassis, whereby when the body sections are detached from each other, said one of the sections, when inverted, will constitute a sled.

3. A vehicle body having portions constituting sides of the body when in applied position on a chassis, said sides having their upper longitudinal edges shaped to correspond to the contour of sled runners, treads on and having the contour of said longitudinal edges, a member constituting an end of the body and removably associated with the latter, and other members, one for each of said sides, having the lower longitudinal edges thereof shaped to conform to and overlying said treads and the upper longitudinal edges thereof co-operating with said member to define the upper edge of the body when in applied position on the chassis, said other members being removably associated with the body, whereby when said member and other members are removed from the body and the latter removed from the chassis and inverted, the body will constitute a sled.

4. A vehicle body having portions constituting sides of the body when in applied position on a chassis, said sides having their upper longitudinal edges curved downwardly at one end of the sides so as to conform to the contour of sled runners, treads on and having the contour of said longitudinal edges, members constituting the ends of the body and removably associated with the latter, and other members secured to one of said first members, having the lower longitudinal edges thereof shaped to conform to and overlying said treads so as to form continuations of said sides of the body, the upper longitudinal edges of said other members co-operating with said first members in defining the upper edges of the body, said other members being removably associated with the body, whereby when all of said members are removed from the body and the latter removed from the chassis, the body will constitute a sled.

5. A vehicle body having portions constituting sides of the body when in applied position on a chassis, said sides having the upper longitudinal edges thereof shaped to correspond to the contour of sled runners, means constituting an end of the body, means overlying said longitudinal edges and forming continuations of the sides above the latter, and means for detachably securing the first and second means to the body, whereby, upon removal of the first and second means and the removal of the body from the chassis, the body when inverted will constitute a sled.

6. A vehicle body having portions constituting the side walls of the body when in applied position on a chassis, the upper longitudinal edges of said side walls being curved downwardly at one end of the sides so that the edges conform to the contour of sled runners, treads secured on said longitudinal edges, members constituting end walls of the body and removably associated with the latter, and other members secured to one of the first members, having their lower longitudinal edges complementary to and overlying said longitudinal edges of the side walls so that said other members cover the treads, said other members being removably associated with the side walls, whereby when the first and last members are removed from the body and the latter removed from the chassis and inverted, the body will constitute a sled.

7. A vehicle body comprising a body section having portions constituting sides of the body when the body is on a chassis and constituting sled runners when the section is inverted, and a second body section detachably associated with the first body section and co-operating with the latter when on the chassis to render the appearance of the body sections, that of a conventional wagon body.

8. A vehicle body comprising a pair of body sections, one of which includes portions shaped to form sled runners and constituting sides of the body when the body is applied to a chassis, the other body section having portions overlying and complementary to

said sides to form continuations of the sides above the latter, and means for detachably securing the body sections together, whereby upon removal of the second mentioned body section from the first mentioned body section, the latter, when inverted, will constitute a sled.

Signed at Los Angeles, in the county of Los Angeles and State of California, this 27th day of February, A. D. 1928.

DANIEL L. ALDRIDGE.