Sept. 18, 1923. 1,468,174

W. E. SHERWOOD

WAGON

Filed Oct. 25, 1922

Fig. 1.

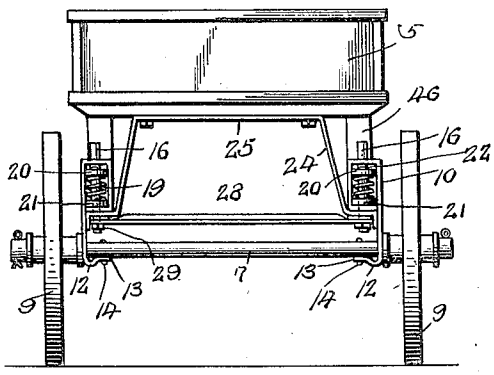


Fig. 2.

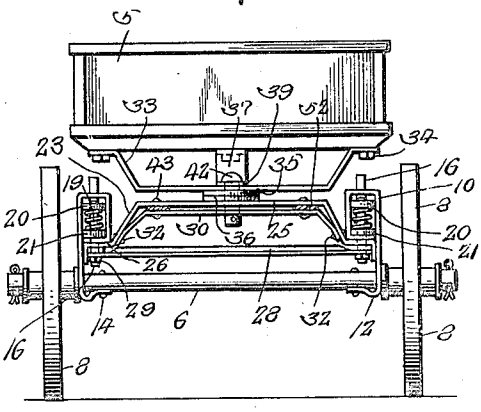


Fig. 3

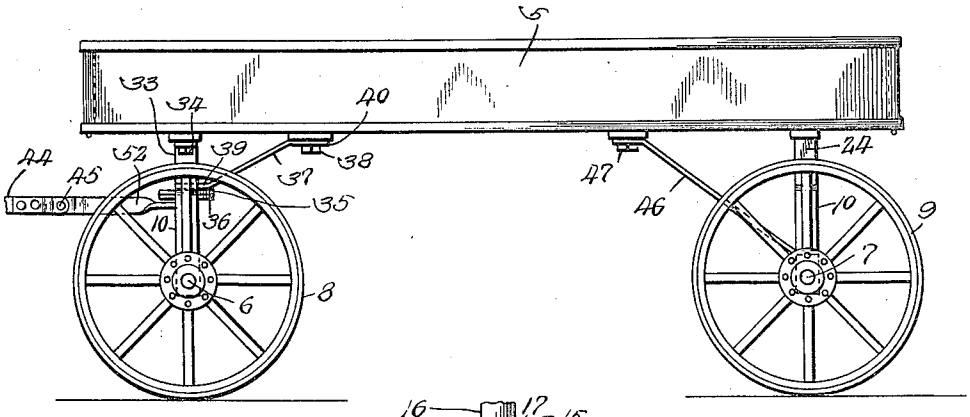
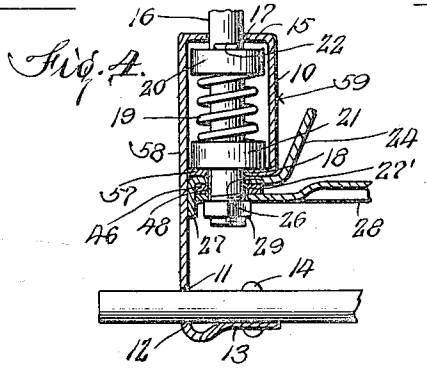


Fig. 4.



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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. 596,703.

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.

This invention relates to wagons and more particularly to the so called child's spring coaster wagon or cart.

The principal object of the invention is to provide a spring assembly for the running gear whereby liability of breakage of the springs or other parts of the running gear is minimized.

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

In the accompanying drawings forming part of this description:

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

Figure 2 is a front end view thereof; and Figure 3 is a side view.

Figure 4 is a detail view partly in cross section of the spring support as shown in Fig. 1.

Referring more particularly to the drawings 5, denotes the body of the cart, 6 and 7 the front and rear axles, and 8 and 9 the respective front and rear wheels therefor. The body 5, is supported at its front and rear ends upon the respective axles by means of front and rear bolsters and spring assemblies about to be described.

Mounted on the ends of the front and rear axles on the inside of the wheels 8 and 9, are brackets 10, preferably made of sheet metal strap material. These brackets are formed with apertures 11, in their lower body portions 12, through which the axles extend, the inwardly bent horizontally disposed lower ends 13, being snugly secured to the axles, as by rivets or bolts 14.

The upper portions of the brackets are formed with the upper inturned horizontally disposed apertured portions 15, the vertical portions 59 depending therefrom, and the outwardly extending horizontally disposed intermediate apertured portions 57, the latter extending toward and engaging with the inner face of the vertically disposed body portions 58 of the brackets. It will thus be seen that housings 59 of substantially rectangular shape are formed in the upper portions of the brackets 10.

Posts 16, pass freely through alined apertures 17 and 18 in the respective upper horizontally disposed portions 15, and intermediate horizontally disposed portions 57 of the brackets 10. Coil compression springs 19 surrounding the posts 16, are interposed between said horizontal portions 57 and 15, the opposite ends of the springs seating in apertured sockets or seats 20 and 21, loosely mounted on the posts 16. The upper seats or sockets 20, bear against cotter pins 22, extending through the posts 16, which pins limit the upward movement of the said seats or sockets and also the upward throw of the posts, and the lower sockets 21, rest on the horizontal portions 57, of the brackets 10.

Front and rear bolsters 23 and 24 respectively are each formed with upwardly bowed intermediate portions 25, and horizontally disposed apertured end portions 26, the latter terminating in vertically disposed portions 27. The horizontally disposed portions 26, which fit snugly beneath and are overlapped by the horizontally disposed intermediate apertured portions 15, of the brackets 10, are apertured as at 27′, to receive the lower ends of the posts 16. The vertically disposed portions 27 of the bolsters lie flush with the inner face of the brackets. A bar or strap 28, is pierced at its ends by the lower end of the posts 16, and nuts 29, on the posts clamp the ends of the bar or strap to the said overlapping intermediate horizontal portions 15 of the brackets.

The parts so far mentioned and described are common to both front and rear running gear assemblies.

Referring now to the front end of the cart, a preferably U-shaped spacing member or brace 30, is interposed between the bar or strap 28, and the upwardly bowed intermediate portion 25, of the bolster 23, bolts 32, securing the member 30, to the bolster. A downwardly bowed strap or upper bolster member 33 secured at its ends to the body 5, by bolts 34, carries a fifth wheel section 35, which seats upon a corresponding section 36, secured to the upwardly bowed portion 25, of the bolster 24. A front brace 37, connected to the body 5, by a bolt 38, is formed with a horizontal portion 39, rest-

ing upon the upper face of the downwardly bowed upper front bolster member 33, and with a vertical portion having a horizontally disposed end 40, bearing against the under part or bottom of the body 5. The strap or bar 28, spacing member 30, upwardly bowed bolster 25, fifth wheel sections, downwardly bowed bolster member 33, and the horizontal portions 40 and 41, of the front brace 37, are provided with alined apertures for the reception of the king bolt 42. Forwardly extending tongue straps 52, are connected at their inner ends between the bar 28, and the bolster member 25, by means of bolts 43, and a tongue or handle 44 is pivoted at 45, to the outer or front ends of the straps.

Rear braces 46, are connected to the body at their inner ends as by bolts 47, and rest upon the bar 28, at their outer ends, the said outer ends being provided with apertures 48, receiving the lower ends of the posts 16. Nuts 29, on the ends of the posts, clamp the bar 28, the braces 46, and the horizontal portion 26, of the bolster 24, tightly together.

Having thus described my invention,

What I claim as my invention is:

1. A wagon comprising an axle, brackets comprising a vertical body portion apertured to receive the ends of the axle, said body portion having inwardly extended ends parallel with and engaging the axle and secured thereto, said body portion having an inwardly extending upper apertured horizontal portion, a vertical portion depending from said horizontal portion, an outwardly extending apertured horizontal portion terminating adjacent said body portion, a bolster having an upwardly bowed intermediate portion and apertured horizontal end portions, said end portions underlying the outwardly extending horizontal portions of the brackets, an apertured cross bar, posts extending upwardly through the apertures in the cross bar and bolster, and through the said inturned and outturned apertured horizontal portions of the brackets, coil compression springs on the posts, means on the upper ends of said posts engaged by the upper ends of said springs, and means on said outturned apertured horizontal portion of said bracket engaged by the lower end of said spring.

2. A wagon comprising an axle, brackets comprising a vertical body portion apertured to receive the ends of the axle, said body portion having inwardly, downwardly, and outwardly bent portions forming housings therewith, posts mounted in said housings and projecting at their upper and lower ends respectively through said inwardly and outwardly bent portions, compression springs on said posts for supporting said posts, a bolster and a cross bar having apertured ends through which the lower ends of said posts extend, and means on the lower ends of said posts for supporting the said ends of said bolster and bar thereon.

In testimony whereof I affix my signature.

WILLIAM E. SHERWOOD.