July 31, 1928. 1,678,836

E. S. WESSBORG

CHILD'S WAGON

Filed July 25, 1924 2 Sheets-Sheet 1

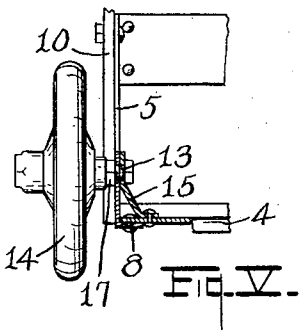


Fig. V.

Fig. I.

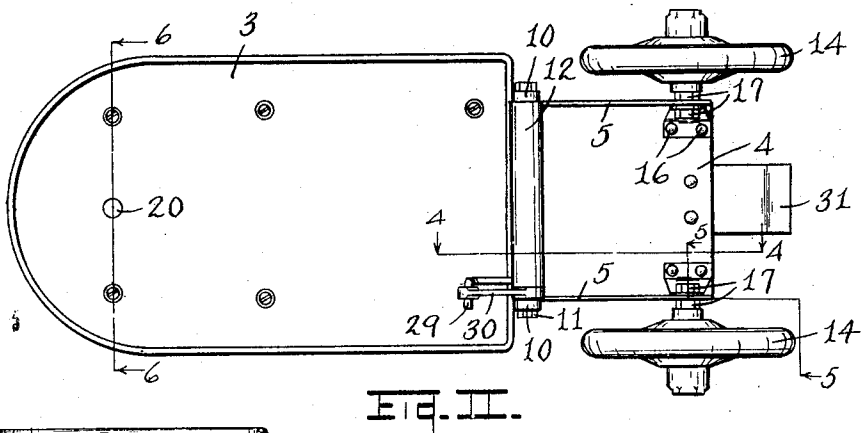


Fig. II.

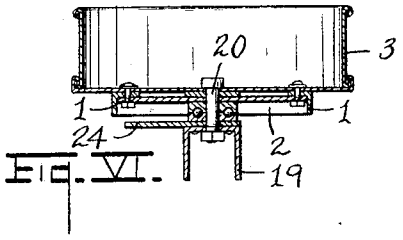


Fig. VI.

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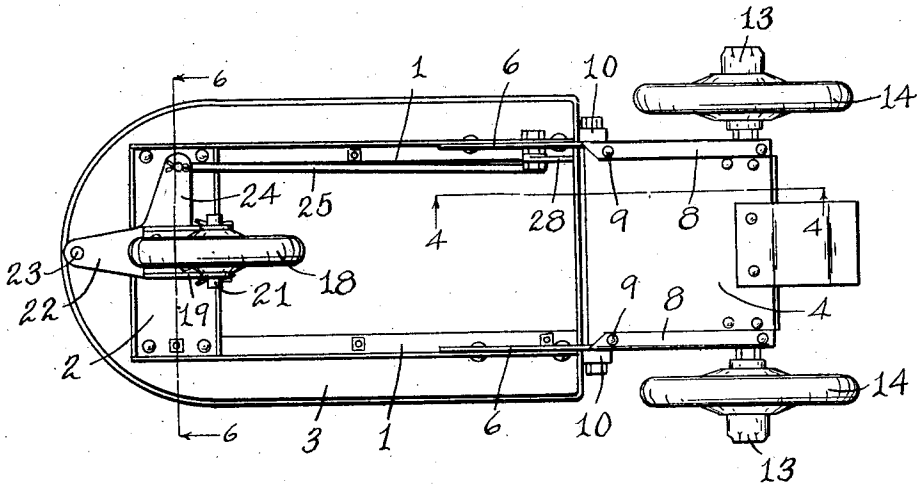


Fig. III.

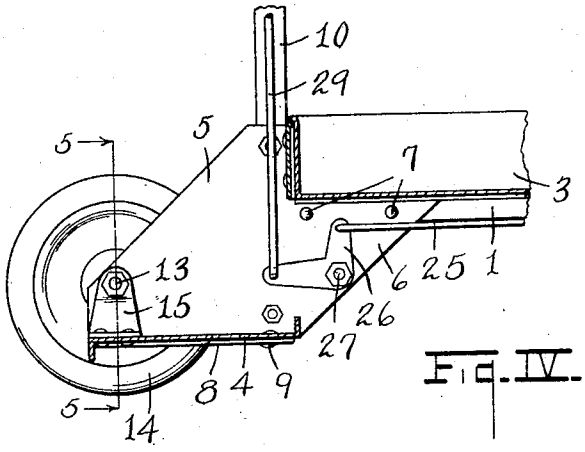


Fig. IV.

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Patented July 31, 1928. 1,678,836

UNITED STATES PATENT OFFICE.

ERIC S. WESSBORG, OF SAGINAW, MICHIGAN.

CHILD'S WAGON.

Application filed July 25, 1924. Serial No. 728,211.

This invention relates to improvements in children's wagons.

The main objects of this invention are:

First, to provide an improved child's wagon or vehicle well adapted for foot propulsion which may be used as a coaster wagon and is also well adapted for commercial uses, as for instance light delivery wagons.

Second, to provide a vehicle of the class described which is well balanced and is not likely to tip over, either when propelled by foot or used as a coaster wagon.

Third, to provide in a vehicle of the class described an improved steering means.

Fourth, to provide an improved wagon of the class described which permits the operator to assume a natural comfortable position.

Objects pertaining to details and economies of my improvements will definitely appear from the detailed description to follow.

I accomplish the objects of my invention by the devices and means described in the following specification. The invention is clearly defined and pointed out in the claims.

A structure which is a preferred embodiment of my invention is clearly illustrated in the accompanying drawing forming a part of this application, in which:

Fig. I is a side view of my improved coaster wagon.

Fig. II is a plan view thereof.

Fig. III is an inverted view.

Fig. IV is a detail vertical longitudinal section on a line corresponding to line 4—4 of Figs. II and III.

Fig. V is a fragmentary view partially in vertical transverse section on a line corresponding to line 5—5 of Figs. II and IV.

Fig. VI is a vertical transverse section on a line corresponding to line 6—6 of Figs. II and III.

In the drawing the sectional views are taken looking in the direction of the little arrows at the ends of the section lines and similar numerals of reference indicate similar parts in all of the views.

Referring to the drawing, I provide a frame comprising longitudinal sill or bed pieces 1, preferably formed of angle iron, disposed with the angles facing downwardly. At their front ends these bed pieces are connected by the cross plate 2. The box-like body 3 is bolted to the bed pieces and this cross plate.

At the rear of the body is a platform 4, the platform being carried by the side plates 5, the side plates having triangular extensions 6 disposed with their upper edges in the angle of the bed pieces and secured thereto by the rivets 7. The lower edges of these side plates are turned inwardly to provide flanges 8 to which the platform 4 is secured by means of the rivets 9. Uprights 10 are secured to the outer sides of these side plates and connected at their upper ends by a cross rod 11 on which the handle bar or grip 12 is rotatably mounted, the standard being of proper height so as to be conveniently grasped by the person propelling the vehicle with one foot upon the platform 4.

This spindles 13 for the rear wheels 14 are disposed through the side plates to engage the angled spindle brackets 15 which are secured to the platform, as by the rivets rivets 16, to project upwardly on the inside of the side plates. The spindles have nuts 17 on their inner ends and on the outer sides of the side plates so that they are securely clamped to the side plates. This provides a very rigid connection for the parts and the platform is supported well below the axis of the wheels.

The front or steering wheel 18 is carried by the caster standard 19 mounted on the king bolt 20, see Fig. VI. The arms of this caster standard are curved rearwardly so that the spindle 21 of the wheel is at the rear of the axis of the standard with the result that the steering wheel tends to right itself or return to a central position.

A bell crank lever is secured to the standard of the steering wheel with the arm 22 thereof disposed to project forwardly so that it may be used as a draft arm, it being provided with a hole 23 to which a rope may be attached. The other arm 24 of the bell crank lever is disposed laterally and connected by the link 25 to an arm 26 of a bell crank lever pivoted at 27 on one of the side plates. The other arm 28 of this bell crank lever is connected by the link 29 to an arm 30 on the grip or hand piece 12 so that the steering is effected by rotating or rocking the hand piece 12 on its pivot rod.

To facilitate stopping the vehicle I provide a brake shoe 31 which is mounted on the platform to project downwardly and rearwardly so that by tilting the vehicle on the spindles of the rear wheels this shoe is

brought into contact with the ground. This is very easily accomplished when the operator or user of the vehicle is grasping the hand piece 12.

The vehicle is easily steered by rocking the hand piece which may be done without any danger of the operator losing his balance.

By forming and arranging the parts as I have illustrated and described, the structure is made very strong and rigid in proportion to the weight of material. My improvements are well adapted either for use as a toy or for commercial purposes, such as light delivery wagons and the like. I have not attempted to illustrate or describe certain embodiments or adaptations which I contemplate as I believe the disclosure made will enable the adaptation of my improvements as may be desired.

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

1. In a structure of the class described, the combination of a frame including a platform at the rear, uprights disposed at the front ends of said platform, a rod connecting the upper ends of said uprights, a hand piece rotatably mounted on said rod, rear wheels disposed at the sides of said platform, a brake shoe projecting downwardly and rearwardly from said platform, a steering wheel, and operating connections from said hand piece to said steering wheel.

2. In a structure of the class described, the combination of a frame including a low slung platform at the rear, rear wheels disposed at the sides of and adjacent the rear end of said platform, uprights projecting above said platform, a handpiece carried by said uprights, said uprights being of such height as to permit the operator to grasp the hand piece when standing upon or resting one foot upon the platform, and a brake shoe fixedly mounted on said platform to project downwardly and rearwardly therefrom to be actuated by the tilting of the vehicle on the axis of its rear wheels.

In witness whereof I have hereunto set my hand.

ERIC S. WESSBORG.