Oct. 30, 1928. 1,689,682

A. E. RAINEY

TOY WAGON

Filed April 28, 1927 2 Sheets-Sheet 1

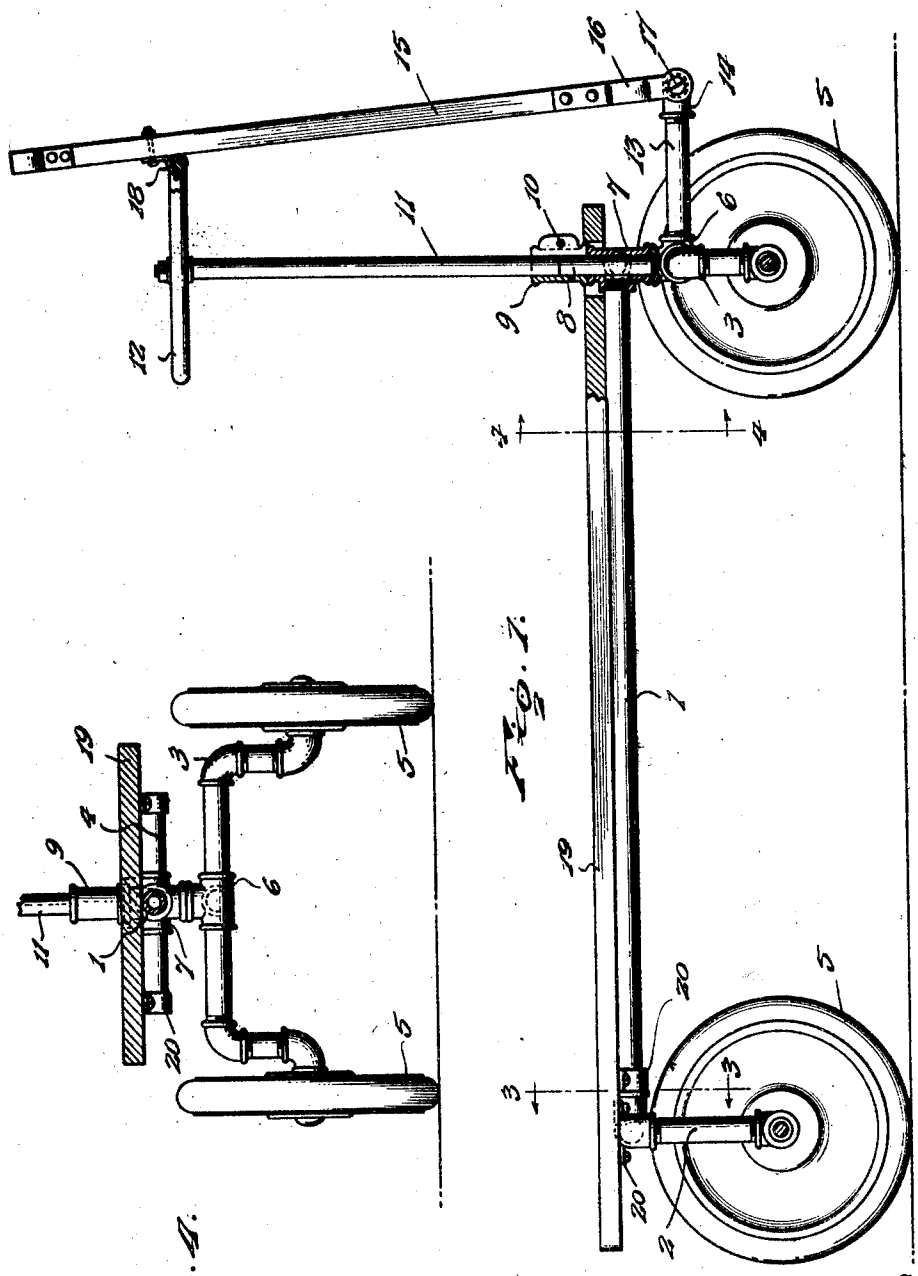


Fig. 1.

Fig. 4.

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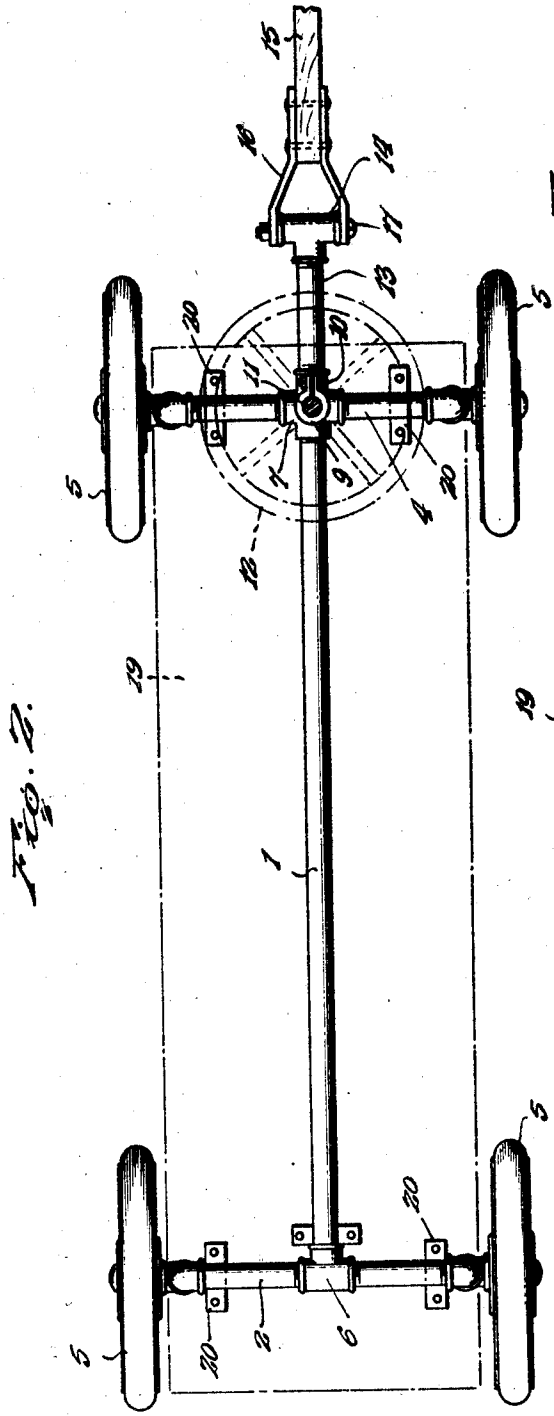


Fig. 1.

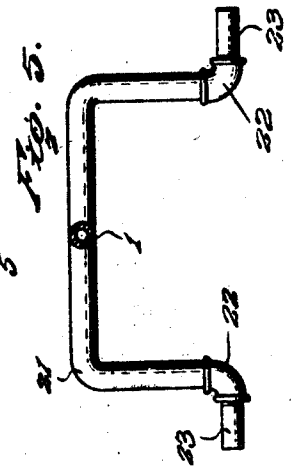


Fig. 2.

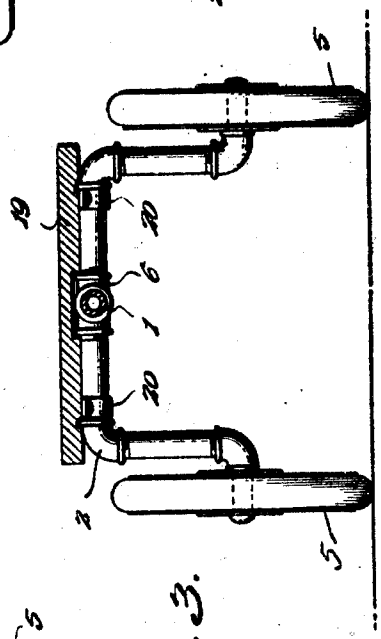


Fig. 3.

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Patented Oct. 30, 1928. 1,689,682

UNITED STATES PATENT OFFICE.

AUSTIN E. RAINEY, OF GROVE CITY, PENNSYLVANIA.

TOY WAGON.

Application filed April 28, 1927. Serial No. 187,362.

Ths invention relates to wheeled toys and more particularly to a wagon for children which may be drawn by means of a handle or guided by a steering post when coasting.

The invention aims to provide a running gear for a child's wagon which may be formed from short lengths of pipe and pipe fittings and which is strong, durable and neat and free from braces.

While the drawings illustrate 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 drawings hereto attached, in which,—

Figure 1 is a side view of a toy wagon embodying the invention, parts being broken away and the wheels on the near side being omitted and the spindle in section.

Figure 2 is a top plan view of the running gear, the position of the body and the steering wheel being indicated by dotted lines.

Figure 3 is a transverse sectional view on the line 3—3 of Figure 1, looking to the rear, as indicated by the arrows.

Figure 4 is a sectional view similar to Figure 3, taken on the line 4—4 of Figure 1, looking towards the front, as indicated by the arrows.

Figure 5 is a modified form of axle showing the arch consisting of a single piece.

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

The running gear comprises a reach 1, a rear axle 2, a front axle 3, a cross bar 4, and wheels 5 mounted upon the axle spindles. The front and rear axles are of similar formation being of arch form and comprising a plurality of short lengths of pipe and pipe fittings. The horizontal portion of each of the axles comprises a central fitting 6 and short lengths of pipe coupled thereto. The cross bar 4 comprises a centrally disposed fitting 7 and short length of pipe coupled to opposite ends thereof. The fitting 7 is coupled to the fitting 6 of the front axle 3 in a manner to admit of the front axle turning freely for steering. A short length of pipe 8 passes loosely through the vertical branches of the fitting 7 and is coupled at its lower end to the fitting 6 to turn therewith and with the front axle. A fitting 9 is coupled to the upper end of the pipe 8 so as to turn therewith and its lower end engages the upper end of the fitting 7, thereby preventing downward displacement of the front axle. The fitting 9 is split and the portions bordering upon the split are connected by means of a bolt 10 which, when tightened, clamps the upper end of the pipe 8. A post 11 is coupled at its lower end to the fitting 9, and is provided at its upper end with a steering wheel 12. In this manner the vehicle may be steered by the occupant.

A short pipe 13 is coupled to the fitting 6 of the front axle 3 and projects forwardly and has a T-fitting 14 coupled to its front end. A handle 15 has metal straps 16 secured to opposite sides of its rear end, and these straps are spread and engage opposite ends of the fitting 14 and are connected thereto by means of a bolt 17 which passes loosely through the said fitting. The handle 15 has a catch 18 fitted to its forward portion in position to engage the rim of the steering wheel 12 whereby to hold the handle in upright position, as indicated most clearly in Figure 1. In this manner provision is had for securing the handle when the occupant of the vehicle is coasting or propelling the same by foot, the steering being effected through the instrumentality of the steering wheel in a manner readily understood. When the handle is disengaged from the steering wheel it may be utilized as means for drawing the vehicle in the accustomed manner.

The numeral 19 designates a platform which may constitute the bottom of a body of any determinate construction and this platform is placed upon the reach 1, the cross bar 4 and the rear axle 2, and is secured to such parts, by clips 20, or other preferred fastening means.

It will be understood that the vehicle embodies a running gear of simple construction, free from the usual braces and knees and which is durable, strong, and neat in appearance and capable of being shipped and stored in a small space and adapted to be readily set up and easily and quickly assembled.

In the modification shown in Figure 5 the arch portion of the axle consists of a single

length of pipe, or other suitable material, bent into the required shape, as indicated at 21, elbows 22 serving to connect spindles 23 to the lower ends of the vertical members.

Having thus described the invention, I claim:

1. In a vehicle of the character specified, the combination of a reach, a cross bar, a fitting forming connecting means between the cross bar and reach, an axle, a member projecting upwardly from said axle and pivotally mounted in the fitting connecting the said cross bar and reach, and a steering post coupled to the member projecting upwardly from the axle.

2. A vehicle comprising similar front and rear axles of arch form, a reach coupled to the rear axle, a cross bar coupled to the front end of the reach, a vertical member projecting from the front axle and pivotally mounted in the cross bar, a steering post coupled to the said vertical member and provided with a steering wheel, a member projecting forwardly from the front axle, a handle pivotally connected to the last mentioned member, and a catch applied to the handle and adapted to engage the steering wheel to support the handle in elevated position.

In testimony whereof I affix my signature.

AUSTIN E. RAINEY. [L. S.]