Aug. 15, 1950 H. E. MARVIN 2,518,803

FOLDING GOLF BAG CART

Filed Oct. 30, 1945 2 Sheets-Sheet 1

Fig. 1.

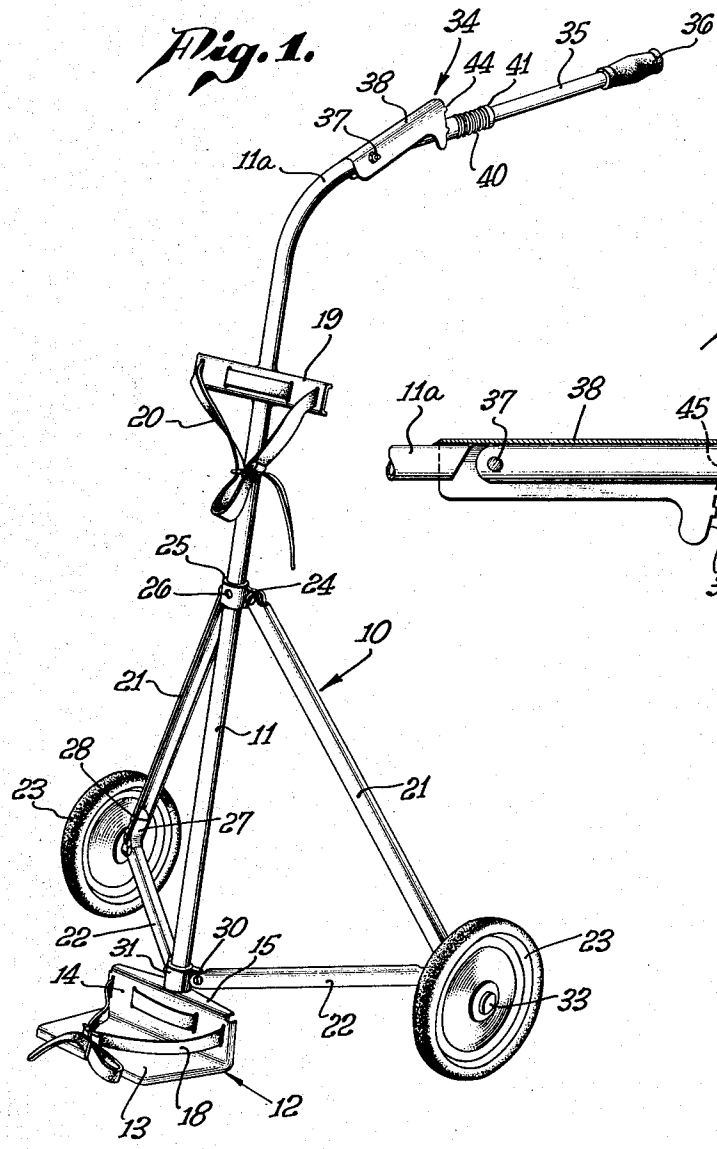


Fig. 2.

Howard E. Marvin,
INVENTOR

BY W. Calvin White

ATTORNEY

Aug. 15, 1950 H. E. MARVIN 2,518,803

FOLDING GOLF BAG CART

Filed Oct. 30, 1945 2 Sheets-Sheet 2

Fig. 3.

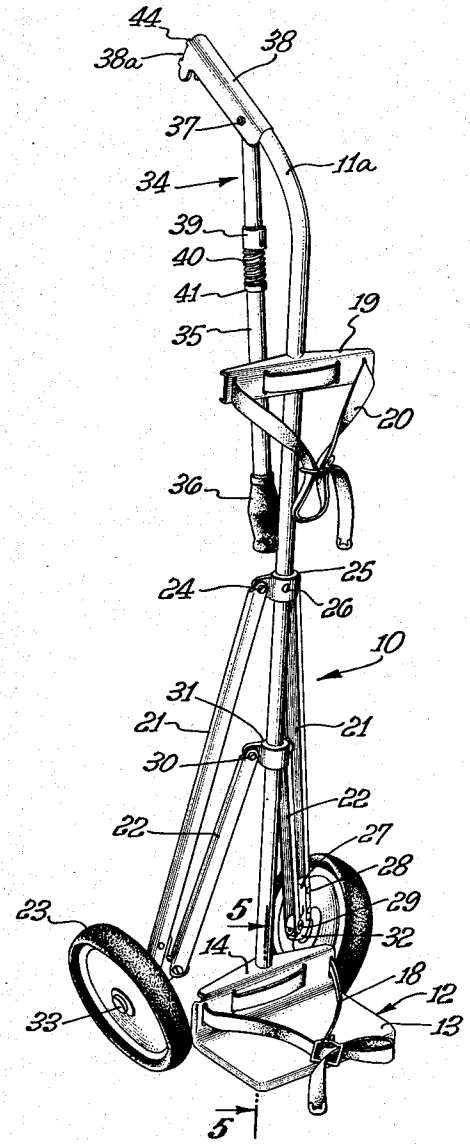


Fig. 5.

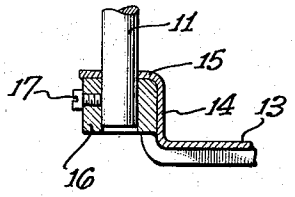
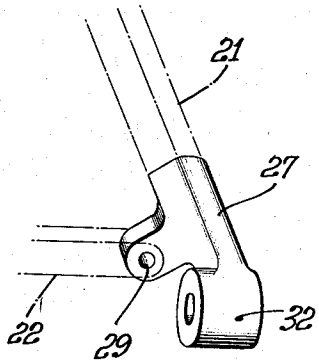


Fig. 4.



Howard E. Marvin,
INVENTOR

BY Hodgin White

ATTORNEY

Patented Aug. 15, 1950 2,518,803

UNITED STATES PATENT OFFICE

2,518,803

FOLDING GOLF BAG CART

Howard E. Marvin, Pasadena, Calif.

Application October 30, 1945, Serial No. 625,517

3 Claims. (Cl. 280—40)

1

This invention has to do with two-wheeled carriers of the general type comprising a normally upstanding load supporting frame inclinable to bring the load into more or less balanced relation with the wheels during transporation of the load. While it is to be understood that the invention is applicable generally for carrying various types and kinds of loads or containers, and that its specific design may be varied in accordance with the requirements of any particular purpose, one of the important adaptations of the invention is its use as a golf bag carrier, and accordingly the invention will be described typically as embodied in that type of carrier.

The general object of the invention is to provide an improved carrier so constructed as to have a number of desirable structural and operating characteristics, and yet require only simple and compactible arrangement of parts. More specifically, the invention aims to provide a carrier, certain parts of which are collapsible to facilitate transporation and handling, employing a minimum number of simply arranged light weight parts imparting the stability and ruggedness required by the conditions of its use and the load to be carried.

In accordance with the invention, I have developed a novel frame structure comprising, in a simple and preferred form, an upright member adapted to directly support the load and to carry a rearwardly extending handle, this frame member being connected to a pair of wheels bodily movable transversely of the carrier between collapsed and distended positions. Each wheel connection with the central frame member may be reduced to a pair of interconnected braces forming normally with the main frame member a rigid triangular structure, but capable by movement of one of the braces longitudinally of the frame, of displacing the attached wheel inwardly to collapsed position. As will appear, both pairs of the wheel supporting braces preferably are interconnected for movement together longitudinally of the frame to displace the wheels between collapsed and distended positions.

All the various objects and advantages of the invention, and the details of an illustrative embodiment of the golf bag carrier will be understood to better advantage from the following detailed description of the accompanying drawing, in which:

Fig. 1 is a front and side perspective view of the carrier with the wheels in distended position;

Fig. 2 is a sectional view of the handle connection of the frame;

Fig. 3 is a perspective showing the wheels and handle in collapsed positions;

Fig. 4 is a perspective of the casting interconnecting certain of the frame parts with the wheel; and

Fig. 5 is a fragmentary enlarged section on line 5—5 of Fig. 3.

In its preferred form the carrier comprises a

2

frame structure, generally indicated at 10, comprising an upstanding member 11 most desirably of light weight tubular form. The frame member 11 carries at its lower end a load support 12 which for the purposes of a golf bag carrier may take the form of a pan having a forwardly projecting bag supporting portion 13 adapted to rest on the ground, and an upstanding part 14 having a flange 15 to which the frame member 11 extends, see Fig. 5. The flange 15 may be supported on a sleeve 16 secured to member 11 by a set screw or bolt 17, and if desired the rear portion 14 of the support may be welded or otherwise attached to the sleeve 16 to form a rigid assembly. A strap 18 inserted through slots in part 14 of the support, may be applied about the lower portion of the golf bag, not shown, as will be readily understood. Attached also to the frame member 11 is a transverse member 19 similarly carrying a second strap 20 to be applied about an upper portion of the golf bag.

The frame structure 10 includes two pairs of transversely convergent supports or braces 21 and 22 by means of which the wheels 23 are connected to the frame for proper relationship with the load, and in a manner permitting relative movement together and apart of the wheels between the normal and collapsed positions of Figs. 1 and 3. Members 21 are pivotally connected at 24 to a collar 25 secured to the frame piece 11 by set screw 26. Members 21 preferably are channel shaped for reception at their lower ends of wheel mount castings 27, see Fig. 4, rigidly secured within the channels by bolts 28. The outer ends of members 22 are pivotally connected at 29 to castings 27, and the inner ends of the members are pivotally attached at 30 to a collar 31 sliding longitudinally on the frame member 11 between the positions of Figs. 1 and 3. Each casting 27 has a bearing portion 32 for reception of the wheel trunnion or stub axle 33.

The frame may carry any suitable type or form of handle extended rearwardly of the frame at a direction or angle convenient for operation of the carrier. Merely as illustrative, I show an adjustable and collapsible handle structure, generally indicated at 34, the details of which comprise no part of the invention herein claimed. The assembly 34 comprises a handle rod 35 carrying the grip 36 and pivoted on pin 37 within a channel shaped extension 38 secured to the upper curved portion 11a of the frame. Rod 35 carries a detent sleeve 39 urged by coil spring 40 bearing against the annulus 41, into engagement with the arcuate end portion 38a of the extension 38. Rotation of the detent 39 is restrained by pin 42 extending through slot 43 in the sleeve. Part 38a may carry spaced projections 44 receivable within recesses 45 in the detent 39, to releasably hold the handle rod at any one of corresponding positions of angularity relative to the frame member 11.

Fig. 1 illustrates the normal condition of the carrier and positions of its parts for transportation of a golf bag secured to the supports 12 and 19. For such purposes as transportation of the carrier in an automobile, it is desirable that the carrier be capable of becoming collapsed for occupancy of considerably less space that it would require in normal distended position. Referring to Fig. 3, the wheels may be brought together to the collapsed position shown, simply by displacing the collar 31 and interconnected ends of the members 22, upwardly on the central frame part 11, the inner most positions of the wheels being determined by their engagement with the support 12. It will be noted that whereas normally the wheels are disposed in substantially vertical planes, when collapsed together they assume inwardly inclined positions by reason of the rigid connections of the castings 27 with members 21. The carrier assembly may be further collapsed by releasing the detent sleeve 39 and permitting the handle rod 35 to drop down to the position appearing in Fig. 3.

To distend the wheels 23, collar 31 and members 22 are thrust down to the positions of Fig. 1 in which the collar movement may be arrested by engagement with the flange 15, the relationship between the position of collar 31 and pivotal connections with the wheel carriers being such as to effect essentially a toggle action, assuring maintenance of the wheels in distended positions until such time as they are to be collapsed in the manner described. It will be observed that each pair of members 21 and 22 forms with the frame part 11 a triangular brace structure assuring a high degree of strength and rigidity in the normal relation between the wheels and the frame.

I claim:

1. A two wheel golf bag cart comprising a single upstanding frame member, a load support projecting forwardly from the lower portion of said member, a pair of wheel carriers each including a stub axle, a pair of wheels on the axles, collapsible means connecting said carriers to said frame member, said means consisting of two pairs of relatively movable brace assemblies each comprising upper and lower braces connected to said frame member, and extending convergently and rearwardly therefrom normally to form therewith an essentially triangular structure, connecting means attaching said brace assemblies to the wheels so that normally the wheels assume substantially vertical positions and have a common axis spaced rearwardly from said frame member a distance allowing the load to assume balanced relation to said axis when the frame is tilted rearwardly on the wheels, the braces in each of said assemblies being relatively angularly movable to displace the wheels simultaneously together and forwardly toward said frame member, said connecting means including rigid joints securing the carriers to one of the brace members of said assemblies and pivotal joints connecting the carriers to other brace members whereby the wheels are inclined from their normal vertical positions upon their stated displacement toward said frame member.

2. A two wheel golf bag cart comprising a single upstanding frame member, a load support projecting forwardly from the lower portion of said member, a pair of wheel carriers each including a stub axle, a pair of wheels on the axles, collapsible means connecting said carriers to said frame member, said means consisting of

two pairs of relatively movable brace assemblies each comprising upper and lower braces connected to said frame member, and extending convergently and rearwardly therefrom normally to form therewith an essentially triangular structure, connecting means attaching said brace assemblies to the wheels so that normally the wheels assume substantially vertical positions and have a common axis spaced rearwardly from said frame member a distance allowing the load to assume balanced relation to said axis when the frame is tilted rearwardly on the wheels, the braces in each of said assemblies being relatively angularly movable to displace the wheels simultaneously together and forwardly toward said frame member, said connecting means including rigid joints securing the carriers to one of the brace members of said assemblies and pivotal joints connecting the carriers to other brace members whereby the wheels are inclined from their normal vertical positions upon their stated displacement toward said frame member, and means connected to braces in both of said assemblies and movable along said frame member to effect said relative angular movement of the braces.

3. A two wheel golf bag cart comprising a single upstanding frame member, a load support projecting forwardly from the lower portion of said member, a pair of wheels, collapsible means connecting said wheels to the frame member, said means consisting of two pairs of relatively movable brace assemblies each comprising upper and lower brace connections extending convergently and rearwardly from the frame member normally to form therewith an essentially triangular structure, a first brace connection in each of said assemblies including a rigidly attached wheel carrier mounting the wheel in axially fixed relation thereto, means mounting said first brace connection for swinging movement relative to the frame member, and pivotal joints connecting the other brace connection in each of said assemblies with said first brace connection and with the frame member, the wheels being attached to the frame member by way of said assemblies so that normally the wheels assume substantially vertical positions and have a common axis spaced rearwardly from the frame member a distance allowing the load to assume balanced relation to said axis when the frame is tilted rearwardly on the wheels, and the brace connections in each of said assemblies being relatively angularly movable to displace the wheels simultaneously together and forwardly toward the frame member.

HOWARD E. MARVIN.

REFERENCES CITED

The following references are of record in the file of this patent:

UNITED STATES PATENTS

Number	Name	Date
1,229,933	Gahen	June 12, 1917
1,567,075	Tisdell	Mar. 9, 1926
2,031,097	Bucky	Feb. 18, 1936
2,124,265	Sinnott	July 19, 1938
2,228,046	Bird	Jan. 7, 1941
2,236,053	Caron	Mar. 25, 1941
2,335,579	Chamberlin et al.	Nov. 30, 1943
2,383,587	Boughton	Aug. 28, 1945
2,414,017	Carr	Jan. 7, 1947

FOREIGN PATENTS

Number	Country	Date
521,547	Great Britain	May 24, 1940