

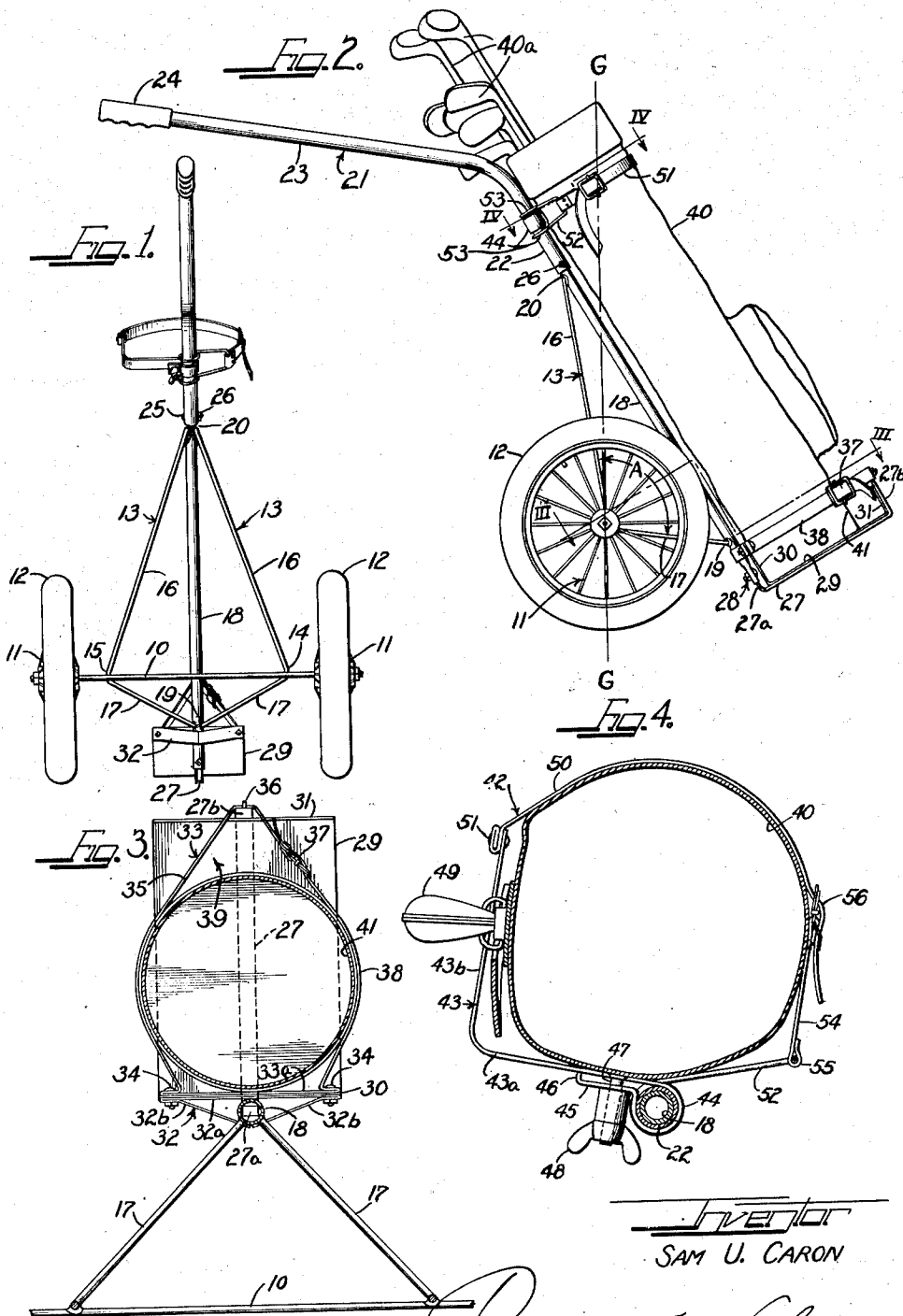
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GOLF BAG CART

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The present invention relates in general to a two-wheeled cart, and more particularly to a cart having golf bag receiving and retaining equipment for carrying and transporting a golf bag and clubs around a golf course.

In the past, a golf player has either had to carry his own bag and clubs or bear the expense of having a caddy do it for him. These methods were frequently objectionable in that caddy fees unduly burdened the cost of play, or, where the player carried his own equipment, the burden detracted from the enjoyment of playing.

Then, too, many business men discuss and transact business on a golf course and prefer to do it privately. While in these cases the presence of a caddy is highly objectionable, this means of transporting golf equipment has necessarily been accepted because of the physical undesirability of the player carrying it himself.

Even though the actual playing of the game of golf is usually not physically overtiring, the additional burden of carrying a full set of equipment would be such that many players, either because of age or the type of work in which they are daily engaged, would forego playing golf as a form of enjoyment and exercise.

With the foregoing in mind, it is an important object of the present invention to provide a mechanical means by which a caddy or a golf player may transport golf equipment around a golf course with a minimum of physical effort.

Another object of the invention is to provide a wheeled golf bag cart carrying in its operative mobile position a golf bag with a set of clubs therein at an inclined angle relative to the ground, so that the center of mass of the loaded bag is directly above the wheels to balance the cart.

Another object is to provide a club loaded golf bag carrier with wheels so mounted that in an operative mobile position of the vehicle the golf bag extends on both sides of the wheels and has the center of mass thereof directly above the wheels.

A further object of this invention is to provide a cart for carrying a golf bag and clubs being so arranged and constructed that when the handle of the cart is in a pushing or towing position the load is balanced, thereby reducing to a minimum the forces necessary to move the vehicle.

A still further object of this invention is the provision of a cart for carrying a golf bag at such an angle that golf clubs contained therein may be conveniently removed or replaced, the cart being so constructed that the bag stands substantially upright when at rest, thus obviating

the necessity of stooping when removing or replacing the clubs.

Another object of the invention is the provision of a laterally adjustable anchoring means for supporting the upper end of a golf bag on a golf bag cart and for preventing axial collapse of a stayless bag.

Still another object of this invention is to provide means for anchoring a golf bag of any size to a cart without circumferentially collapsing the bag, so that golf clubs may easily be removed from or replaced in such a bag.

It is also an object of the invention to provide a light, durable, and inexpensive vehicle for easily transporting a golf player's equipment around a golf course.

The above, other, and further objects of the invention will become apparent from the following disclosures taken in conjunction with the accompanying drawing, in which:

Figure 1 is an end elevational view of a vehicle for carrying a golf bag and the like embodying the principles of this invention;

Figure 2 is a side elevational view of the vehicle illustrating a golf bag and clubs secured to the vehicle and showing the vehicle in a mobile position;

Figure 3 is an enlarged transverse sectional view, with parts broken away, taken substantially along the line III—III of Figure 2; and

Figure 4 is an enlarged transverse section, with parts in elevation, taken substantially along the line IV—IV of Figure 2.

As shown on the drawing:

As illustrated in the drawing, the golf bag carrier or vehicle of the present invention is shown as comprising an axle 10 which is supported from the ground by a pair of wheels 11. For ease of mobility, the wheels are supported on the axle by anti-friction bearings (not shown). Each wheel 11 is provided with a pneumatic tire 12 for the purpose of absorbing shocks when the vehicle is operated over uneven ground, such as will be experienced on the usual golf course. These pneumatic tires further obviate damage to the greens or fairways over which the vehicle is propelled.

As clearly shown in Figures 1 and 2, a pair of angularly bent brace rods 13 are welded at their bent portions to the axle 10, at points designated as 14 and 15, in symmetrical relation with the vertical centerline between the wheels 11. These brace rods provide a pair of upwardly extending converging legs 16 and a pair of converging shorter legs 17 extending laterally from the first-

mentioned legs so as to form an obtuse angle A therebetween, as shown in Figure 2.

A straight tubular backbone or frame 18 is welded to the convergent ends of said legs 16 and 17 at points designated by the reference numerals 19 and 20. At the upper end of the tubular backbone 18 there is connected a tubular handle, generally designated by the reference numeral 21. This handle has a straight portion 22 extending coaxially with and upwardly from the backbone 18 and a portion 23 extending laterally from the upper end of portion 22. At its free end the handle is provided with a rubber grip 24. As shown in the drawing, the tubular handle has an inside diameter sufficiently large to embrace the smaller tubular backbone, so that both parts may be connected by a bolt 25 and nut 26.

While the handle 21 and backbone 18 have been described as being tubular and in two parts, which is the preferred form of structure of my invention, they may also be solid rods or a single bent member.

At the lower end of the backbone 18 there is connected a U-shaped channel member 27 so shaped that the channel legs thereof extend downwardly and outwardly. The U-shaped member 27 provides legs 27a and 27b. One of the upstanding legs 27a of the U-shaped member 27 is disposed within the end of the backbone 18 and connected thereto by means of a bolt and nut assembly, generally designated by the reference numeral 28.

A rectangular platform or support 29 is provided with upstanding end portions 30 and 31. This platform 29 is supported along its length by the U-shaped channel member 27. The upstanding end portion 30 is supported by the backbone 18 by means of a metal strap 32. The strap 32 has a flat intermediate run 32a abutting the outer face of the upstanding portion 30 of the platform 29 and inwardly converging legs 32b welded at their ends to the backbone member 18.

A flexible strap 33 of leather, woven web material, or the like has an intermediate portion 33a thereof extending along the inner face of the platform end portion 30 in alignment with the metal strap portion 32a. Bolt and nut assemblies 34 secure the straps to the platform portion 30.

The flexible strap 33 has a portion 35 thereof extending from one bolt assembly 34 through an eye 36, carried by the outer upturned leg 27b of the U-shaped channel member 27. The free end of the strap portion 35 carries a buckle assembly 37. Another portion 38 of the strap 33 extends from the other bolt assembly 34, and the free end thereof engages the buckle assembly 37 so as to form an open loop 39 extending across and slightly above the platform 29.

As shown in Figure 2, a golf bag 40, loaded with golf clubs 40a, is seated on the platform 29 in an upright position. The bottom portion 41 of the golf bag is usually reinforced by a metal cap (not shown). This bottom portion of the bag is inserted through the open loop 39, and the strap 33 is tightened around the bag to anchor the same on the platform 29. As clearly shown in Figure 3, the spaced relation of bolts 34 is less than the diameter of the bottom portion 41 of the golf bag 40, so that the strap will wrap around a considerable portion of the bag. By holding the strap 33 in an open loop with triangularly spaced points 34, 34, and 36, a tightening thereof prevents dis-

placement of the lower portion of the golf bag when in seated relation on the platform 29. The triangular arrangement of the strap retaining points also accommodates bags having oval cross sections, as well as the illustrated bags with a circular cross section.

The upper end of the golf bag is secured to the portion 22 of the handle 21 by strap means, as clearly shown in Figure 4.

It is to be noted that the upper portion of a golf bag may not be reinforced, so that any securing means provided therefor must be such as to securely hold the bag in place without circumferentially collapsing the bag. If the bag were thus collapsed, it would make it impossible or very difficult to remove clubs from or replace them within said bag. Furthermore, some golf bags are stayless and will collapse axially, unless held in extended position. The top bag fastening device of this invention also prevents axial collapse of a golf bag.

To accomplish the purpose of securing the bag in place without collapsing it, a strap assembly 42 is provided. This strap assembly 42 consists of a relatively rigid angle member 43, preferably made of metal. One leg 43a of this angle member 43 is bent around the handle portion 22 as shown at 44. The free end of this leg 43a extends backwardly to provide a portion 45, which is parallel to the leg and which terminates in an inturned flange 46. A bolt 47 extends through the leg 43a and the backwardly extending portion 45. A wing nut 48 is threaded on the bolt 47 to draw the parallel legs together for the purpose of clamping the angle member 43 tightly on the handle portion 22. In this manner the strap 42 may be adjusted along the cart frame to accommodate bags of various heights.

The other leg 43b of the angle member 43 extends through the handle 49 of the golf bag. It is to be noted that the rigid angle member 43 extends almost halfway around the golf bag 40.

A flexible strap 50 is connected by means of a rivet 51 or the like to the free end of the leg 43b.

Extending in the opposite direction from the angle member 43, is a U-shaped wire member 52 having ends 53 which are bent around the handle portion 22 above and below the strap portion 44. The ends 53 of the U-shaped member 52 are loosely disposed around the supporting member but are smaller than the outer diameter of the strap portion 44.

Pivotaly connected to the U-shaped end of the member 52 is a rigid link assembly 54. One end 55 of the link assembly 54 is bent around the U-shaped end of the member 52. A buckle 56 is secured to the free end of the link 54. The free end of the flexible strap 50 can be secured in the buckle 56, so that the strap member 42 encircles the golf bag 40 in such a manner as to accommodate golf bags of different sizes without circumferentially collapsing them.

Angular adjustment is also provided by this arrangement which enables proper centering of the bag and clubs in reference to the handle, thus preventing lateral unbalance.

It is to be noted that the rigid angle member 43 forms rigid rear and side supports for the golf bag. On the opposite side thereof, the relatively rigid pivoted members 52 and 54 unite with the angle member 43 by means of a flexible strap 50 to provide side supports for the bag in resisting a collapsing action thereon when the flexible strap 51 is tightened around the bag.

Referring to Figure 2, it is desirable that the

length and angularity of brace rods 13 be such as to support the backbone member 18 in a proper slanted position. When the vehicle is at rest, that is, when it is supported by the pair of wheels and the lowermost corner of the platform 27, the brace rods 16 will be substantially vertical to the ground. In this position, the handle 23 slants slightly in an upward direction away from the frame 18. The grip 24 is positioned at such a height from the ground that an operator, when pulling or pushing the vehicle, needs only to force the handle downwardly a short distance. This is the position as shown in Figure 2.

When in this position, the load on the vehicle is substantially balanced so that little vertical force need be exerted on the handle when the vehicle is being operated. The load is thus so distributed that the center of gravity is along the central line G—G through the axle 10. When the handle is allowed to swing in an upward direction, the backbone and golf bag are swung in a steeper slanting position. In this position, the center of gravity moves away from the vertical center line through the axle to a position between the axle and the supporting platform. In other words, when the vehicle is at rest, the load thereon exerts a force to keep it in that position, and when the vehicle is in an operating position, the center of gravity of the load lies within a vertical plane passing through the axle, thereby taking substantially all the weight away from the handle.

If desired, the vehicle at rest may be so tilted that the end of the handle rests on the ground thus affording a brake which prevents undesired movement on inclined ground. Even in such position it is not inconvenient to remove the clubs from the bag.

Although I have described certain specific uses for the embodiment of the invention herein disclosed, it will be understood that its use may be extended to all fields wherein it is desired to move comparatively light objects over any traversible ground.

The invention has been described herein more or less precisely as to details, yet it is to be understood that the invention is not to be limited thereby, as changes may be made in the arrangement and proportion of parts, and equivalents may be substituted without departing from the spirit and scope of the invention.

I claim as my invention:

1. In a golf bag carrier, a supporting member, a metal strap adapted to extend through the handle of a golf bag, a flexible strap secured to the free end of the metal strap, the other end of said metal strap being bent around said supporting member, adjustable means for tightening the bent end portion around said supporting member, a U-shaped member having ends loosely disposed around said supporting member above and below the strap, and a buckle assembly pivoted to the U-shaped member for receiving the free end of a flexible strap whereby said entire assembly can be selectively positioned along the supporting member by manipulation of the adjustable means.

2. In a golf bag carrier, a supporting member, a relatively rigid angle member connected to said supporting member and adapted to extend through the handle of a golf bag, one leg of said angle member having the end portion thereof bent around the supporting member and extend-

ing back along the leg in spaced relation therefrom, an inturned flange on the end of the backwardly extending portion of the leg in spaced relation from the flange and the supporting member, a wing nut on said bolt to draw the leg portions together for clamping the angle member on the supporting member, a flexible strap secured on the other leg of said angle member and adapted to be wrapped around a golf bag, said angle member forming rigid rear and side supports for the golf bag to resist a collapsing action on the bag when the strap is tightened therearound.

3. In a golf bag carrier, a supporting tubular frame, a relatively rigid angle member adjustably connected to said frame and adapted to extend through the handle of a golf bag, a flexible strap secured to the outer end of said angle member and adapted to be wrapped around the golf bag, a U-shaped wire member having ends bent around said frame on both sides of and adjacent to the portion of said angle member connected to said frame, a rigid link pivoted to the U-shaped end of said wire member, and a buckle assembly on the free end of the link, said flexible strap and buckle assembly adapted to unite whereby a tightening of the flexible strap around a golf bag will anchor the same without circumferential collapse thereof.

4. A wheeled golf bag cart adapted to swing from a stable vertical immobile position to an inclined balanced and laterally stable mobile position with the center of mass over the wheels, comprising a body including a platform for the bottom of a golf bag adapted to rest on the ground when the cart is in immobile position, a rigid frame extending upwardly from the platform and a handle portion extending rearwardly from the frame at an obtuse angle thereto, means for securing the upper portion of the golf bag to the body, a horizontal axle spaced rearwardly of said frame below said handle portion, wheels on the ends of the axle, and braces securing the axle to the bottom of the body, said rearward spacing of the axle from the frame being sufficient to bring the center of mass of the loaded cart over the wheels whenever the handle portion is moved to substantially horizontal position for swinging the platform off the ground whereby the cart can be readily brought into mobile position by one hand and moved with said hand upon application of forces substantially parallel to the ground.

5. A wheeled golf bag cart comprising an upstanding tube, a golf bag platform adapted to rest on the ground secured to the lower end of said tube and extending forwardly from the tube, a handle portion extending rearwardly from the upper end of said tube, an axle extending transversely of said tube in rearwardly spaced relation therefrom, laterally spaced wheels rotatably mounted on said axle, a pair of V-braces having their divergent ends secured to said axle and their convergent ends secured to said tube at longitudinally spaced portions thereof, and means for securing the upper end of a golf bag to said tube, said wheels pivotally supporting the cart in laterally stable condition at all times and said handle portion being movable downwardly to tilt the tube for lifting the platform off the ground and for moving an intermediate portion of the tube over the wheels to balance the load above the wheels.

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