Jan. 7, 1930. A. E. RAINEY 1,742,518

COASTER WAGON

Filed Jan. 27, 1928

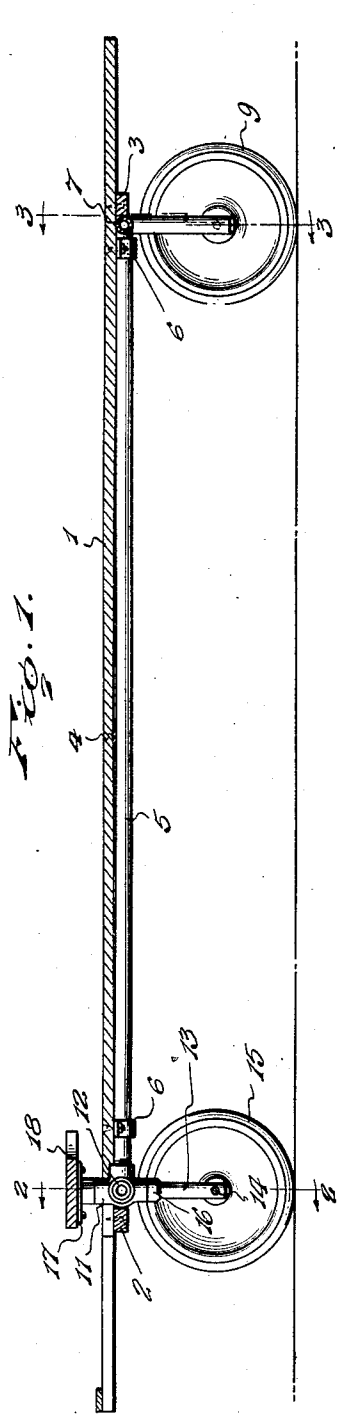


Fig. 1.

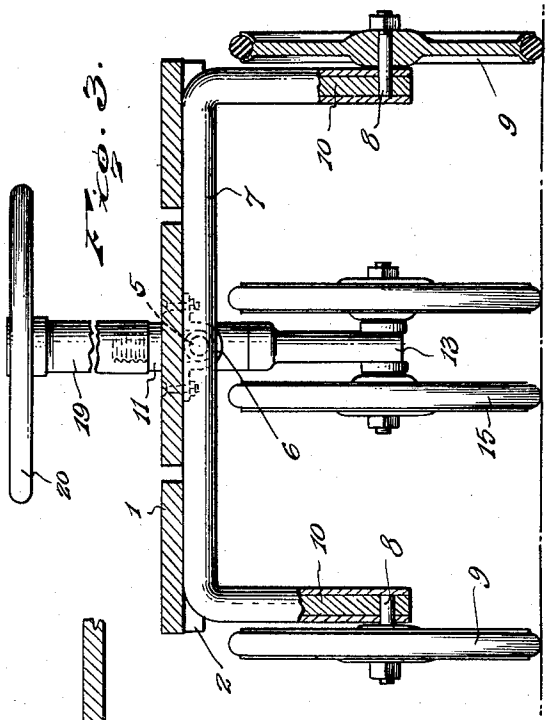


Fig. 3.

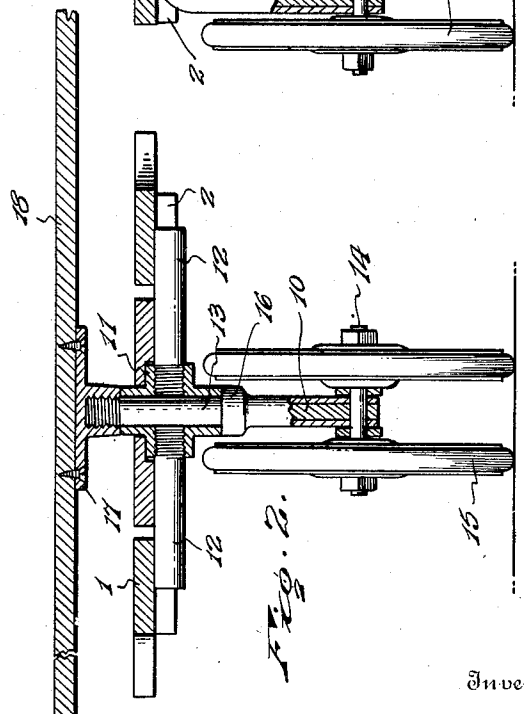


Fig. 2.

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UNITED STATES PATENT OFFICE

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COASTER WAGON

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This invention relates to a toy vehicle for children which admits of coasting with a measurable degree of safety.

The invention provides a wheeled vehicle presenting the general outline of a sled and capable of use in substantially the same manner, the bed or platform being low and long and the wheels being disposed wholly below the same and substantially within the sides thereof to be out of the way and prevent contact with an object.

While the drawing illustrates a preferred embodiment of the invention, it is to be understood that in adapting the means to meet specific needs and requirements, the design may be varied and such other changes in the minor details of construction may be resorted to within the scope of the invention as claimed, without departing from the spirit thereof.

For a full understanding of the invention and the merits thereof, reference is to be had to the following description and the drawing hereto attached, in which,

Figure 1 is a vertical, central longitudinal sectional view of a coaster wagon embodying the invention.

Figure 2 is an enlarged, sectional view on line 2—2 of Figure 1, looking in the direction of the arrows.

Figure 3 is an enlarged sectional view on line 3—3 of Figure 1, looking towards the front, as indicated by the arrows, and showing the cross bar replaced by a steering wheel and post.

Corresponding and like parts are referred to in the following description and designated in the several views of the drawing by like reference characters.

The numeral 1 denotes the bed or platform of the vehicle which may be of any determinate or preferred construction. Cross pieces 2 and 3 reinforce and strengthen the platform 1 adjacent its ends, and serve to connect the elements when the platform consists of slats, as indicated. A metal strap 4 disposed transversely of the platform supplements the action of the cross bars 2 and 3 in strengthening and connecting the slats or strips. A reach bar 5 is located midway between the sides of the platform and is connected at one end to the rear axle and at its front end to a cross piece. Clips 6 connect end portions of the reach bar 5 to the platform. The rear axle 7 is of arch form and is disposed against the forward side of the cross bar 3 and is reinforced thereby. The reach bar 5 may be welded, brazed or secured in any determinate way to the horizontal portion of the axle 7. Spindles 8 are secured to the lower ends of the depending end portions of the axle 7 and receive wheels 9. The spindles 8 may be secured to the depending portion of the axle 7 in any substantial way. The axle 7 consists of a metal tube bent into the form shown, and the depending end portions of the axle are filled with metal 10, which also serves as securing means for the spindles 8.

A cluster 11 is located adjacent the front end of the wagon and its rear end is coupled to the front end of the reach bar 5. Short tubes 12 are coupled to the lateral ends of the cluster and form the cross piece which abuts against the rear side of the cross bar 2. A post 13 is journaled in the upper and lower vertically alined ends of the cluster 11 and is provided at its lower end with an axle 14 which receives wheels 15. The post 13 is tubular and receives a metal filling 10 which serves to fix the axle 14. A shoulder or collar 16 provided upon the post 13 engages the lower end of the cluster 11 and limits the vertical movement of the post. The post projects a short distance above the cluster 11 and is threaded to receive a plate 17, the boss depending from the plate engaging the upper end of the cluster 11 and limiting the downward movement of the post 13. A cross bar 18 is secured at a medial point to the plate 17 and provides convenient means for steering the vehicle in any usual or preferred way. When the rider is perched upon the platform the feet may engage the cross bar 18 which functions as a rest. When the rider is prone upon the wagon the ends of the cross bar 18 may be grasped by the hands for security and to enable the vehicle to be steered.

It is observed that the vehicle in general appearance closely resembles a coaster sled,

and is adapted for use in a similar manner, and is relatively light, strong and durable.

The cross bar 18 and plate 17 may be replaced by a post 19 and steering wheel 20, as indicated in Figure 3 of the drawings. The post 19 may of any length and is coupled to the upper end of the post 13. This admits of the rider sitting upright upon the platform 1.

Having thus described the invention, I claim:

1. A coaster wagon comprising a platform, front and rear cross bars secured thereto, a U-shaped rear axle abutting against the forward side of the rear cross bar and provided at its lower ends with supporting wheels, a cross piece abutting the rear side of the front cross bar, a cluster midway the ends of the cross piece, a medially disposed reach bar having its rear end attached to the cross piece of the rear axle, and having its front end coupled to the said cluster, a post journaled in the upper and lower vertically alined ends of the cluster, and provided at its lower end with supporting wheels, a plate coupled to the upper end of the post, and a cross bar attached midway of its ends to the said plate and adapted to form a foot rest and handle bar.

2. A coaster wagon comprising a platform of slats, front and rear cross bars and an intermediate strap connecting the slats comprising the platform, a rear U-shaped axle abutting the forward side of the rear cross bar and provided at its lower ends with supporting wheels, a cross piece abutting the rear side of the front cross bar and including a cluster, a reach bar disposed medially below the platform and coupled at its front end to said cluster and having the rear axle attached to its rear end, a post mounted in the upper and lower vertically alined ends of the cluster and provided with a shoulder to engage the lower end of the cluster, a plate coupled to the upper end of the post and engaging the upper end of the cluster, a cross bar attached intermediate its ends to said plate, and supporting wheels at the lower end of the post, the axles of the several wheels being secured to the supporting parts by a metal filling.

In testimony whereof I affix my signature.

AUSTIN E. RAINEY. [L. S.]