Sept. 18, 1923. 1,468,175

W. E. SHERWOOD

WAGON

Filed Oct. 25, 1922

Fig. 1.

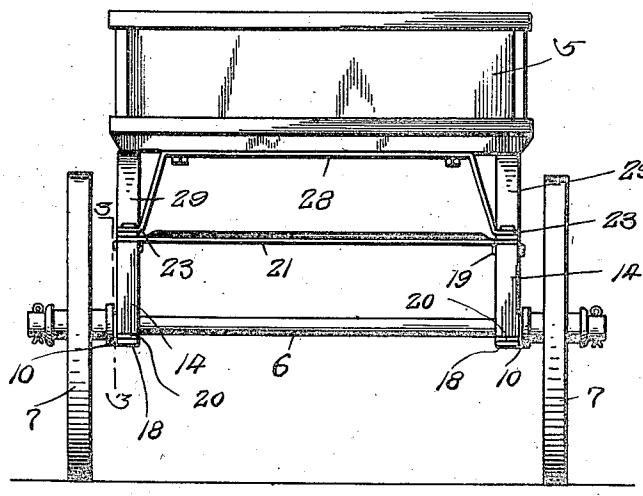


Fig. 2.

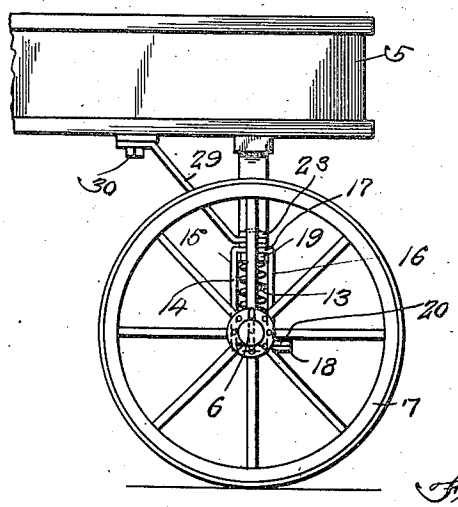


Fig. 3.

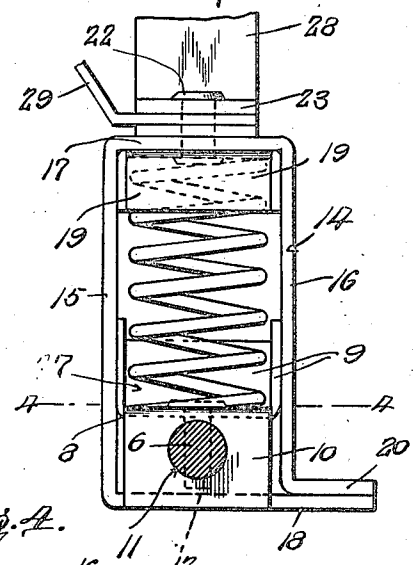
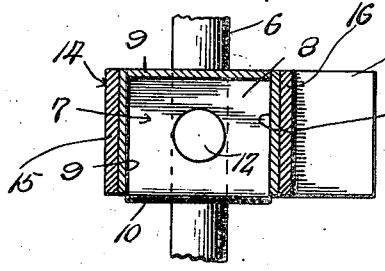


Fig. 4.



Inventor:
William E. Sherwood
By Percy H. Moore.
Attorney.

Patented Sept. 18, 1923. 1,468,175

UNITED STATES PATENT OFFICE.

WILLIAM E. SHERWOOD, OF CANASTOTA, NEW YORK, ASSIGNOR TO SHERWOOD BROS. MFG. CO., INC., OF CANASTOTA, NEW YORK.

WAGON.

Application filed October 25, 1922. Serial No. 596,705.

To all whom it may concern:

Be it known that WILLIAM E. SHERWOOD, a citizen of the United States of America, residing at Canastota, in the county of Madison and State of New York, has invented certain new and useful Improvements in Wagons, of which the following is a specification.

My invention relates to children's carts or wagons and has for its principal object to provide a wagon of this type, and more particularly the running gear and spring assembly thereof which will be capable of withstanding the severe strains incident to coasting and other similar hard usage.

Other and further objects and advantages of my invention will be in part obvious and in part described as the specification is proceeded with.

As the invention relates primarily to the running gear and spring assembly for the rear end of the cart, only this end will be shown and described.

In the accompanying drawings forming part of this specification:

Figure 1 is a rear end view of a wagon showing my invention;

Figure 2 is a side view; and

Figure 3 is a section on line 3—3 of Figure 1.

Figure 4 is a cross section taken through Figure 3 on the line 4—4.

Referring more particularly to the drawings, 5 denotes the rear end of the body of the cart, 6 the rear axle, and 7 the rear wheels therefor.

Secured to the ends of the axle 6, are combined pocket and guide members 27 each comprising a bottom 8, upwardly turned side and end flaps 9, and a downturned flap 10, the latter being apertured as at 11, to receive the ends of the shaft. Bolts 12, or other suitable fasteners secure the members 27, to the axle.

Coil compression springs 13, seated at their lower ends upon the bottom wall of the members 27, are enclosed within housings 14, having inner and outer parallel legs 15 and 16 connected at their upper ends by the horizontal top portions 17. The inner legs 15 of the housings are formed with rearward horizontal extensions 18, which extend beneath the axle in close proximity to the apertured flaps 10, and in proximity to the horizontal rearward extensions 20 on the outer legs. The upper ends of the springs 13, seat in pockets 19, secured by bolts 22, to the top portions 17, of the housings 14. The legs 15 and 16, of the housings embrace opposing front and rear upturned flaps 9, which flaps together with the downturned flaps 10, serve to guide the movement of the housings relative to the axle. A cross bar 21, is connected at its ends to opposing housings by means of the bolts 22.

A substantially inverted U-shaped bolster 28, rests at its horizontally bent extremities 23, upon the ends of the cross bar, the bolts 22, previously mentioned, serving to connect these parts together and to the top portions 17, of the housings.

Braces 29, connected to the body of the cart at their upper inner ends as by bolts 30, are formed with horizontally extending rear ends, which ends seat between the extremities of the bolster and the ends of the cross bar.

Having thus described my invention, what I claim as my invention is:

1. A wagon comprising a rear axle, a pair of spring housings having inner and outer legs straddling said shaft, upper and lower spring pocket members within said housings, said lower pocket members resting on said shaft and having downturned apertured flaps pierced by said shaft, said upper pocket members being fixed to said housings and adapted to receive the upper end of said springs, the said inner and outer legs of said housings having outturned parallel horizontal portions, the said horizontal portions of said inner legs extending beneath said shafts in proximity to said downturned flaps, a brace rod spanning said housings and connected thereto, a bolster connected to the body of the wagon and to said rod and housings.

2. A wagon comprising a rear axle, a pair of spring housings having legs straddling

said shaft, pocket members on said shaft having downturned apertured flaps pierced by said shaft, one of said legs having an extension engaged by said flaps to guide the relative movement of said shaft and said housings, coil compression springs seated at their lower ends in said pocket members and at their upper ends supporting the housings, and a bolster member connected to the body of the wagon and supported on said housings.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM E. SHERWOOD.