

C. D. ORCUTT.
HAND PROPELLED CAR.

APPLICATION FILED NOV. 4, 1907. RENEWED NOV. 12, 1908.

915,880.

Patented Mar. 23, 1909.

2 SHEETS—SHEET 1.

Fig. 1.

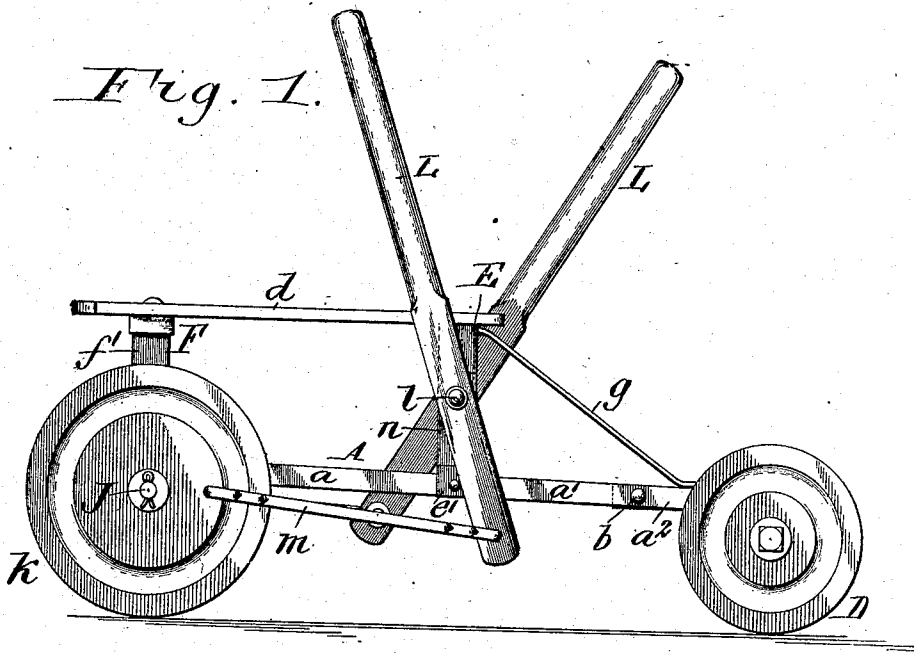
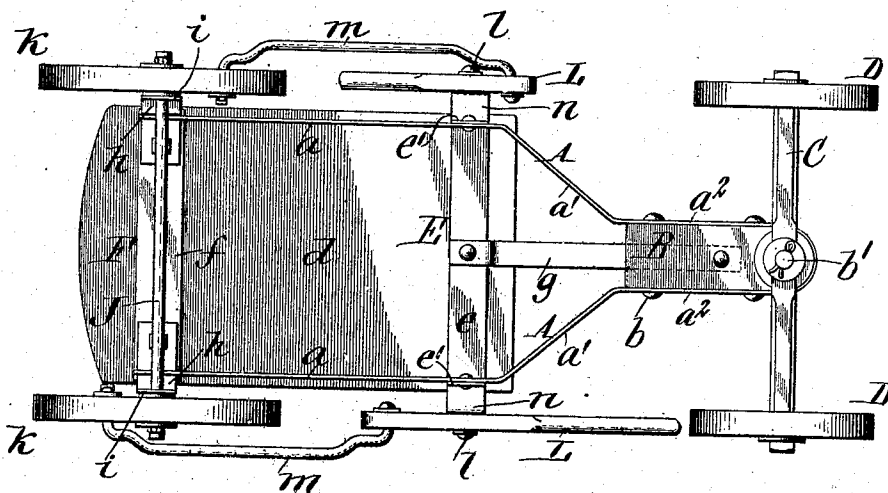


Fig. 2.



Richard Sommer.
Gustav W. Horn. } Witnesses.

Charles D. Orcutt
by Geyer & Papp Attorneys.

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2 SHEETS—SHEET 2.

Fig. 3.

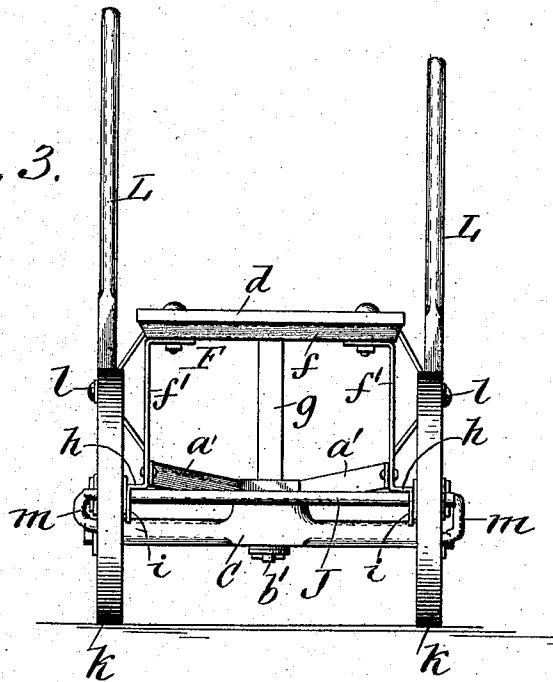
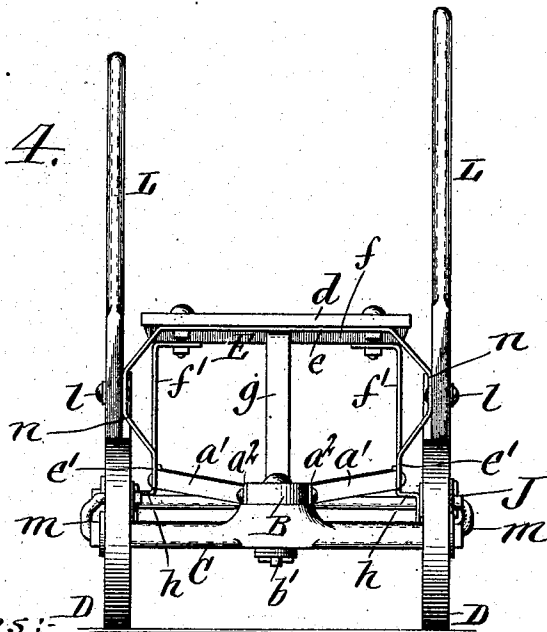


Fig. 4.



Witnesses:
Richard Sommer.
Gustav W. Hora.

Inventor
Charles D. Orcutt
by Geyer & Popp
Attorneys.

UNITED STATES PATENT OFFICE.

CHARLES D. ORCUTT, OF NORTH TONAWANDA, NEW YORK, ASSIGNOR, BY MESNE ASSIGNMENTS, TO BUFFALO SLED COMPANY, OF NEW YORK, N. Y., A CORPORATION OF NEW YORK.

HAND-PROPELLED CAR.

No. 915,880.

Specification of Letters Patent.

Patented March 23, 1909.

Application filed November 4, 1907, Serial No. 400,513. Renewed November 12, 1908. Serial No. 462,347.

To all whom it may concern:

Be it known that I, CHARLES D. ORCUTT, a citizen of the United States, residing at North Tonawanda, in the county of Niagara and State of New York, have invented a new and useful Improvement in Hand-Propelled Cars, of which the following is a specification.

This invention relates to a hand propelled car which is designed more particularly for the use of children.

The object of this invention is to produce a car of this character which is strong and durable in construction, attractive in appearance, easily operated and which can be manufactured at comparatively low cost.

In the accompanying drawings consisting of two sheets: Figure 1 is a side elevation of my improved hand propelled car. Fig. 2 is a bottom plan view thereof. Fig. 3 is a rear elevation thereof. Fig. 4 is a front elevation thereof.

Similar letters of reference indicate corresponding parts throughout the several views.

The frame of this hand propelled car comprises two longitudinal side bars A, A having parallel widely separated rear parts *a* and forwardly converging front parts *a*¹ which terminate at their front ends in parallel end portions *a*² which are arranged comparatively close together. Between the parallel front ends of the side bars is arranged a block B against opposite sides of which said ends are secured by means of transverse rivets or bolts *b*.

Arranged transversely underneath the front end of the block B is the front or steering axle C which is pivotally connected with the block by means of a vertical king bolt or pivot *b*¹ passing through the central part of the front axle and the front end of the block. At opposite ends of the front axle the same is provided with steering wheels D, D which are pivoted thereon. The side bars A, A are preferably constructed of metal and the block B of wood.

d represents the seat preferably of wood arranged lengthwise above the rear portion of the side bars and supported from the latter by means of front and rear bolsters E, F. The front bolster comprises a horizontal cross bar *e* which is secured transversely to the underside of the seat adjacent to the front end thereof and two standards or upright arms *e*¹ connected at their upper

ends with opposite ends of the cross bar and at their lower ends with the front ends of the parallel rear parts of the side bars of the frame. The cross bar and standards of the front bolster are preferably formed integrally of metal.

g represents a longitudinal forwardly inclined brace which is secured at its elevated rear end to the central part of the cross bar of the front bolster and connected at its depressed front end to the upper side of the pivot block. By the use of the brace *g* the seat and bolsters are held in their proper position relatively to the side bars, thereby producing a very strong construction without making these parts of unduly heavy material.

The rear bolster comprises a horizontal cross bar *f* preferably of wood secured transversely to the underside of the rear part of the seat, and two standards or upright arms *f*¹ preferably of metal secured at their upper ends to opposite ends of the cross bar *f* and also to the seat, while their lower parts are secured to the rear ends of the parallel rear parts of the side bars. Each of the rear standards projects below its companion side bar and is off-set laterally outward so as to form a horizontal saddle *h* which extends outwardly from the main part of the standard adjacent to the lower end of the respective side bar and a vertical eye or perforated lug *i* depending from the outer end of the saddle, as shown in Fig. 3. By forming the saddles on the rear standards for engagement with the rear axle a contact of comparatively large area is provided between these parts which reliably supports the frame on the axle and prevents undue wearing of the bearings without using unduly heavy material.

J represents the rear axle which is arranged transversely underneath the rear parts of the side bars and mounted or arranged near opposite ends in the eyes and lugs *i* of the rear standard and engaging on its upper side against the underside of the saddles *h*. At its opposite ends and adjacent to the outer side of the eyes *i* the rear axle is provided with driving wheels *k*, *k*. The front axle and the driving and steering wheels by preference are constructed of wood and the rear axle of metal.

L represents a pair of lengthwise swinging hand levers preferably of wood each of

which is pivoted by means of a transverse horizontal rivet, pin or bolt *l* to the central part of one of the standards of the front bolster. The lower arm of each hand lever 5 is connected by means of a pitman *m*, preferably of metal with the driving wheel on the same side of the car at a point eccentric to the axis thereof. In order to permit the hand levers to be brought more nearly in 10 line with their driving wheels and also to avoid interference with the sides of the seat and the side bars, the central parts of the standards of the front bolster are offset or bulged outwardly, as shown at *n* in Figs. 2, 15 3 and 4.

In using this car the operator sits on the seat and steers the car by engaging his feet with the front axle on opposite sides of the king bolt and propels the same by taking 20 in his hand the upper arms of the hand levers and oscillating the same in a manner common to this type of vehicles.

This construction of hand propelled car is of maximum strength considering the amount 25 of material entering into the same, it is very durable and easily operated, its appearance is neat and as the same is comparatively inexpensive it is very desirable as a toy for children.

30 I claim as my invention:

1. A hand propelled car comprising a frame having longitudinal side bars, a seat arranged above the side bars, and a bolster having a cross bar secured to the seat and 35 two standards which have their upper ends connected, respectively with the opposite ends of the cross bar and said side bars and which have their central parts bulging outwardly, said bulged parts being adapted for mounting levers thereon, substantially as 40 set forth.

2. A hand propelled car comprising a frame having longitudinal side bars, a seat arranged above the side bars, a bolster con-

necting the side bars and seat and having 45 two standards each of which is provided below the adjacent standard with an off-set portion, and an axle mounted on said off-set portions of the standards, substantially as set forth.

3. A hand propelled car comprising a frame having longitudinal side bars, a seat arranged above the side bars, a bolster connecting the side bars and seat and having 50 two standards each of which is off-set at its lower end forming a horizontal saddle adjacent to the lower edge of the respective side bar and a vertical eye depending from the outer end of the saddle, and an axle arranged in said bearing and engaging on its 60 upper side with the undersides of the saddles of both standards, substantially as set forth.

4. A hand propelled car comprising longitudinal side bars which have parallel widely separated rear parts and forwardly converging front parts, a block secured between the front ends of the side bars, a front axle pivoted to said block, steering wheels mounted on the front axle, a seat arranged above the side bars, a front bolster connecting the side bars and seat and having a cross 70 bar secured to the seat and outwardly bulging standards extending from said cross bar to the side bars, a brace connecting said cross bar and block, a rear bolster connecting the seat and side bars and having a cross 75 bar secured to the seat and two standards each of which has its lower part off-set forming a horizontal saddle and a depending eye, a rear axle arranged in said eyes and engaging said saddles, and driving wheels mounted 80 on the rear axle, substantially as set forth.

Witness my hand this 28th day of September, 1907.

CHARLES D. ORCUTT.

Witnesses:

WILLIAM T. DULIN,
MINNIE E. DOYLE.