B. M. HUFF.

TOY WAGON.

APPLICATION FILED DEC. 9, 1919.

1,418,647. Patented June 6, 1922.

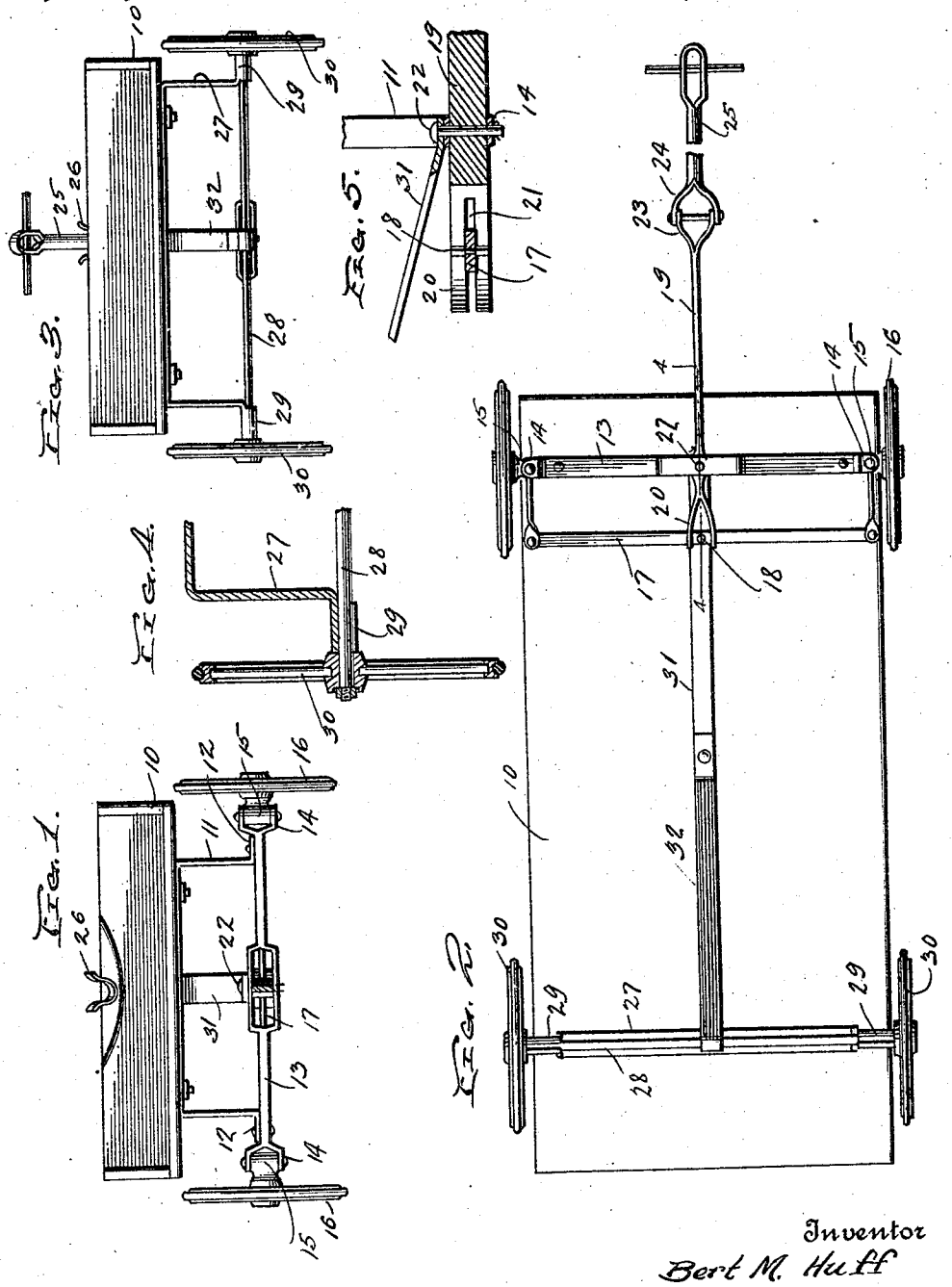


Fig. 1.

Fig. 2.

Fig. 3.

Fig. 4.

Fig. 5.

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TOY WAGON.

1,418,647. Specification of Letters Patent. **Patented June 6, 1922.**

Application filed December 9, 1919. Serial No. 343,661.

To all whom it may concern:

Be it known that I, BERT M. HUFF, a citizen of the United States, residing at Highland Park, in the county of Wayne, State of Michigan, have invented certain new and useful Improvements in Toy Wagons; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to new and useful improvements in toys and particularly to toy wagons.

One object of the present invention is to improve the construction, and simplify and cheapen the manufacture, of the running gear and steering gear of the wagon.

Another object is to improve and simplify the construction of the steering gear of the wagon.

A further object is to improve the construction of the rear axle support whereby the formation of shoulders adjacent the ends of the axle is obviated.

Other objects and advantages will be apparent from the following description when taken in connection with the accompanying drawing.

In the drawing:

Figure 1 is a front elevation of a toy wagon made in accordance with my invention.

Figure 2 is a bottom plan view of the wagon.

Figure 3 is a rear elevation of the wagon showing the manner of attaching the rear axle to the body of the wagon.

Figure 4 is an enlarged longitudinal sectional view through one end of the rear axle.

Figure 5 is an enlarged sectional detail through the front axle and steering rod showing the manner of engaging the tongue of the wagon with the steering rod.

Referring particularly to the accompanying drawing, 10 represents the body or box of the toy wagon. Secured to the bottom of the front end of the wagon body is an inverted U-shaped frame bolster 11 the ends of the arms of which are turned outwardly at 12 and secured to the front axle 13. This axle has its ends bifurcated at 14 to receive pivotally therein the steering knuckles 15 on which are mounted the front wheels 16. The knuckles are connected, rearwardly of the axle, by the steering rod 17, the center of which has a vertical pin 18 extending above and below the rod. The intermediate portion of the axle is longitudinally slotted and receives therethrough the inner section 19 of the tongue. The rear end of this section of the tongue is bifurcated vertically and horizontally, as shown at 20 and 21, for the purpose of straddling the steering rod and the pin 18. The tongue section is secured within the slot of the axle by means of the vertical pivot pin or bolt 22. The front end of the tongue section 19 is bifurcated at 23 and is straddled by the bifurcated end 24 of the outer section 25 of the tongue. This outer section is arranged to be swung upwardly and engaged in the vertical fork 26 carried by the front wall of the wagon box and in which it is adapted to be rocked from side to side to cause the swinging of the steering knuckles and the steering of the wagon.

Secured to the rear portion of the bottom of the wagon box is an inverted U-shaped frame 27 the lower ends of the arms of which are turned outwardly and secured to the end portions of the rear axle 28, at 29, in any suitable manner, as by riveting or welding, the latter being the method used in the illustration. The outwardly turned portions of the arms of the frame 27 are in the form of tubes through which the end portions of the axle are disposed. The outer ends of the outturned portions terminate at suitable distances from the ends of the axle and against these ends the inner ends of the hubs of the rear wheels 30 bear, thus obviating the usual method of reducing the ends of the axle for the wheels and forming shoulders against which the hubs bear.

Secured to the center of the bottom of the wagon box is a strap having its opposite ends inclined downwardly toward the front and rear ends of the wagon, as at 31 and 32, the former of which is connected to the front axle by means of the central pivot 22, while the latter is secured around the center of the rear axle. These members 31 and 32 form braces for the axles and the two inverted U-shaped frames.

What is claimed is:

A vehicle comprising a body having a frame secured to its forward end including depending arms and a connecting cross member, an axle secured to the depending arms

and having terminal bifurcations, knuckles pivoted in the bifurcations and provided with spindles having wheels mounted thereon, a rod connecting the knuckles, the axle having a central opening through it, a steering rod passed through the opening, a pivot bolt engaged through the steering rod and the upper and lower sides of the opening through the axle, the rear end of the steering rod being bifurcated vertically and transversely and receiving the first-named rod between its vertically spaced bifurcations, a pin engaged through the first-named rod between the laterally spaced bifurcations of the steering rod, an inverted U-shaped frame including depending arms and a connecting cross member secured to the rear end portion of the body, an axle mounted in the depending arms of the rear frame and provided with wheels, and a brace secured at its forward end to the front axle through the medium of the pivot bolt and secured to the under side of the body and having its rear end terminating in an eye that embraces the rear axle.

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

BERT MACE HUFF.

Witnesses:
Z. H. McDONALD,
C. C. RITZE.