

(No Model.)

C. L. WHIPPLE.  
CHILD'S COASTING WAGON.

No. 556,294.

Patented Mar. 10, 1896.

Fig. I.

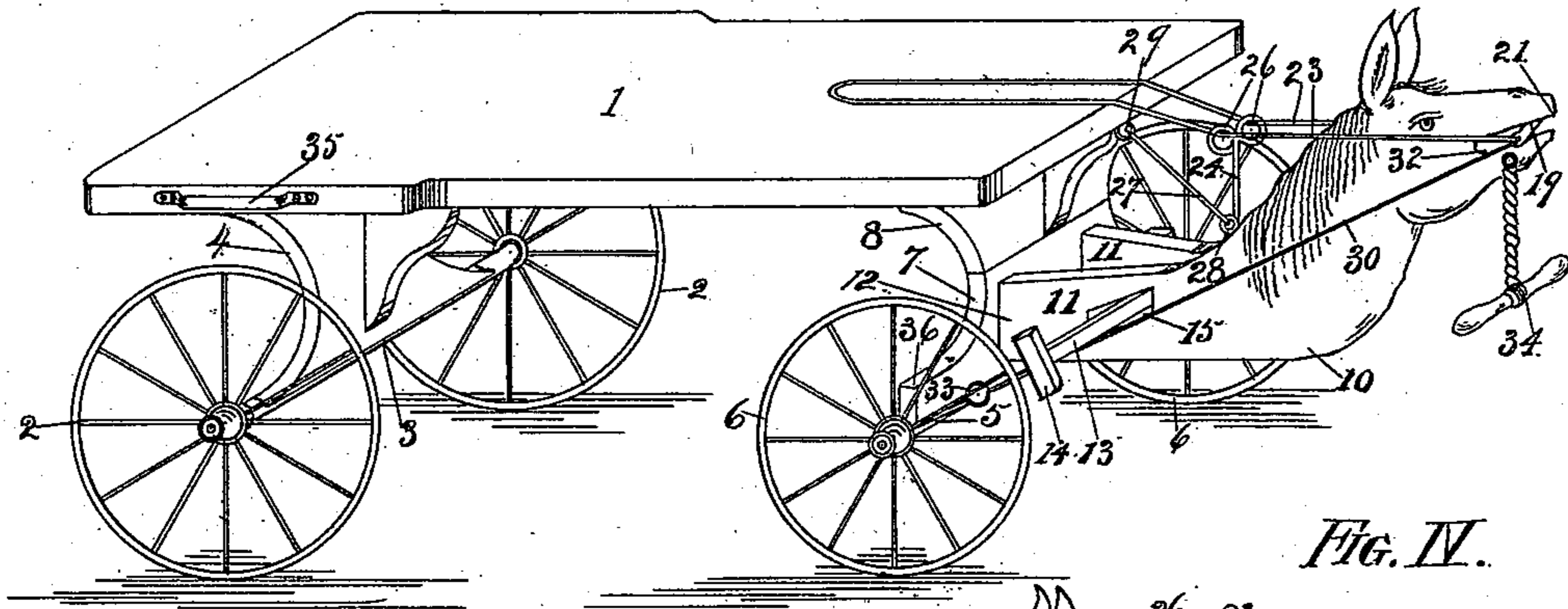


Fig. IV.

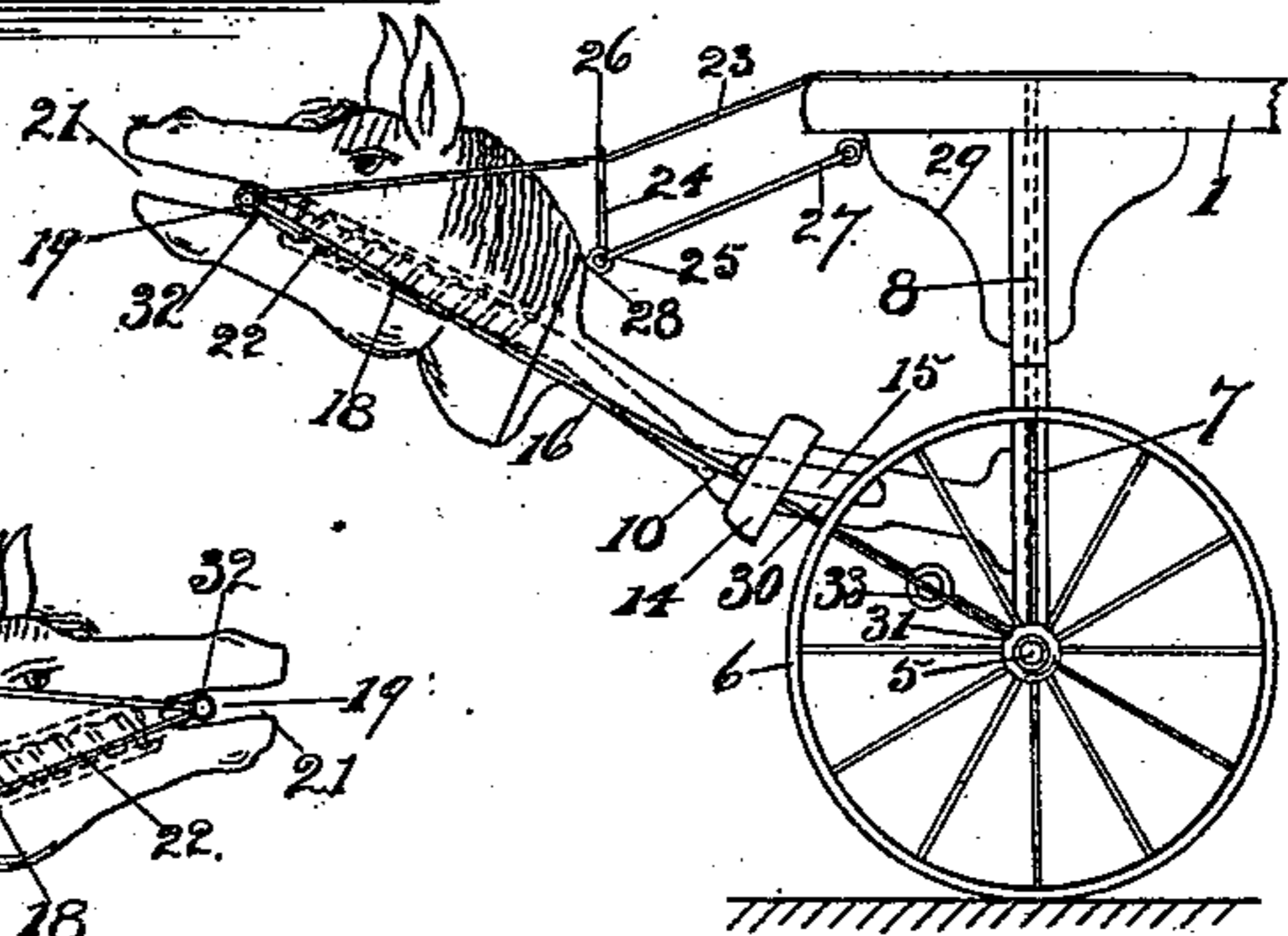


Fig. II.

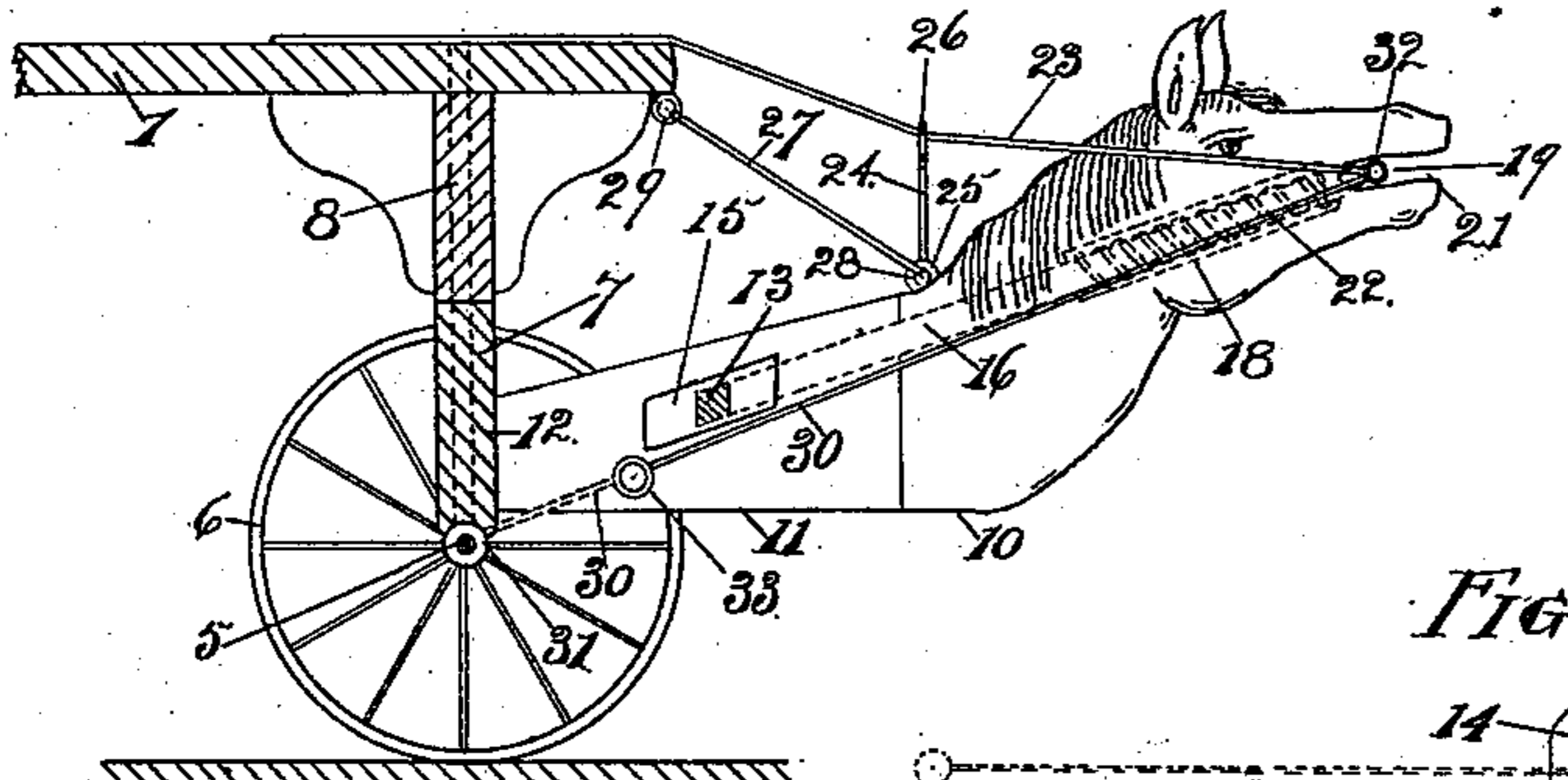
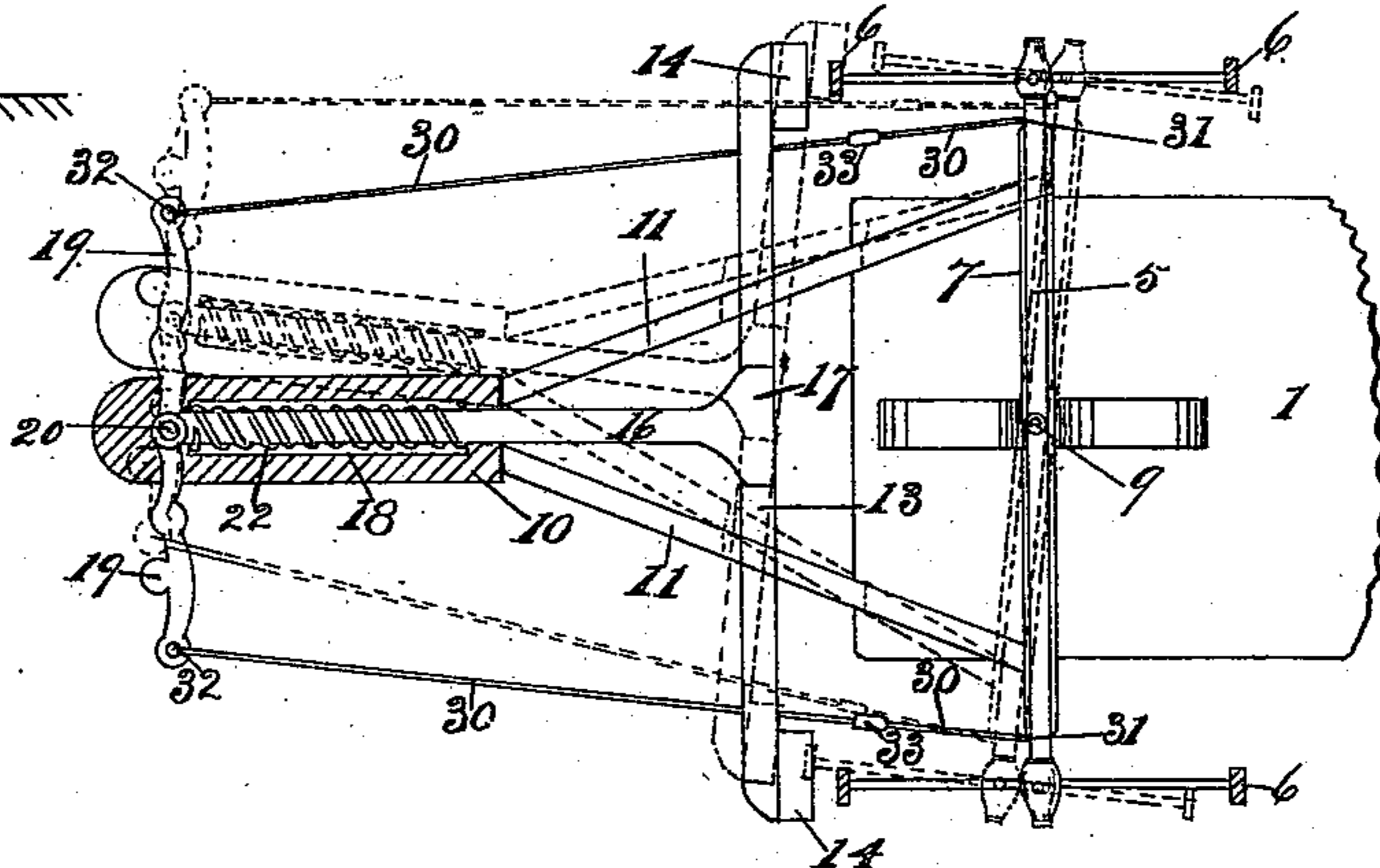


Fig. III.



Witnesses:

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# UNITED STATES PATENT OFFICE.

CHARLES L. WHIPPLE, OF LOS ANGELES, CALIFORNIA, ASSIGNOR OF ONE-HALF TO EDWIN M. SCOTT, OF SAME PLACE.

## CHILD'S COASTING-WAGON.

SPECIFICATION forming part of Letters Patent No. 556,294, dated March 10, 1896.

Application filed October 23, 1895. Serial No. 566,634. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES L. WHIPPLE, of Los Angeles, in the county of Los Angeles and State of California, have invented certain new and useful Improvements in Children's Coasting-Wagons, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to improvements in children's coasting-wagons; and my invention consists in certain features of novelty hereinafter described and claimed.

Figure I represents a perspective of my improved wagon. Fig. II is a detail sectional view of forward end of wagon. Fig. III represents a bottom view of the forward end of the wagon. Fig. IV is a detail view showing a modification of the support for the brake.

Referring to the drawings, 1 represents the platform, 2 the rear wheels, 3 the rear axle, and 4 the rear bolster resting on the axle and supporting the rear end of the platform.

5 represents the forward axle, and 6 the front wheels of the wagon.

7 represents the front bolster-support resting on the forward axle, and 8 the front bolster having pivotal connection with the bolster-support and held in position by the king-bolt 9.

10 represents a bracket extending upward and forward from the bolster-support 7, the rear portion of said bracket being forked, as shown at 11, and attached to the bolster-support at 12, the forward end of the bracket preferably terminating in a figurehead representing the head of a horse.

13 represents a brake-beam having brake-shoes 14 on each of its ends. The brake-beam rests in slots 15 in the bracket, said slots being of sufficient length to allow the beam to move forward and backward a sufficient distance to set and release the brake.

16 represents a bar having its rear end secured to the center of the brake-beam at 17 and having its forward end extending into an orifice 18 in the forward end of the bracket, said orifice forming a throat in the figurehead.

19 represents a bit or cross-bar secured at 20 to the forward end of the bar 16, said cross-

bar 19 resting in a slot 21, which forms the mouth of the figurehead.

22 represents a coil-spring surrounding the outer end of the bar 16, said spring being confined within the orifice 18 of the bracket.

23 represents reins having their forward ends connected to the ends of the bit or cross-bar 19 and extending back to the platform, where they may be used by a child sitting on the wagon.

24 represents a support for the lines, consisting of a vertical rod secured to the bracket at 25 and having loops 26 on its upper end, through which the lines pass.

The bracket 10 has an additional support, consisting of a pivotal rod 27 having its lower end secured to a ring 28 on the bracket and its upper end secured to a ring 29 on the under side of the forward end of the platform.

30 represents guiding-rods having their rear ends connected with the front axle at 31 and their forward ends secured at 32 to the outer ends of the bit or cross-bar 19, said guiding-rods being formed in sections and connected with rings or loops 33, which permits the rods to bend or double to compensate for slack when the brakes are set.

34 represents a handle and short section of rope connected with the forward end of the figurehead for pulling the wagon, and 35 represents handles located near the rear end of the platform for adjusting the wagon.

36 represents an extension of the bolster-support, which forms a foot-rest for the child in guiding the wagon.

In Fig. IV I have shown a modification of the bracket in which the bolster-support and all of the bracket except the figurehead is formed of one piece of metal, thus making a cheap form of construction.

By pulling on both of the reins 23 the cross-bar 19 and bar 16 with the brake-beam are forced backward, setting the brakes, the spring 22 being compressed by said action. As soon as the strain on the reins is released the spring 22 serves to immediately release the brake.

By pulling on either rein separately the front truck is turned in the direction desired by means of the guiding-rods 30 attached to

the cross-bar and to each end of the forward axle.

I claim as my invention—

1. The combination with the trucks, of a platform, a bracket extending forward of the front truck, a brake-beam supported by the bracket, shoes on the brake-beam, a central bar secured to the brake-beam, a brake-releasing spring, a cross-bar secured to the forward end of the central bar, guide-rods connected at their forward ends with the ends of the cross-bar and having their rear ends secured to the axle, and reins secured to the cross-bar, and extending back to the platform, substantially as set forth.

2. The combination with the trucks, of a platform, a bracket extending forward of the front truck, brake mechanism supported by the bracket, reins connected with the brake mechanism for setting the brake and guiding the wagon, a support for the reins secured to the bracket, and a pivotal support connect-

ing the bracket with the under side of the platform, substantially as set forth.

3. The combination with the trucks, of a platform, a bracket extending forward of the front truck, brake mechanism supported by the bracket, and a figurehead on the forward end of the bracket representing the head of a horse, in which the throat and mouth orifices serve to retain certain portions of the brake mechanism, substantially as set forth.

4. In a coasting-wagon the combination of the trucks, a platform, a bracket extending forward of the front truck, said bracket having its body and the bolster-support of the front truck formed of one piece of metal, and having a figurehead secured to its outer end, with brake and guiding mechanism connected with the bracket, substantially as set forth.

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Witnesses:

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