

May 20, 1952

H. A. SCHMID
GOLF CLUB CART

2,597,386

Filed July 13, 1950

2 SHEETS—SHEET 1

Fig. 1.

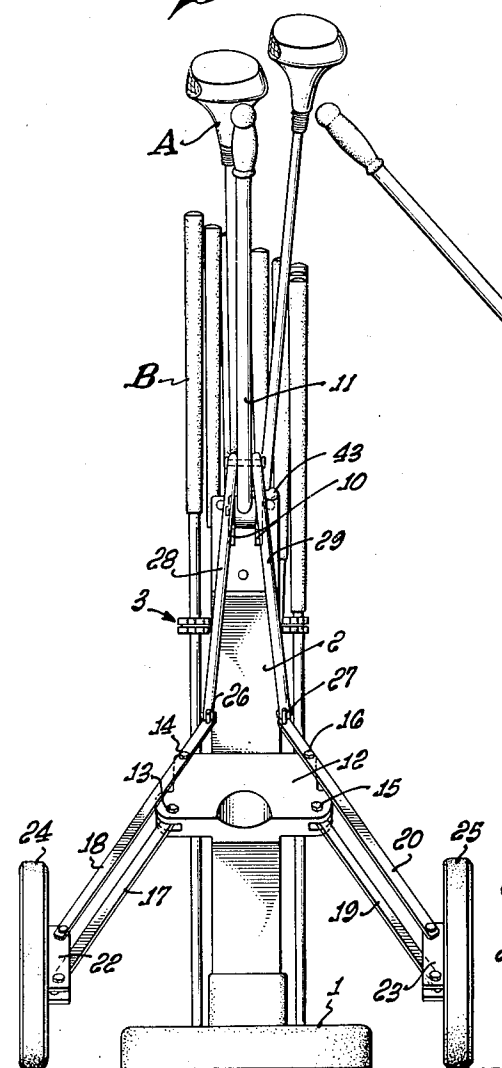
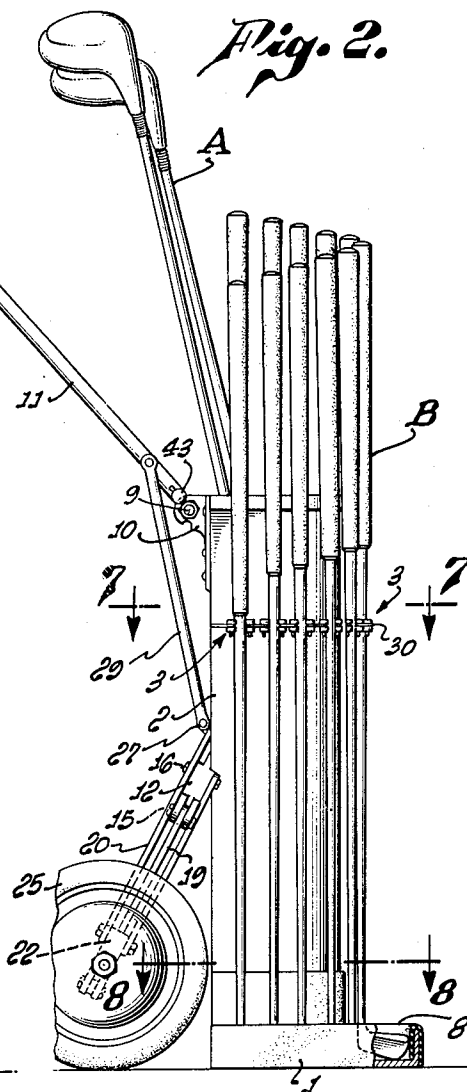
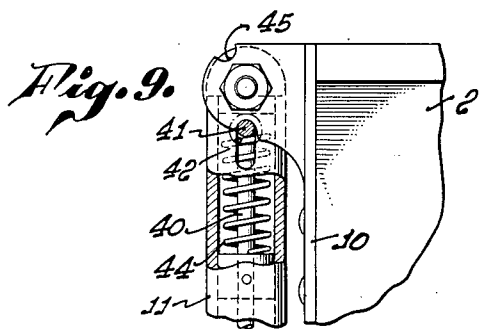


Fig. 2.



HERMAN A. SCHMID,
INVENTOR.

BY

O. Martin

ATTORNEY.

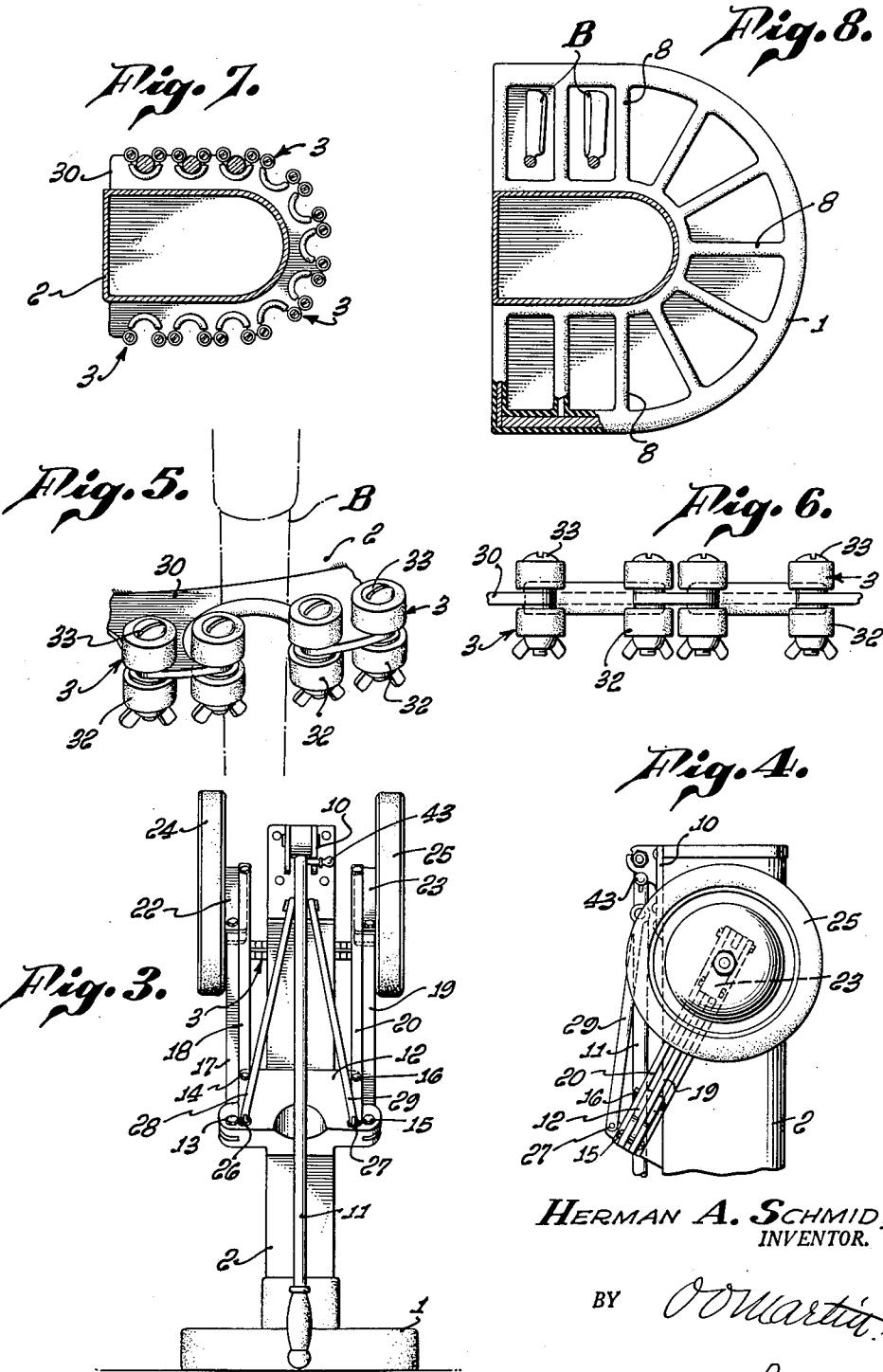
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HERMAN A. SCHMID,
INVENTOR.

BY *O. O. Martin*
ATTORNEY.

UNITED STATES PATENT OFFICE

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GOLF CLUB CART

Herman A. Schmid, Arcadia, Calif.

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3 Claims. (Cl. 280—40)

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This invention relates to improvements in vehicles for supporting golf clubs while in use on golf courses and for supporting such golf clubs while in storage, after use.

It is the general object of the invention to provide a vehicle which is more convenient to operate on the golf course and which may be collapsed into very small space for storing purposes. It is a further object of the invention to provide improved means for supporting golf clubs on the vehicle in better balanced relation to each other. Another object is to provide mechanism including an operating handle which is connected with the wheel suspension mechanism of the vehicle in such a manner that movement of the handle to swing the handle into an inoperative position against the vehicle will be effective to collapse the wheels against the sides of the vehicle.

These and other objects of the invention, together with the advantageous features thereof, will be better understood from the following detailed description, particularly when reference is had to the accompanying drawings in which a preferred form of the device is illustrated.

In the drawings:

Fig. 1 is a front elevational view of a golf club cart embodying the invention;

Fig. 2 is a substantially corresponding side elevational view of the vehicle;

Fig. 3 is a front elevational view of the portion of the device of Fig. 1 showing the traction wheels in collapsed position;

Fig. 4 is a side elevational view of the upper portion of Fig. 3; and

Figs. 5 to 9 are detail views on a larger scale of various parts of the vehicle.

As shown in the drawings, the device of the invention comprises a shallow tray-like base 1 from which rises a tubular frame 2 and this frame is near the upper end thereof provided with a plurality of club clamping members 3, the particular construction of which will be hereinafter more fully described.

On the front surface of the frame, at the top thereof, is mounted a bracket 10 on which an operating handle 11 is shown pivotally hung. A downwardly inclined support bracket 12 is secured to the front surface of the frame nearer the bottom thereof and this bracket is perforated at the corners thereof to receive therein pivots 13 to 16 on which links 17—19 and levers 18—20 are hung to swing. The lower ends of these members are, in Fig. 1, shown pivotally secured to the hubs 22, 23 of the traction wheels 24, 25. It is important to note that the levers 18 and 20 extend

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a distance above the pivots 14, 16 and that the upper ends of these levers are at 26, 27 shown pivotally joined to links 28, 29. The upper ends of the latter are pivotally secured to the operating handle 11 a short distance above the pivotal connection 9 of this handle with the bracket 10. When the parts are in this manner interconnected, it is found that downward movement of the handle is effective to swing the traction wheels 24, 25 upwardly against the sides of the frame into a position substantially as indicated in Fig. 3, and that the handle at the same time moves downward against the front surface of the frame. It is important to note that the bracket 12 is downwardly and outwardly directed from the front surface of the frame in order to carry the traction wheels into the advanced position shown in Fig. 2. When so constructed, it is found that a slight pull on the handle will cause the base 1 of the frame to rise above the ground and the frame, together with the golf clubs supported thereon, to take a well-balanced position above the wheels. Also that, when the wheels have been raised into the collapsed position indicated in Fig. 4, they are placed symmetrically in position against the sides of the frame.

But while the projection and retraction of the traction wheels is effected by the movement of the handle, it becomes necessary to provide means for locking the parts in operative and collapsed position. Such means is in the drawings for the sake of simplicity shown to include a plunger 40 which is fitted for sliding movement within the inner end of the handle 11, see Fig. 9. From the inner end of this plunger projects a stud 41 through a slot 42 of the handle and this stud terminates in a finger grip 43, as best shown in Fig. 3. A spring 44 bears against the stud 41 to urge the latter into a notch 45 of the bracket 10, thereby to lock the lever and the traction wheels in the collapsed position on the frame. To release the parts for projection, it is merely required to withdraw the stud from the notch, against the tension of the spring 44. The handle may then be swung into vehicle perambulating position. It is now noticed that a second notch 45 is cut into the bracket in position to receive therein the stud 41, when the operating handle reaches its upper position, thereby to lock the handle securely in this position.

The base 1 is made from suitable, rather soft material such as rubber and it is by partitions 8 divided into a number of compartments of a size to receive therein the heads of the golf clubs.

The clamping means 3 is shown to consist of

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a notched bracket 30 rigidly secured in position on the frame. The notches of this bracket are vertically aligned with the compartments of the base and they are of the size to receive therein the handles of the golf clubs. Means is provided for locking the golf clubs firmly in position in the notches of the bar and such means is in the drawing shown to consist of a number of cylindrical sleeves 32 which, by means of bolts 33, are mounted in position above and below the bar adjacent the entrance to the notches thereof. In order to permit of insertion of the golf club handles into these notches and also so as to adjust the entrance to the notches to the sizes of the golf clubs, these sleeves are made of soft rubber or other similar, resilient material and they are by manual operation of the bolts 33 compressible to adjust the entrance to the notches to suit the size of the golf club to be held in position therein.

Returning now to Fig. 2, it is noticed that some of the golf clubs, namely, the woods A are placed within the tubular frame 1 in inverted position, whereas the clubs B, being the irons, are clamped in position within the notches of the bar 30 having their heads resting within the compartments of the base. While it is not absolutely necessary that the clubs should be supported in this manner, I have found it most advantageous because the weight of the heads of the clubs A rising above the frame substantially counter-balances the weight of the irons resting in the base when the frame is tilted on the wheels in position for perambulation along the golf course. But all of the clubs may, if preferred, be placed within the compartments of the base.

I claim:

1. A golf club cart having a broad base and a tubular receptacle rising therefrom, a bracket at the top of said receptacle, an operating handle hung in said bracket for vertical swinging movement, an inclined support on the receptacle nearer the bottom thereof, a pair of superposed arms pivotally secured to each side of said support, a wheel-carrying hub pivotally secured to the outer ends of said arms, links pivotally interconnecting the inner ends of said upper arms with the handle, upward movement of the handle being effective to swing the hubs downwardly to bring the wheels into contact with the ground, downward movement of the lever raising the hubs and wheels into position against the sides of the receptacle, the base having compartments therein for re-

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ceiving the heads of the golf clubs, and means on the receptacle nearer the top thereof for locking the handles of the golf clubs in position against the receptacle.

2. A golf club cart having a broad base and a tubular receptacle rising therefrom, a bracket at the top of said receptacle, an operating handle hung in said bracket for vertical swinging movement, an inclined support on the receptacle nearer the bottom thereof, a pair of superposed arms pivotally secured to each side of said support, a wheel carrying hub pivotally secured to the outer ends of said arms, links pivotally interconnecting the inner ends of said upper arms with the handle, upward movement of the handle being effective to swing the hubs downwardly to bring the wheels into contact with the ground, downward movement of the lever raising the hubs and wheels into position against the sides of the receptacle, the base having compartments therein for receiving the heads of the golf clubs, and adjustable means on the receptacle nearer the top thereof for locking the handles of the golf clubs in position against the receptacle.

3. A golf club carrier having a broad base and a tubular receptacle rising from said base, the base having compartments therein for receiving the heads of golf clubs, a bracket on the receptacle nearer the top thereof, said bracket having recesses therein in vertical alinement with said compartments, the brackets being vertically perforated at the entrance to each recess, bolts seated in said perforations, and resilient sleeves on said bolts compressible to admit the handles rising from the clubs in the compartments, the resilience of the sleeves maintaining the handles firmly in position within the recesses.

HERMAN A. SCHMID.

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