

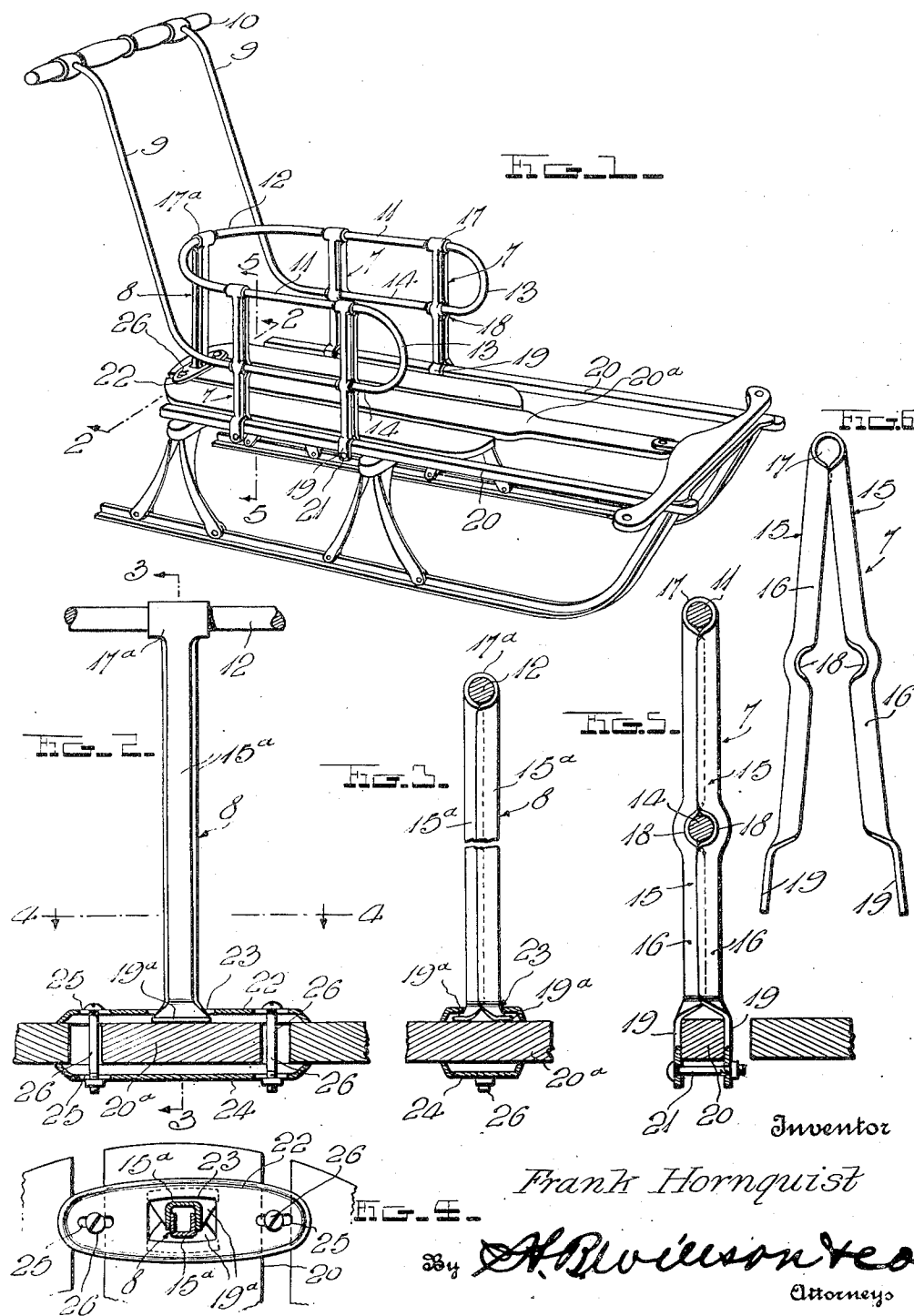
Oct. 25, 1927.

1,646,790

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CHILD'S CONVEYANCE GUARD

Filed Nov. 19, 1925



Patented Oct. 25, 1927.

1,646,790

UNITED STATES PATENT OFFICE.

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CHILD'S-CONVEYANCE GUARD.

Application filed November 19, 1925. Serial No. 70,139.

The invention is a new and improved form of guard for application to children's conveyances such as sleds or wagons, to prevent small children from falling off or out of the conveyance.

The principal object of the invention is to provide a device of the character set forth which may be easily and inexpensively manufactured and marketed, may be quickly and easily attached to or detached from a conveyance, and will be generally desirable.

With the foregoing and minor objects in view, the invention resides in the novel subject matter hereinafter described and claimed, the description being supplemented by the accompanying drawing.

Fig. 1 is a perspective view showing the application of the invention to a sled;

Fig. 2 is a vertical transverse section as indicated by line 2—2 of Fig. 1;

Figs. 3 and 4 are respectively a vertical and a horizontal section on the planes of lines 3—3 and 4—4 of Fig. 2;

Fig. 5 is a vertical transverse section as indicated by line 5—5 of Fig. 1;

Fig. 6 is a side elevation of one of the supporting standards of the guard with its two halves sprung apart.

The details of construction herein disclosed have proven very advantageous and they are preferably followed, and while these details will be specifically described, it is to be understood that within the scope of the invention as claimed, numerous variations may be made.

The guard comprises briefly, side and rear guard portions including the standards 7 and 8 respectively, and clamping means carrying said guard portions and adapted for securing them to an ordinary child's sled or wagon. Preferably, the side portions of the guard are provided with upwardly and rearwardly projecting push members 9 whose upper ends are connected by a handle bar 10, so that the latter may be used for propelling the conveyance upon which the guard is used. The members 9 and 10 may well be omitted in some instances, if the conveyance is to be pulled rather than pushed.

In forming the guard, I make use of a single metal rod which is bent into U-shape at its central portion, so as to provide a pair of longitudinal rail portions 11 for disposition above the sides of the conveyance, and a rear rail portion 12 to be positioned over

the rear end of said conveyance. At the front ends of the longitudinal rail portions 11, the rod is bent downwardly and extended rearwardly to provide additional longitudinal rail portions 14. At the rear ends of the latter, the rod extends upwardly and rearwardly to provide the push members 9, when the latter and the handle bar 10 are to be used.

The standards 7 and 8 and the clamps by which they are connected with the conveyance, are of novel form and will now be described.

In forming each standard 7, I make use of a single sheet metal strip which is bent upon itself at its central portion to provide two longitudinal halves 15 for the standard, said halves being preferably provided with reinforcing flanges 16 substantially throughout their lengths. I prefer to have the flanges of one of the halves 15 so spaced as to receive therebetween, the flanges of the other half. The connected upper ends of the halves 15 are shaped as at 17 to snugly receive one of the top rail portions 11, and between their ends, said halves are stamped outwardly away from each other to provide seats 18 for snug contact with opposite sides of one of the rail portions 14. The lower ends 19 of the halves 15 are flat and are adapted to straddle a side member 20 of a sled or wagon. These ends are formed with openings through which a bolt 21 passes, and this bolt may either extend under a side rail 20 of a sled or pass through an opening in the side of a wagon. In either instance, it serves to draw the ends 19 into clamping relation with the part to be engaged thereby, and it will be seen that this inward drawing of the ends 19, similarly draws the two halves 15 together, so that they are brought into clamping relation with the rail portions 11 and 14, so as to tightly hold said portions.

In forming the standard 8, I make use of a single sheet metal strip and bend it upon itself at its center so as to provide a formation 17^a, identical with the formation 17, to receive the rear rail portion 12. This bending of the strip also provides the standard with two longitudinal halves 15^a which are preferably flanged and interfitted in the same manner as the halves 15. The lower ends of the halves 15^a are bent laterally outward as at 19^a to rest on one of the top boards 20^a of a sled or upon a correspond-

ing part of a wagon body. These lower ends of the standard halves 19^a, underlie an upper stamped metal plate 22 which is formed with an opening 23 through which the lower portion of the standard 8 passes. This plate is intended to engage the upper side of the part 20^a or an equivalent portion of a wagon bottom, and another plate 24 engages the lower side of this part. The two plates 22 and 24 are formed with slots 25, and bolts 26 pass through these slots for securing said plates against the upper and lower surfaces of the intervening portion of the conveyance. Not only does the plate 22 effectively serve to hold the standard halves 15^a against separation so that they will remain in clamping engagement with the rail portion 12, but said plate co-operates with the bottom plate 24, the bolts 26 and the lateral ends 20 19^a of the standard halves, in effectively securing the standard to the sled or wagon.

It will be seen from the foregoing that the invention is simple and inexpensive, may be easily manufactured, may be attached or detached with ease, and will be very desirable.

I claim:

1. An attachment for a child's conveyance, comprising a guard having rail portions, a plurality of metal strips bent upon themselves at their centers to provide standards each having an inner and an outer half, said halves being longitudinally flanged and fitting one within the other to form a reinforced standard which is also shaped for gripping relation with said rail portions and having free ends adapted to be clamped to the side members of the conveyance, and bolts for connecting and clamping said free ends.

2. An attachment for a child's conveyance, comprising a guard having side portions and a back rail portion, means for securing said side portions to the conveyance, a strip of metal bent upon itself at its center to provide a standard having inner and outer halves, said halves being shaped

for gripping relation with said back rail portion and having their free ends bent laterally to rest on a board of the conveyance, upper and lower plates to extend respectively over and under said board, the upper plate having an opening receiving the lower end of said standard and holding its halves against separation, said laterally bent free ends of the standard halves underlying said upper plate, and means for securing the two plates in clamping relation with the aforementioned board.

3. A child's conveyance guard comprising a rod bent at its intermediate portion into U-shape to provide two longitudinal rail portions for disposition above the sides of the conveyance and a transverse rail portion for location above the rear of the conveyance, the rod being curved downwardly at the front ends of said longitudinal rail portions and extending rearwardly to provide additional longitudinal rail portions, said rod being extended upwardly and rearwardly from the rear ends of said additional longitudinal rail portions to provide push members, a handle bar connecting the upper ends of said push members, standards connected to said longitudinal rail portions, and means for securing said standards to the conveyance.

4. A rail supporting member comprising a strip of metal bent upon itself at its center to provide a standard having two longitudinal halves, said halves being shaped for gripping relation with a rail and having laterally bent free ends to rest on a support, parallel plates for engagement with opposite sides of the support, one of said plates overlying said laterally bent ends of said standard halves and having an opening through which the standard passes, and means for drawing said plates toward each other into clamping relation with the support.

In testimony whereof I have hereunto affixed my signature.

FRANK HORNQUIST.