

No. 734,783.

PATENTED JULY 28, 1903.

J. WEBER.
BOY'S WAGON.

APPLICATION FILED MAY 20, 1903.

NO MODEL.

Fig. 1.

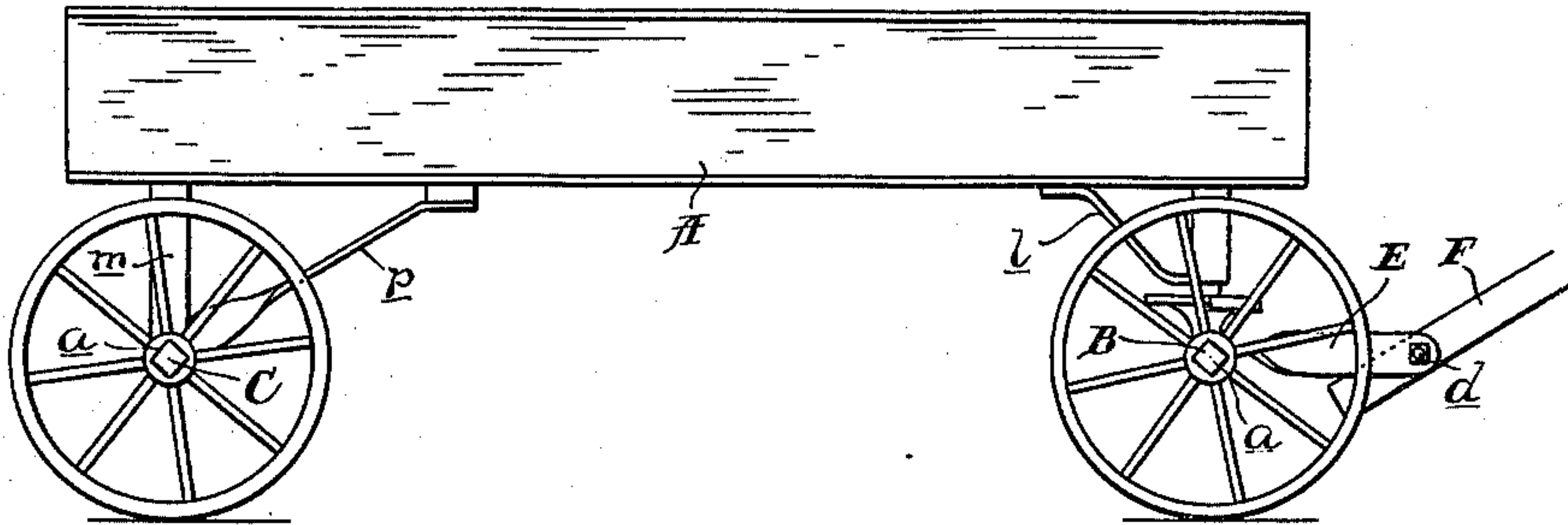


Fig. 2.

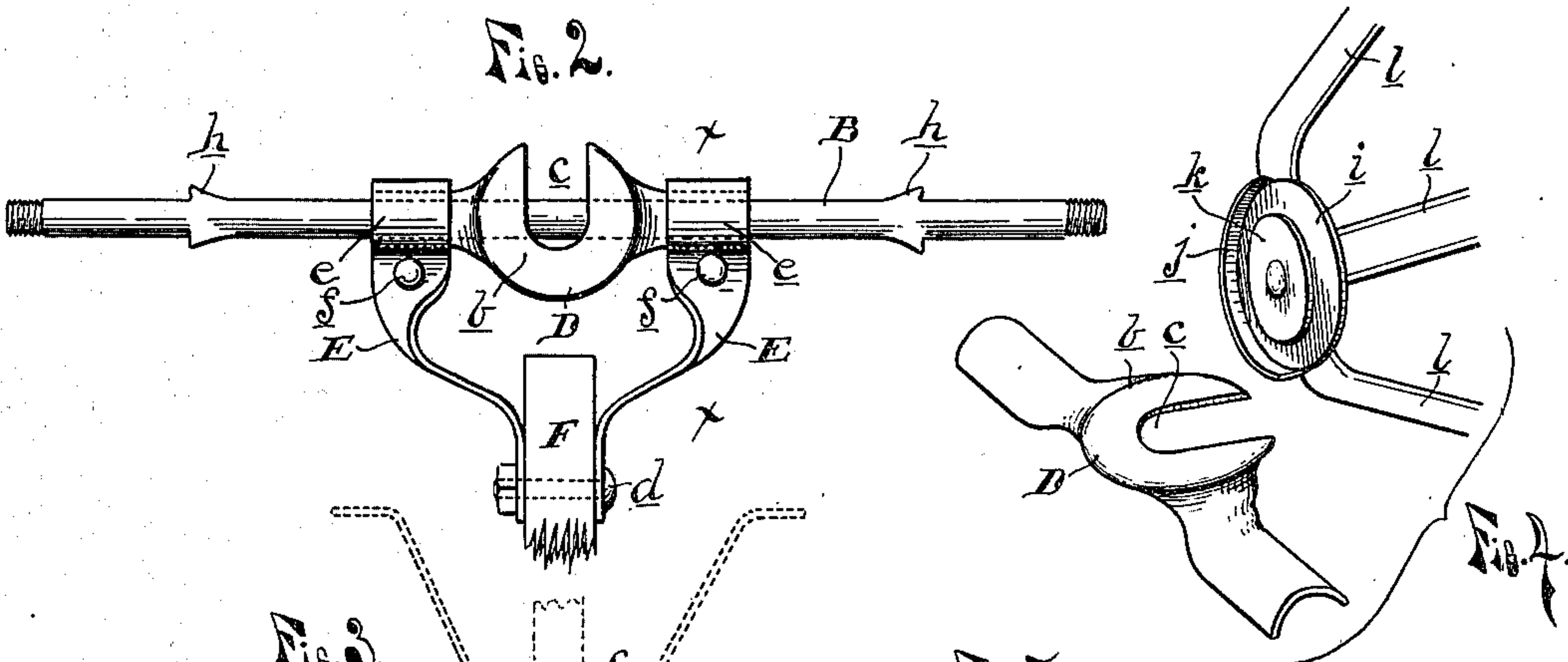


Fig. 3.

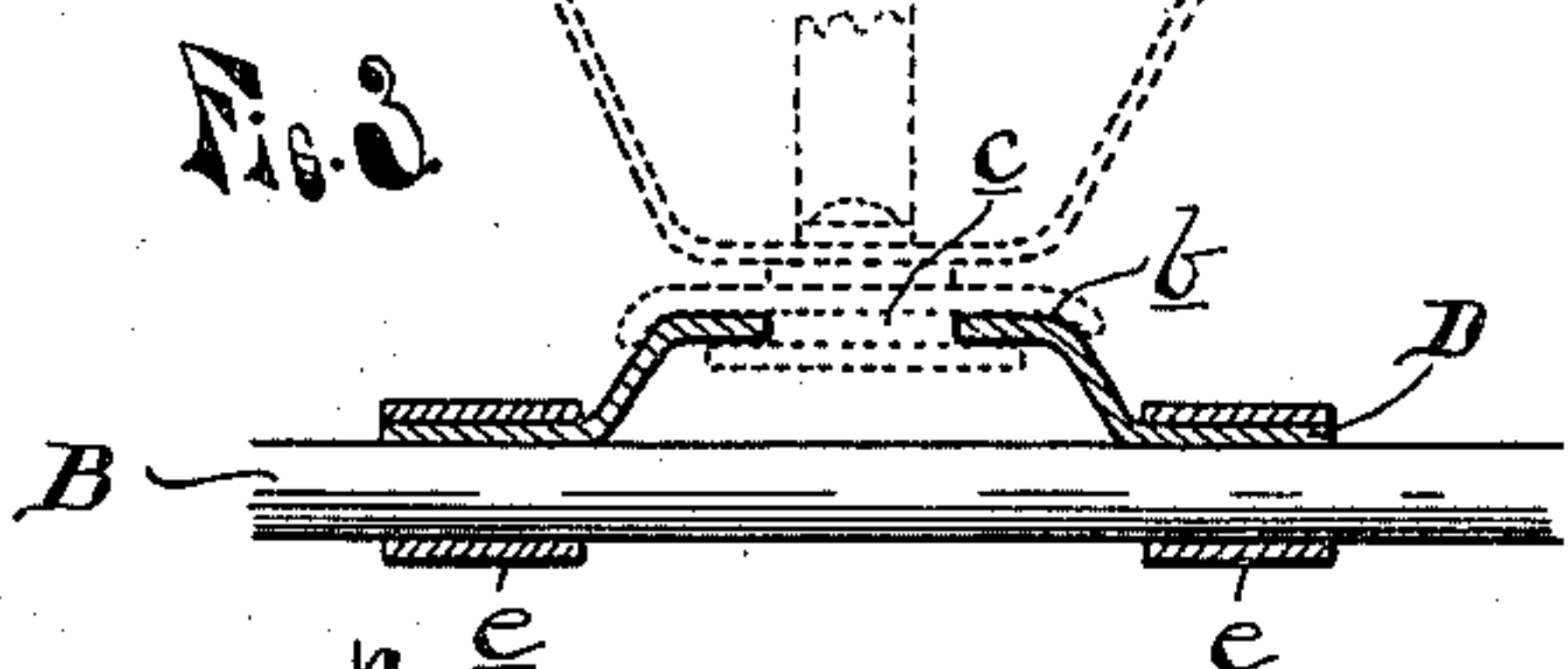


Fig. 5.

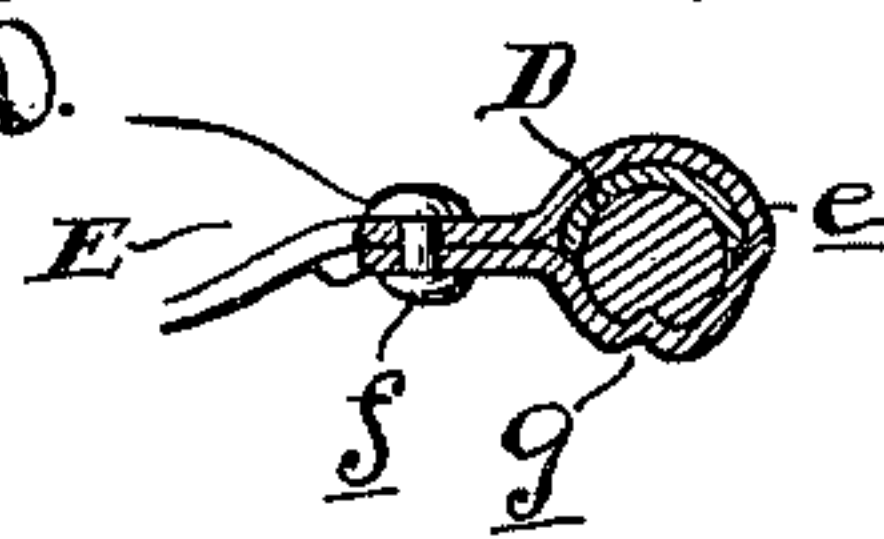


Fig. 7.

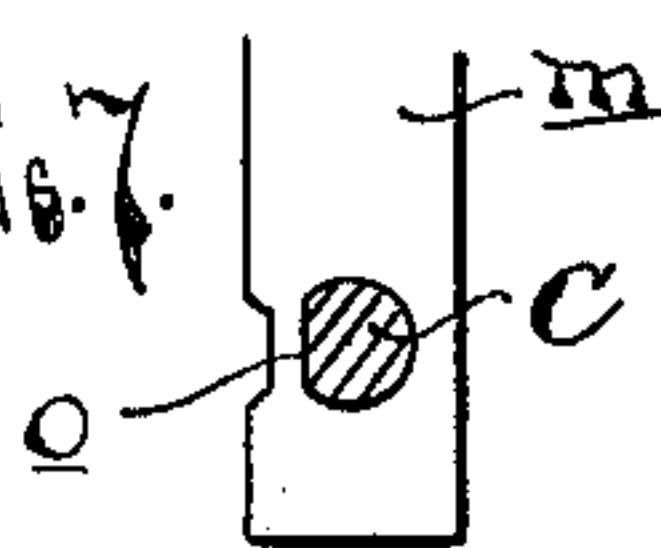
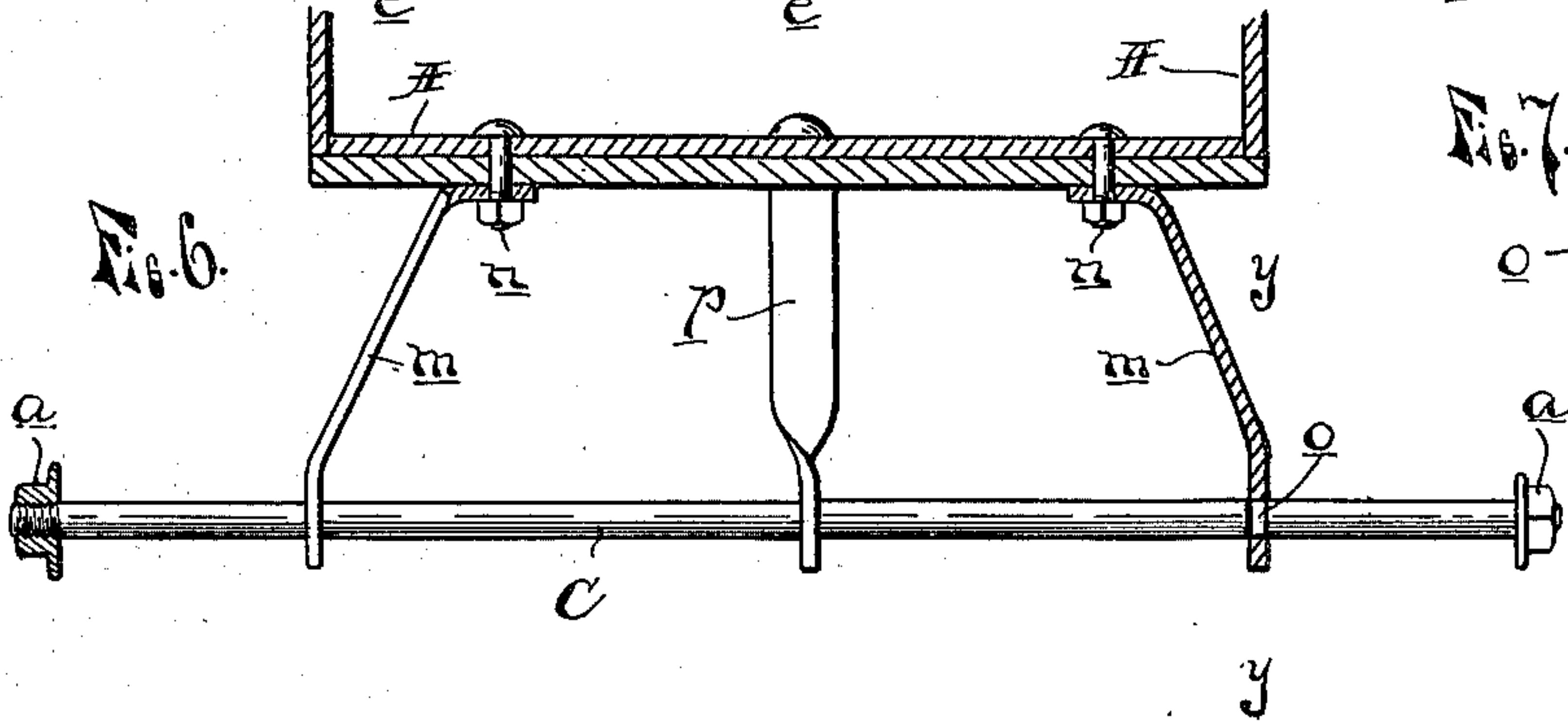


Fig. 6.



WITNESSES.

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UNITED STATES PATENT OFFICE.

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BOY'S WAGON.

SPECIFICATION forming part of Letters Patent No. 734,783, dated July 28, 1903.

Application filed May 20, 1903. Serial No. 157,898. (No model.)

To all whom it may concern:

Be it known that I, JOHN WEBER, a citizen of the United States of America, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Boys' Wagons, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates more especially to improvements in wagon running-gear especially designed for a boy's wagon; and the invention consists in certain details of construction, all as more fully hereinafter described, and shown in the accompanying drawings, in which—

Figure 1 is a side elevation of a boy's wagon embodying my construction; Fig. 2, a detached plan of the lower portion of the front running-gear. Fig. 3 is a vertical section of Fig. 2. Fig. 4 represents detached perspective views of the coupling members of the front running-gear. Fig. 5 is a cross-section on line *x x*, Fig. 2. Fig. 6 is a sectional elevation of the rear running-gear. Fig. 7 is a cross-section on line *y y*, Fig. 6.

A is the wagon-body, mounted upon front and rear axles B C, which are pieces of round iron bar of suitable length, preferably threaded upon their outer ends and provided with nuts *a* to hold the wheels in place thereon. The running-gear, upon which the body is mounted, consists of separate front and rear portions, each forming a three-point support for the opposite ends of the body, respectively. The front portion embodies an axle-plate D, extending laterally of the front axle and having a centrally-raised enlarged middle portion forming a disk-shaped coupling member *b* and provided with a central circular aperture *c*, which is opened out rearwardly. This axle-plate is formed of a sheet-metal blank shaped between dies, whereby the central portion or disk is elevated above the extremities of the plate, as shown, and these extremities are shaped concave, so as to fit the upper face of the front axle and support the plate thereon on both sides of the center of the axle.

E E are two tongue-irons, between the forward extremities of which the tongue F is pivoted by a pin or bolt *d* in the usual man-

ner. Each tongue-iron is made of a piece of flat bar-iron, the rear end of which is formed into a clip *e*, adapted to embrace the front axle, together with that portion of the axle-plate supported thereon, and the axle-plate and tongue-irons are firmly secured to the axle by compressing these clips around the parts between suitable dies, so as to shape them in conformity thereto, and by securing the open ends of the clips together by rivets *f*. For further security against displacement one or more indentations, as *g*, may be formed in the clip by means of a suitable punch after the parts are secured together, as described.

Intermediate between the clip and the front extremity each tongue-iron is twisted and bent to bring the extremities of the iron into the desired relation to the parts to which they are secured. The tongue is thus directly secured by these irons to the front axle in a horizontal plane with the axis thereof.

The axle-plate may be made much shorter than the distance between the two front wheels, and to retain these wheels, which are sleeved directly upon the outer ends of the axle, in position thereon one or more lugs *h* are raised thereon from the axle itself.

The disk *b* of the axle-plate forms the lower member of a fifth-wheel, the upper member of which is formed by a similar disk *i*, provided around the front part of its periphery with a depending flange *j* and upon its under side with a smaller plate *k*, separated therefrom by a circular neck adapted to permit of coupling the two members together and form a swivel connection, all as described in my former patent, No. 726,598, of April 28, 1903.

Upon the top of the disk are secured diverging braces *l*, secured at their upper extremities to the under side of the body and forming in connection with the disk *i* a supporting-bench for the front end of the body.

The rear portion of the running-gear is formed by means of two inwardly-inclined pedestals *m*, formed of pieces of flat bar-iron, each bent at its upper extremity in parallelism with the under side of the body and secured thereto by a bolt *n* and at its lower extremity to intersect the axle at a right angle. The lower extremities of these pedestals are apertured to receive the rear axle, and they

are secured thereto at the proper distance from the outer ends of the axle to hold the wheels in position thereon by forming a nick *o* or recess in the axle and forcing the adjacent material of the pedestal into the same, all of which may be accomplished in a well-known manner. Further, an inclined brace *p* connects the center of the rear axle with the under side of the body forward of the axle, which
 10 brace is also formed of a piece of bar twisted at right angles intermediate its extremities and with one extremity suitably bent and apertured to engage the axle and the other to lie flat against the under side of the body,
 15 to which it is suitably secured. By this manner of construction the running-gear for a boy's wagon is more cheaply constructed, as it comprises but few and simple parts, all of which are formed of commercial iron with the
 20 use of simple tools and ordinary skill in using the same, the construction being also comparatively lighter and stronger and requiring less material than former constructions. In the drawings I have shown my invention
 25 as particularly employed to what is called in the trade a "boy's express-wagon;" but it is applicable for wagons of all kinds belonging to this class of merchandise.

Having thus fully described my invention,
 30 what I claim is—

1. In a boy's wagon, a running-gear combining in its front portion a front axle, an axle-plate extending over the middle portion thereof and supported thereon on its extremities
 35 only the portion between being raised above and forming the lower member of a swivel connection and tongue-irons formed of flat bars pivotally supporting the tongue between their forward extremities and having their
 40 rear extremities bent to form clips and fastened around the axle and the extremities of the axle-plate to rigidly bind the parts together.

2. In a boy's wagon, a running-gear combining in its front portion, a front axle, an axle-plate extending lengthwise over the central portion thereof and formed with a central elevated portion and with extremities conforming to the upper face of the axle and seated
 50 thereon and tongue-irons extending forwardly from the axle and pivotally supporting the tongue between their forward extremities said tongue-irons formed of flat bars having their rear extremities turned into axle-clips and
 55 fastened around the axle and the extremities of the axle-plate respectively to bind the parts together.

3. In a boy's wagon, a running-gear combining in its front portion a front axle, an axle-plate extending lengthwise over the middle portion thereof and supported thereon at its extremities, the portion between said extremities being elevated and forming the lower member of a swivel connection, and tongue-irons formed of flat bars having their rear
 65 extremities bent around the axle and the ex-

trемities of the axle-plate respectively and forming clips by means of which the parts are rigidly fastened together, the forward extremities of said tongue-irons being brought
 70 into alinement with the tongue for pivotally supporting the same between them by twisting and bending said irons between their extremities.

4. In a boy's wagon, a running-gear combining in its front portion, a front axle formed of a round bar upon the extremities of which the front wheels are journaled, an axle-plate thereon integrally formed with concave-shaped extremities to fit the top of the axle
 80 and with a central raised disk-shaped portion forming the lower member of a swivel connection, a bench secured to the under side of the wagon-body and provided with a base-plate forming the upper member of said swivel
 85 connection, tongue-irons secured to the forward axle at their rear extremities and forming forwardly-projecting hounds between the forward extremities of which the tongue is
 90 pivotally secured, said tongue-irons formed of flat bars having their rear extremities formed into clips fastened around the front axle and the extremities of the axle-plate respectively to bind said axle-plate to the axle,
 95 said clips being pressed into conformity with the parts inclosed therein closed by a rivet and secured by forming an indentation therein, substantially as described.

5. In a boy's wagon, a running-gear wholly constructed of iron of commercial shapes, the same embodying in its construction front and rear axles formed of round bar-iron upon the extremities of which the wheels are journaled, pedestals formed of flat iron bars and supporting the rear end of the wagon-box
 10 upon the rear wheels, said pedestals being apertured upon their lower ends to receive the rear axle and being fastened thereon adjacent to the wheel-hubs substantially as described and a front portion comprising a
 11 bench formed of flat bars secured to the under side of the wagon-body respectively and of a base-plate forming the upper member of a swivel connection, an axle-plate having a centrally-raised portion cooperating with the
 12 base-plate of the bench to form a swivel connection and having its extremities shaped to fit the top of the front axle and tongue-irons formed of flat bars having their rear extremities turned into clips and fastened around the
 12 front axle and the extremities of the axle-plate respectively and twisted and bent in their middle portion to form forwardly-projecting hounds adapted to pivotally support the tongue between their forward extremities.

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

JOHN WEBER.

Witnesses:

JOHN N. SNEIDER,
 C. M. ANDERSEN.