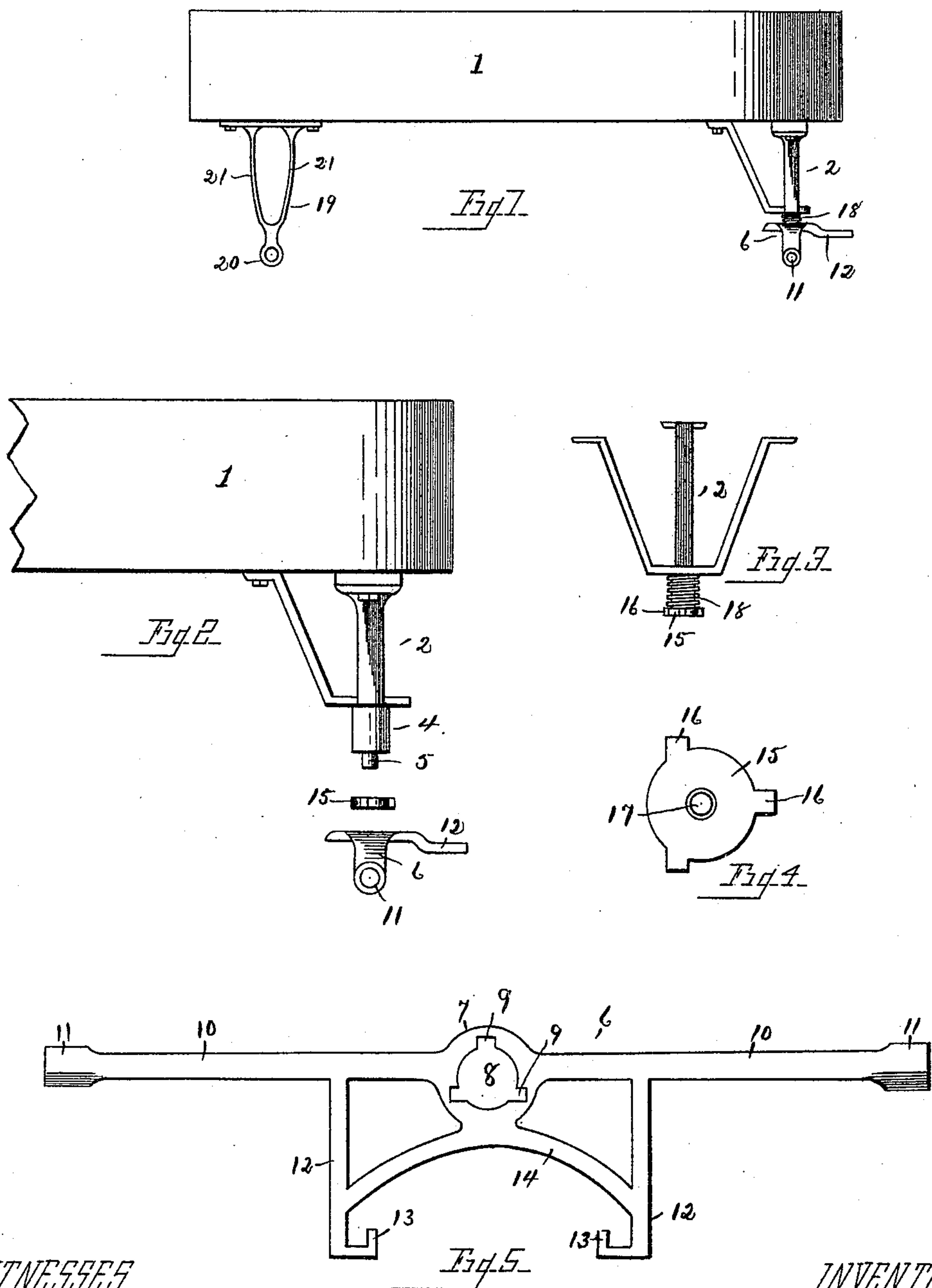


(No Model.)

W. SHERIDON.
WAGON RUNNING GEAR.

No. 464,735.

Patented Dec. 8, 1891.



WITNESSES

Carroll J. Webster
Grace C. Leaney.

INVENTOR

William Sheridan
By William Webster
Atty.

UNITED STATES PATENT OFFICE.

WILLIAM SHERIDON, OF TOLEDO, OHIO.

WAGON RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 464,735, dated December 8, 1891.

Application filed September 19, 1891. Serial No. 406,201. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM SHERIDON, of Toledo, county of Lucas, and State of Ohio, have invented certain new and useful Improvements in Wagons; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form part of this specification.

My invention relates to wagons, more especially to the class designed for children's use.

The objects of the invention are to simplify the construction, cheapen the manufacture, and strengthen the parts.

A further object is to provide a yielding bearing between the box and running-gear in order to relieve the box from jar due to an impact of the wheels with uneven surfaces.

With these objects in view my invention consists, broadly, in forming a lower gear-plate to receive the front axle, said plate having integral arms to which the pole or thills are secured and being formed with a circular opening having communication with radial recesses to receive a locking-plate secured upon a stud projecting from the box-standards and a spring interposed between the standards and lower plate, thereby providing a cheap, strong, and convenient attachment for the spring.

The invention further consists in the parts and combination of parts hereinafter described, and pointed out in the claims.

In the drawings, Figure 1 is a side elevation of the box, the front box-standard, lower plate, and interposed spring, showing the same properly connected, and also showing the rear standard in side elevation. Fig. 2 is a like view with the parts detached and the spring omitted in order to disclose the stud upon which the spring is placed, this view being drawn on an enlarged scale. Fig. 3 is a front elevation of the front standard, showing the spring and locking-plate secured in place. Fig. 4 is a plan view of the locking-plate. Fig. 5 is a plan view of the lower gear-plate.

1 designates the box, to the forward end of which is secured a standard 2, preferably

formed of three hangers properly inclined to form braces against the strain produced upon a downwardly-projecting boss 4, which acts as the coupling to the running-gear, the boss being formed with a reduced end 5, for a purpose hereinafter stated. Standard 2, as thus described, is preferably formed of malleable cast-iron, and is consequently in one piece.

6 designates the gear-plate, preferably formed of malleable cast-iron, and comprises a central enlarged body portion 7, having a circular opening 8, with radial recesses 9 and arms 10 extending in diametrically-opposite directions, each arm having a tubular end 11 to receive the axle. (Not shown.) Extending at right angles to the arms 10 are hounds 12, formed with hooks 13, to which the pole or thills are attached. Integral with the central body portion 7 and the hounds 12 is a curved support 14, which greatly strengthens these parts.

15 designates a plate having a circular body portion and a plurality of radial projections 16, this plate being of a form corresponding with opening 8 of the gear-plate, and is formed with a central opening 17, through which the reduced end 5 of the boss 4 passes, and is secured by riveting the same upon the under side of the plate, there being a spring 18 first passed upon the boss, and shown in Figs. 1 and 3.

19 designates the rear standard, formed with a perforated plate portion 20 to receive the axle and hangers 21, which incline oppositely from thence and are secured to the box, the inclination of the hangers forming braces in each direction of strain upon the standard.

In assembling the parts standard 2 is secured to the box, spring 18 is placed upon boss 4, and plate 15 is then placed upon the reduced end 5 of the boss and secured thereto by riveting, when the gear-plate and standard are connected by turning the gear-plate to cause the projections 16 of plate 15 to register with the radial recesses 9 of the gear-plate, when the circular body portion of plate 15 will register with the circular opening 8 in the gear-plate and allow of passing plate 15 therethrough, when the spring 18 will bear upon the upper side of the gear-plate and the lower side of the standard, at which time the gear-plate is turned, causing the radial pro-

jections of plate 15 to bear upon the under side of the gear-plate and secure the parts together. It will be seen that when the parts are assembled they practically comprise the gear-plate and the spring, and that not only is the expense of the manufacture reduced to a minimum, but that they can be assembled quickly without the employment of skilled labor.

10 The feature of interposing a spring (which, while I have shown it to be a coiled spring, may be of rubber or any resilient material) is of great value in the class of wagons intended for children's amusement, as it relieves the box of jar and the rider of the disagreeable and injurious effects thereof.

What I claim is—

1. In a wagon, a box, a standard secured thereto having a depending boss, a gear-plate 20 formed with an opening for the boss, and a spring upon the boss which bears upon the plate.

2. In a wagon, a box, a standard secured thereto having a depending boss, and a spring held upon the boss by means of a circular plate 25 having radial wings, in connection with a gear-plate formed with an opening corresponding in contour with the plate upon the standard and of less area than the spring.

3. In a wagon, a box and a standard secured thereto having a depending boss, in combination with a gear-plate formed in a single piece and comprising a central portion having an opening to receive the boss, arms having tubular portions to receive the axle, and hounds 35 to which the pole or thills are attached.

In testimony that I claim the foregoing as my own I hereby affix my signature in presence of two witnesses.

WILLIAM SHERIDON.

Witnesses:

WILLIAM WEBSTER,
CARROLL J. WEBSTER.