H. W. FLAGG.

WAGON.

APPLICATION FILED JAN. 9, 1917.

1,223,949. Patented Apr. 24, 1917.

Fig. 1.

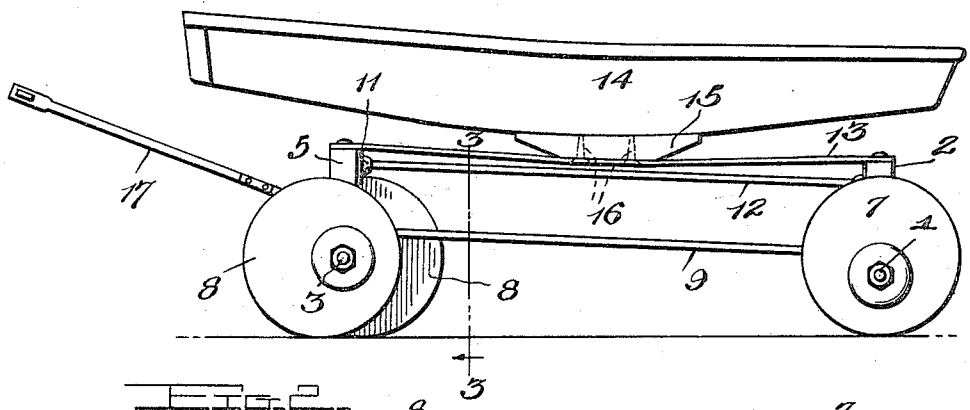


Fig. 2.

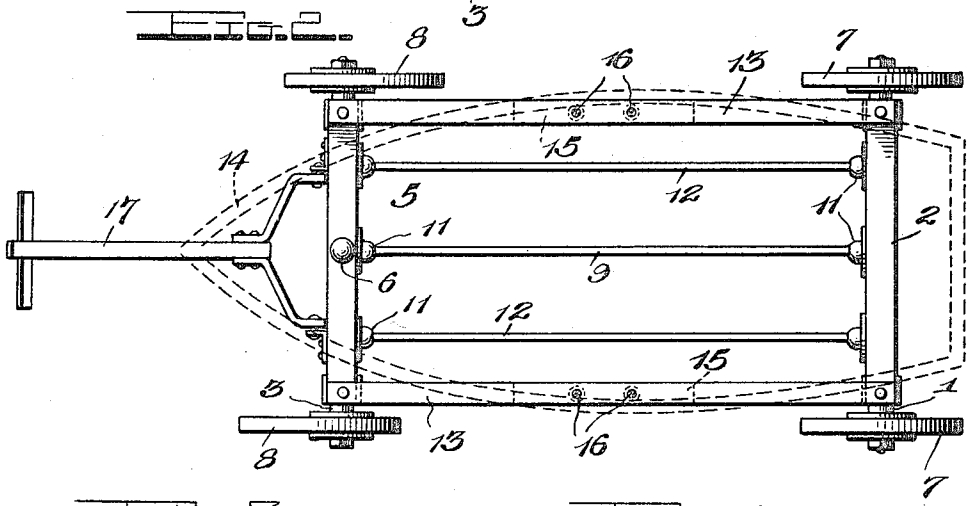


Fig. 3.

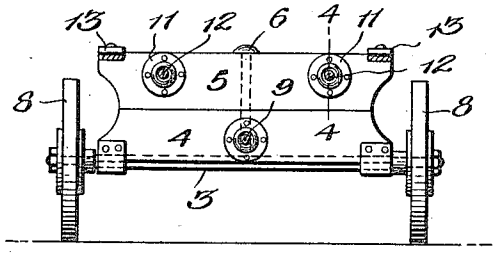
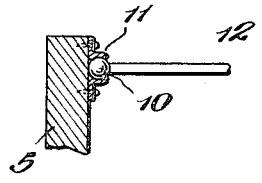


Fig. 4.



Witnesses.
Ada E. Hagerty
Grace A. Davis.

Inventor
Herman W. Flagg
By Joseph A. Miller
Attorney

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

HERMAN W. FLAGG, OF PROVIDENCE, RHODE ISLAND, ASSIGNOR OF ONE-THIRD TO WILLIAM H. FRANCIS, SR., AND ONE-THIRD TO PARDON H. CRANSTON, BOTH OF PROVIDENCE, RHODE ISLAND.

WAGON.

1,223,949. Specification of Letters Patent. Patented Apr. 24, 1917.

Application filed January 9, 1917. Serial No. 141,468.

To all whom it may concern:

Be it known that I, HERMAN W. FLAGG, a citizen of the United States, residing at Providence, in the county of Providence and State of Rhode Island, have invented a new and useful Improvement in Wagons, of which the following is a specification.

This invention relates to certain new and useful improvements in wagons and especially to a toy or play wagon the principal object being to provide a rolling and pitching motion to the body of the vehicle for simulating the action of a boat on a rough sea.

Further, the invention resides in the mounting of the two pairs of supporting wheels, the rear pair being axially alined on the same eccentric while the front pair has its wheels set eccentrically but at opposite eccentricity to each other.

The invention further resides in the features of construction, and the arrangements and combinations of parts hereinafter described, and claimed, the preferred embodiment being illustrated in the accompanying drawings wherein—

Figure 1 is a side elevation of a wagon designed after the present invention.

Fig. 2 is a top plan view thereof with the body removed.

Fig. 3 is a vertical section taken on line 3—3 of Fig. 1, and

Fig. 4 depicts a connection employed between the radius rods and the front and rear frame members, this view being taken on line 4—4 of Fig. 3.

The rear axle 1 is surmounted by an upwardly extending bolster 2, and the front axle 3 supports a pair of superposed bolsters 4 and 5 connected for turning movement by the king bolt 6.

The rear wheels 7 are eccentrically mounted on the axle 1 but axially related to one another whereas the two front wheels 8 on the front axle 3 are mounted eccentrically but at opposite eccentricity, as depicted in Figs. 1 and 2. This mounting of the traction or supporting wheels will effect a raising and lowering of the rear part of the wagon frame work and a lateral up and down, wabbling action at the forward end, the whole producing a "rockaway" pitching and rolling motion similar to that imparted to a boat on a rough sea.

A radius or reinforcing rod 9 centrally connects the rear bolster 2 with the lower forward bolster 4, each end of the rod terminating in a ball 10 which universally moves in the socket part 11 secured to the respective bolster, as illustrated in Fig. 4. A pair of similar rods 12 having ball terminals 10 connects the upper front bolster 5 with the rear bolster. Thus, it will be noted that the rods, since they are universally joined to the bolsters and connect the latter, provide for irregular and varying movements between the bolsters, this being essential for proper performance of the wheels.

A pair of side flexible straps 13 of metal or leather also connect the upper front and rear bolsters, preferably at their ends. On these straps is mounted the wagon body 14 which is preferably in the shape of a boat. To increase the rocking or tilting action of the body, rocking blocks 15 are mounted on the bottom of the boat and secured at their centers to the central portions of the supporting flexible straps by fasteners 16. This affords greater latitude of forward and rearward rocking, and since the straps are flexible the movements of the wheels will be transmitted to the body in an easy rolling and pitching manner analogous to that of a boat being tossed about.

It is, therefore, apparent that upon the wagon being propelled, as by being pulled with handle 17, the desired pitching and rolling sensation of a boat at sea will be given the body 14. The body is designed for seating one or more persons.

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

1. In a wagon, front and rear axles, bolsters surmounting the axles, a third bolster pivoted to the front bolster for turning, a pair of wheels on the rear axle eccentrically mounted but axially alined, a pair of front wheels set eccentrically on the front axle and at opposite eccentricity, a pair of rods connecting the third bolster universally with the rear bolster, another rod similarly joining the first two bolsters, side flexible straps connecting the third and rear bolsters, a wagon body, and rocking blocks supporting the body from the central portions of the straps.

2. In a wagon, a pair of axles, eccentrically mounted wheels on the axles, those on one axle being axially related and those on

the other axle eccentrically related, a universally jointed frame work supported on the axles, a body, and flexible means supporting the body on the frame work.

3. In a wagon, front and rear wheels, axles eccentrically journaled thereto, universally connected bolsters on the axles, flexible connections between the bolsters, and a body supported on said flexible connections.

4. In a wagon, a frame including front and rear bolsters, flexible straps connecting the bolsters, a body supported on the flexible straps, and eccentrically mounted wheels supporting the frame.

5. In a wagon, front and rear bolsters, a socket member carried by each, a connecting rod having ball terminals engaging in the sockets, wheels eccentrically mounted on the bolsters, and a body supported from the bolsters.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HERMAN W. FLAGG.

Witnesses:
ADA E. HAGERTY,
J. A. MILLER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."