

(No Model.)

2 Sheets—Sheet 1.

E. S. MORTON.

CONVERTIBLE WAGON, PERAMBULATOR, ROCKER, AND SWING.

No. 545,712.

Patented Sept. 3, 1895.

Fig. 1.

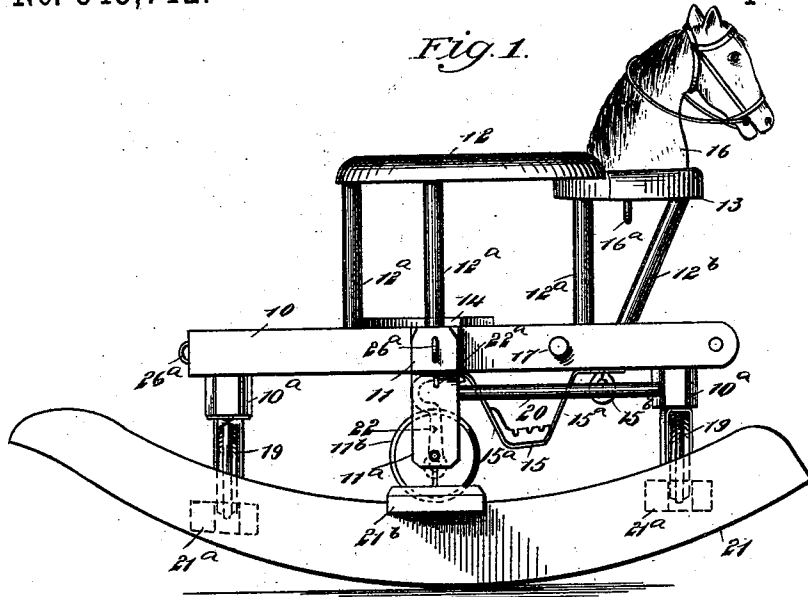
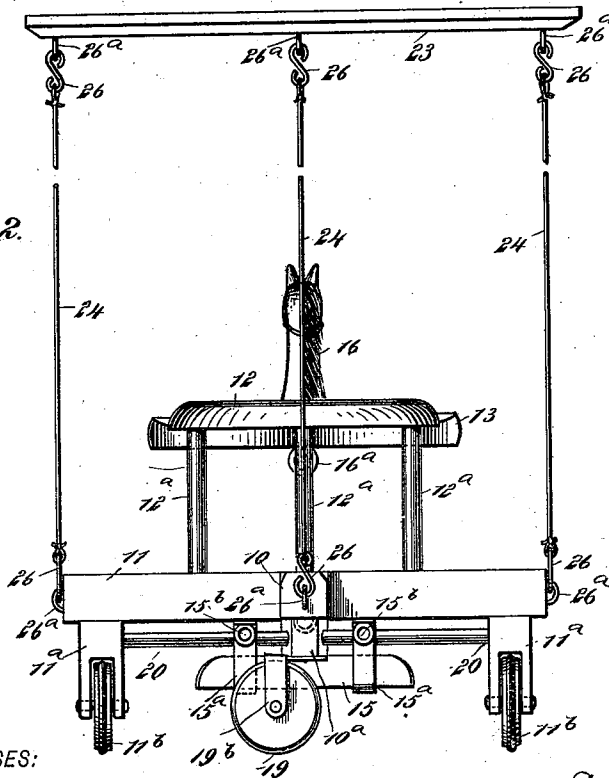


Fig. 2.



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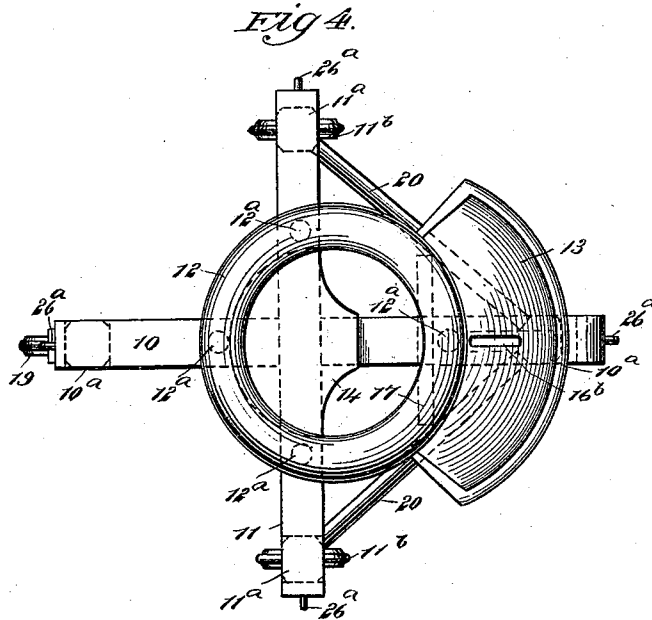
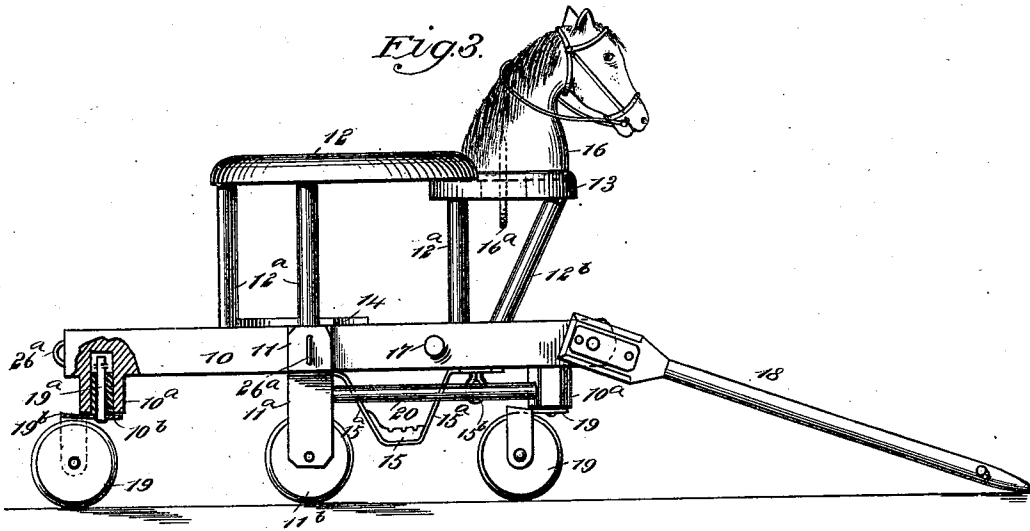
Munn & Co.

ATTORNEYS.

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UNITED STATES PATENT OFFICE.

ELLIS S. MORTON, OF GALENA, KANSAS, ASSIGNOR OF ONE-HALF TO LOUIS KOSSUTH MOELLER, OF SAME PLACE.

CONVERTIBLE WAGON, PERAMBULATOR, ROCKER, AND SWING.

SPECIFICATION forming part of Letters Patent No. 545,712, dated September 3, 1895.

Application filed April 10, 1895. Serial No. 545,202. (No model.)

To all whom it may concern:

Be it known that I, ELLIS S. MORTON, of Galena, in the county of Cherokee and State of Kansas, have invented a new and Improved Convertible Wagon, Perambulator, Rocker, and Swing, of which the following is a full, clear, and exact description.

This invention relates to a novel combination of useful articles that are adapted for exercising and amusing children or invalids.

The object of the invention is to provide a novel composite vehicle which is adapted for ready conversion into a wagon, a perambulator, rocking-chair, and swing.

The invention consists in the peculiar construction of parts and their combinations, as is hereinafter described, and indicated in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a side view of the improvement as it appears when used as a rocking horse or chair. Fig. 2 is a rear elevation of parts of the novel device hung from a fixed support for use as a swing. Fig. 3 is a side view of the composite wagon having the rockers removed; and Fig. 4 is a plan view of the improvement with the rockers and tongue removed, adapting the wagon for use as a perambulator.

In carrying the invention into effect a frame is provided, which is clearly shown in Fig. 4 as consisting of two bars, preferably of wood, that are joined together in cross shape, one bar 10 being slightly longer than the other bar 11, the bar 10 forming the longitudinal member of said frame and the bar 11 the transverse member of the same, and the said members are so connected that their upper and lower surfaces are flush with each other. On the frame 10 11 a ring-like guard-piece 12 is supported in a level condition by four posts 12^a, secured at their ends to the ring and frame, as shown, the guard-ring being thus sustained at a proper elevation above the frame.

In front of the guard-ring 12 a table 13, preferably curved on its front edge, is secured to said ring and substantially supported in

position by the brace-bar 12^b, that extends between the table and frame member 10. A seat-board 14 is secured on the frame 10 11 at the junction of its members and below the ring-piece 12, that encircles the seat-board, as clearly shown in Fig. 4. Below the frame 10 11 a foot-rest 15 is hung parallel with the frame member 11 by rods or metal bars 15^a, that diagonally extend between the frame and foot-rest, serving to brace the latter when it is in position, and the foot-rest is detachable, its hanger-bars being adapted to have their ends nearest the frame clamped thereon by thumb-screws—such as 15^b—or by other means which will permit their ready connection and removal. A block 16, shaped to imitate the head and neck of a horse, is seated on the table 13 and is held thereon by a thumb-screw 16^a in screw-eye form or by like means which will allow the head-piece to be detached, if this is desired, the head of the screw-eye passing through a slot 16^b in the table 13 when the head is placed on or removed therefrom. In front of the seat-board 14 a transverse knee-rest 17, preferably shaped as a cylindrical bar, is fastened to or inserted through a transverse perforation in the frame member 10.

At the front of the frame member 10 a tongue 18 is hinged thereto, the said tongue having the usual form to adapt it for pulling the device when arranged as a wagon, and as shown in Fig. 3. There are two similar depending arms 11^a formed on or secured to the ends of the transverse frame member 11, which arms are slotted parallel with the frame member 10, and in these slots caster-wheels 11^b are pivoted.

On the frame member 10, at or near its ends, two depending bosses 10^a are formed or secured, which bosses are vertically perforated to receive a bushing-sleeve 10^b, as clearly represented in Fig. 3, and in said bushing-sleeves, that are firmly secured in the bosses and may be made of hard wood or other available material, the pintles 19^a of casters 19 are introduced and loosely secured, so as to permit free rotation of the bracket-frame of each caster, whereon the pintles are affixed at their lower ends. The bracket-frames 19^b for the casters 19 are each produced from a single

piece of plate metal cut and bent into form, so as to provide two depending spaced flanges on each frame for the reception of a caster-wheel 19, these wheels being pivoted between the flanges mentioned to adapt them to rotate, thus affording a free-moving caster that will swing and revolve as occasion may require. All the caster-wheels have the same diameter, and to stiffen the supports for the front and two side caster-wheels like braces 20 are extended diagonally between the transverse frame member 11 and longitudinal member 10, preferably having the ends of said braces affixed to the depending arms 11^a and front boss 10^a, as clearly shown in Figs. 2 and 4. The caster-wheels may all be formed of hard wood or metal and may have more or less diameter, as best suits the size and capacity of the composite vehicle, and the caster-wheels may have rubber tires, if this is deemed essential. There is a rocker-frame furnished for the composite device, comprising two rocker-bars 21, of like form, one being represented in Fig. 1, the said bars having a proper degree of separation afforded them by two transverse bars 21^a, that are affixed thereto near the ends of the rockers, and also by the nearly central cap-piece 21^b, that is secured to the upper edges of the rockers and extends an equal distance beyond each rocker at its ends, which projections are indented on the upper surface at points which will permit the peripheries of the caster-wheels 11^b to be seated therein. The spacing-bars 21^a are each similarly indented to receive the circular edges of the caster-wheels 19, as indicated in Fig. 1, and as there represented the wheels 19 are transversely disposed, while the wheels 11^b are arranged parallel with each other and also with the frame member 10.

When all the caster-wheels are embedded in the indentations of the frame-bars 21^a and cap-piece 21^b, the rocker-frame may be secured to the main frame 10 11 by the hook-and-staple connection 22 22^a, (indicated by dotted lines in Fig. 1,) which will hold these parts properly secured and adapt the wheeled vehicle for use as a rocking horse or chair.

When the vehicle is to be employed as a wagon, the rockers are detached and the tongue is hinged on the frame member 10, and in using the device as a rocker the tongue is removed, and the latter-named part, as well as the head-block 16 and foot-rest 15, may be advantageously removed when the device is to be converted into a perambulator, as shown in Fig. 4. It will be seen that when the convertible vehicle is used as a wagon the cross-bar 17 affords a knee-rest, which will be useful to support the occupant of the seat-board 14 when the vehicle is drawn down an incline.

To convert the vehicle into a perambulator for a child of an age and size which will permit the lower limbs of such an occupant to reach the ground or floor of a room with the feet when in walking position and straddle the frame-piece 10, the foot-rest 15 may with

advantage be removed in the manner before mentioned.

To arrange the device for use as a swing, there is a hanger-strip 23 preferably employed, which is of sufficient length and thickness to adapt it for the support of the device when the tongue and rockers are removed, four ropes or strong cords 24, of any suitable material, being furnished to connect the strip to the main frame 10 11 by hooks and eyes, as shown in Fig. 2, 26 indicating hooks and 26^a the eyes.

It will be evident that from the construction of the guard-ring and relative position of the seat-board and foot-rest a quite young child may be safely placed in the device when it is used as a swing, which is completed for use by a screw attachment of the hanger-strip 23 upon an overhead timber, ceiling, or other support that will sufficiently elevate the seat from the floor or ground.

It is evident that the hanger-strip 23 may be dispensed with and that the four cords 24, which are preferably hooked at three points on said strip and also hooked on the four ends of the main frame 10 11, may be otherwise connected, if preferred.

It is apparent that the unique and convenient convertible vehicle hereinbefore described will afford a safe and serviceable conveyance for children or invalids and that the dimensions may be changed to suit the range of service indicated; also, that the several parts of the improvement may be cheaply produced by machinery now in ordinary use, so that the manufacture of the improvement may be so cheapened as to afford the useful and amusing composite device at a reasonable price and fill a popular want.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A convertible vehicle, comprising a frame, a seat thereon, a detachable foot rest hung from the frame, a transverse knee rest on the frame, forward of the foot rest, and wheels, two of which are adapted to swivel and rotate, which wheels are positioned in sequence on the frame, and the remaining wheels located at the sides of the frame between the swiveling wheels, substantially as described.

2. A convertible vehicle, comprising a cross-like frame, a seat at the junction of the frame members, a detachable foot rest hung from the frame in front of and below the seat, a knee rest on the frame above the foot rest and below the seat, a guard ring supported from the frame above and around the seat, a table forward of the guard ring, four wheels on depending portions of the frame, and a tongue hinged at the front of said frame, substantially as described.

3. A convertible vehicle, comprising a cross-like frame, a seat, four wheels thereon, a rocker frame indented to receive the wheels at their peripheries, and a hooked connection between

the rocker frame and cross-like frame, substantially as described.

4. A convertible vehicle, comprising two bars connected to form a cross like frame, a seat at the junction of the frame members, a detachable foot rest, wheels rotatable on the frame, a guard ring supported from the frame above and around the said seat, and means adapted to be connected with the said bars to hang the frame for conversion of the vehicle into a swing, substantially as described.

5. A convertible vehicle, comprising a cross

like frame, a seat thereon, a detachable foot rest hung from the frame, a knee rest on the frame, a guard ring supported from the frame above and around the seat, a table forward of the guard ring, a head piece detachably secured to the said table, and wheels arranged on depending portions of the frame, substantially as described.

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Witnesses:

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