

May 23, 1961

H. O. STAMP
GOLF CLUB CARRIER

2,985,462

Filed Aug. 5, 1958

3 Sheets-Sheet 1

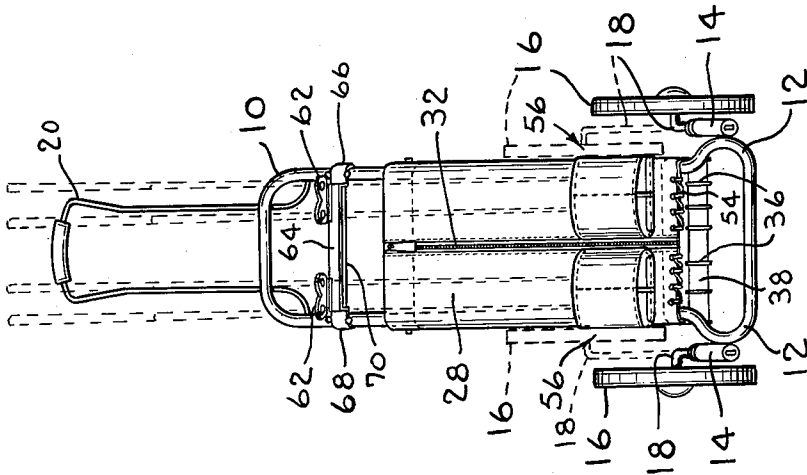


FIG. 2

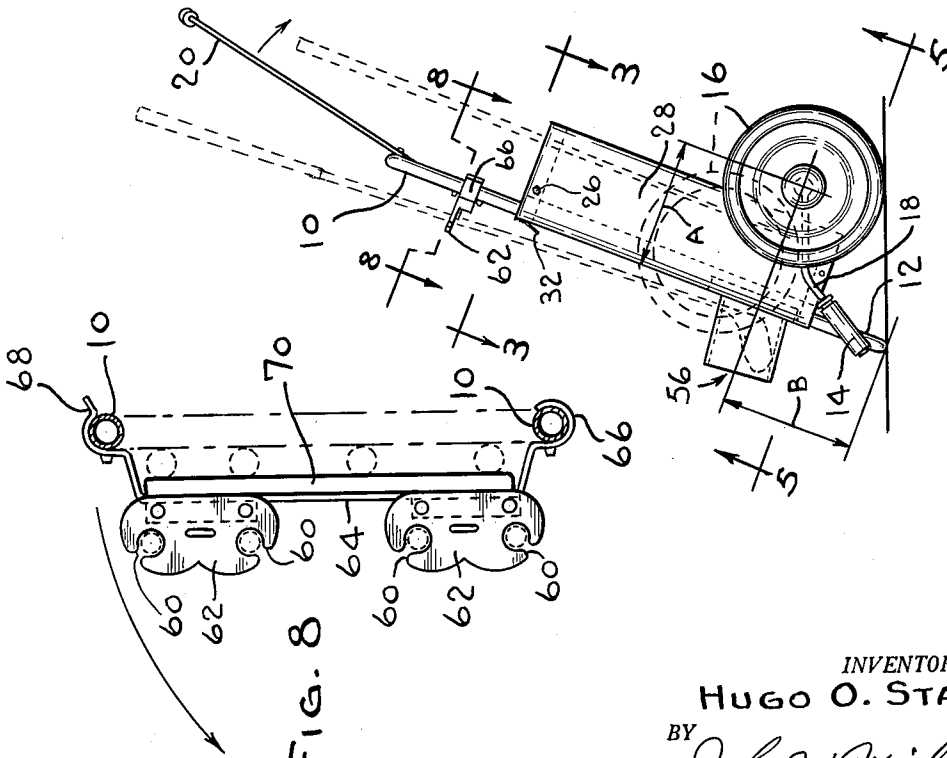


FIG. 1

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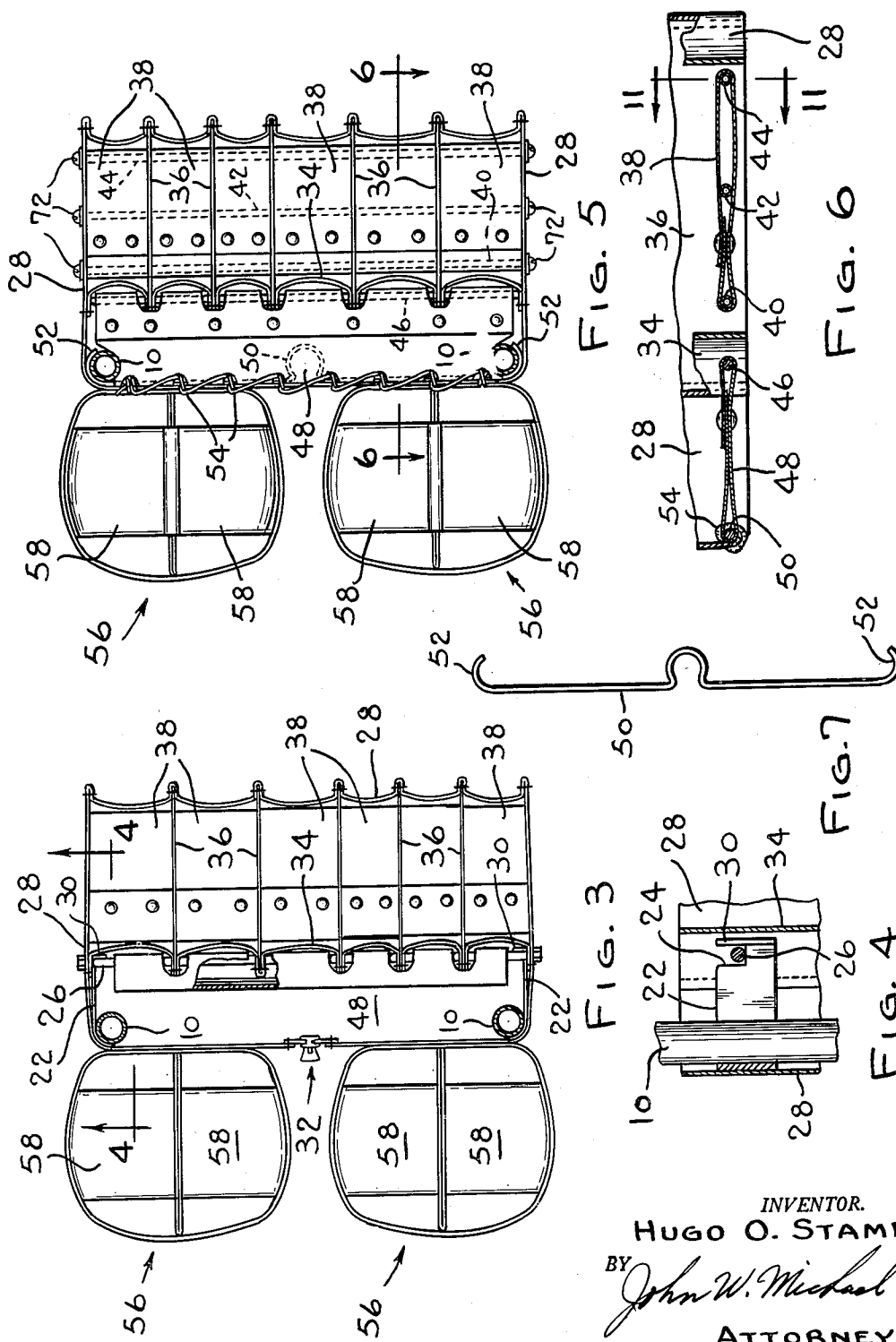
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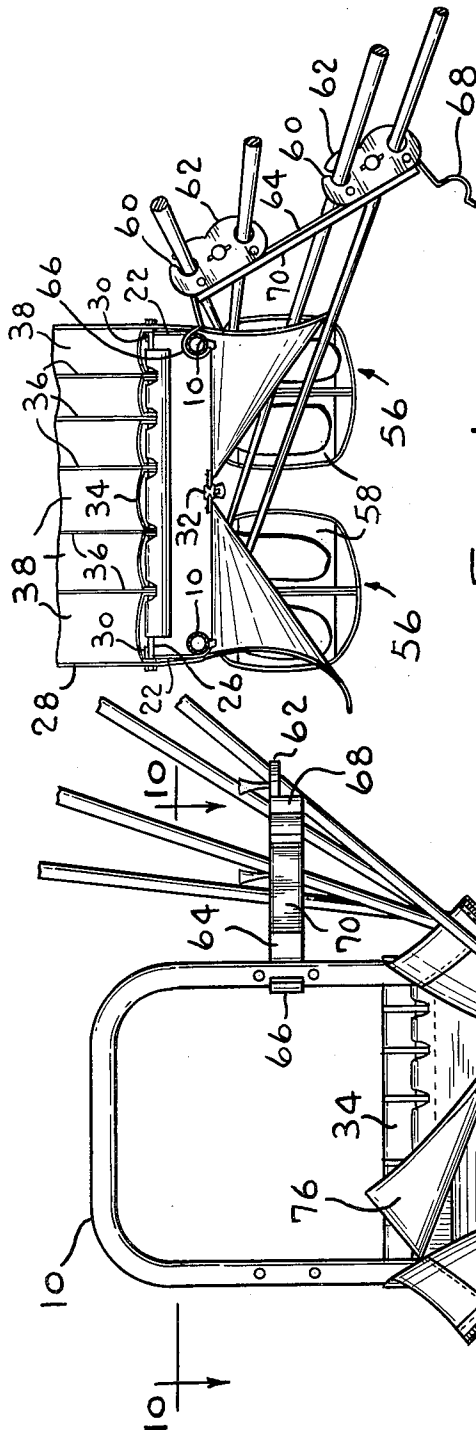


FIG. 10

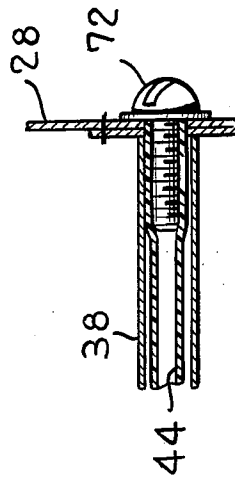


FIG. 11

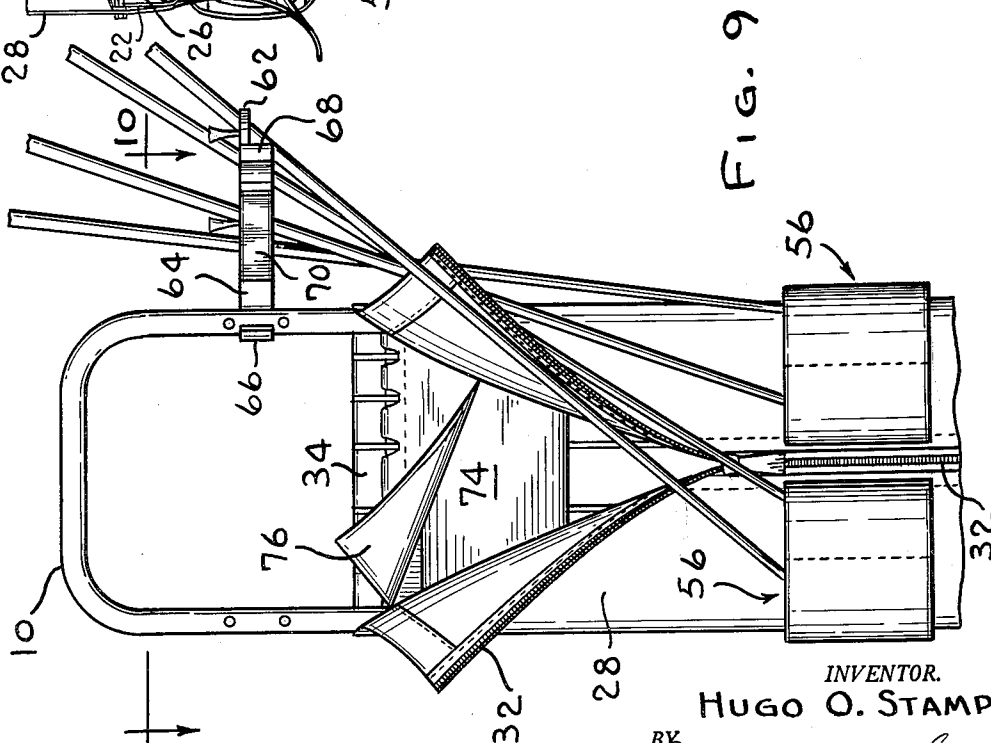


FIG. 9

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2,985,462

GOLF CLUB CARRIER

Hugo O. Stamp, 4480 N. Lake Drive, Milwaukee, Wis.;
Robert J. Stamp and Marine National Exchange Bank
of Milwaukee, executors of said Hugo O. Stamp, de-
ceased

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12 Claims. (Cl. 280—47.19)

This invention relates to a golf club carrier and particularly to an improved version of the carrier shown in my copending application Serial Number 418,841, now Patent Number 2,858,140. The structure shown in said application demonstrated certain limitations when used by the general public. One such limitation was the modest storage capacity and the inconvenient method of gaining access to the storage space. Another objection was the tendency for the pockets, which carry the clubs, to close up and hinder placement of the clubs in the pockets. The pockets also tended to collect dirt and were costly to manufacture. While my former carrier performed well and adequately there was no provision for capturing the shafts of the woods for more security for transportation or storage.

Another feature requiring correction was the relatively small wheels on the carrier. In this connection I found that increasing the wheel size introduced problems not previously encountered and required evolution of a dimensional relationship which appears unique.

The principal object of this invention is to overcome the limitations of my prior construction while reducing the cost thereof.

Other objects and advantages will be pointed out in, or be apparent from, the specification and claims, as will obvious modifications of the single embodiment shown in the drawings, in which:

Figure 1 is a side elevation with clubs dotted in and with the wheel shown retracted in dotted lines as well as being shown in position for use in solid lines;

Figure 2 is a front elevation of the carrier;

Figure 3 is a view taken from line 3—3 in Figure 1 to show some of the details of bag construction and mounting;

Figure 4 is a fragmentary section on line 4—4 in Figure 3 to show the manner of hanging the bag on the frame;

Figure 5 is a bottom view as seen from line 5—5 in Figure 1;

Figure 6 is a slightly enlarged section on line 6—6 in Figure 5;

Figure 7 is a detail of the bottom bag stiffener and guide;

Figure 8 is a top detail view showing the support bracket for the upper ends of the woods;

Figure 9 is a view showing wood support bracket swung aside for access to the storage space;

Figure 10 is a top view of Figure 9; and

Figure 11 is a detail of the manner in which the stiffening rods are connected to the bag.

Referring to the drawings now in detail, the carrier has a generally rectangular frame 10, the lower portion of which is bulged outwardly at 12 where the wheel supports 14 are mounted. The wheel supports carry the wheels 16 on struts 18 and the wheels may be positioned as shown in solid lines or may be turned by means of a locking bayonet connection to the position shown in dotted lines in Figure 1. The details of this type mount

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are shown in said copending application. The present frame differs from the prior frame in the bulged portion 12 which permits the wheels to have a greater tread for added stability and also permits the wheels to be swung in closer to the frame where they are protected, in part at least, by the bulges 12 and the supports 14 and by the struts. This is important for shipment and storage and is an improvement over my earlier version in that the wheels are kept outside the frame and away from the bag so the bag will not be dirtied by the wheels. The frame is provided with a handle 20 which is mounted similarly to that in my prior construction and may be swung down for storage as indicated by the arrow in Figure 1.

The golf clubs are carried in a generally sleeve-like bag 15 supported on the rectangular frame 10. This bag is designed to fit over the frame but the present bag differs from my prior one in that it is differently supported to gain storage space and the bag is also differently constructed to simplify the manufacture while improving the appearance and ease of cleaning as well as providing a better shaped pocket. A rearwardly projecting hanger 22 is mounted on each side of the frame near the top of the frame. This hanger has an upwardly opening slot 24 which is adapted to receive the cross rod 26 which, in turn, supports the bag assembly 28 and also acts as a stiffener preventing collapse of the middle partition of the bag as will appear more fully hereinafter. The free ends 30 of each hanger 22 may, if desired, be bent over rod 26 to positively retain the bag on the frame.

The bag 28 essentially comprises a single piece of fabric wrapped around the frame and supported on the frame by means of the hanger bracket. The front of the bag is provided with a zipper closure 32 which runs vertically on the front face to permit access to the space between the front of the bag and the middle divider 34. This divider is a single piece spanning the distance between the sides of the bag and stitched to the side as indicated in Figures 3 and 5. The divider has a scalloped configuration as viewed in Figure 3 or 5 since it is folded on itself to capture in the fold one end of each divider 36. The other end of each divider 36 is similarly captured by a fold of the rear wall of the bag. These dividers define six pockets adapted to carry the irons but more pockets can be provided as desired. The stitching running vertically, as it does, acts to stiffen the bag on the front and rear of the iron pockets and prevent sagging and also prevent collapse of the pockets. The bottom of each pocket is closed by means of a bottom panel 38 which, as may be seen in Figure 6, is a single piece of material folded on itself and having the three support rods 40, 42, 44 of flexible plastic running therethrough to provide a firm foundation for the irons and flex sufficiently to permit collapse of the bag for shipment. It will be noted the bottom panels 38 do not close the entire bottom of each pocket and this permits dirt and the like to fall out of the pockets rather than being retained therein. The three rods 40, 42, 44 run through each panel 38 and through each divider and pass through the side wall to receive headed screw 72 which holds the assembly together.

A metal stiffening rod 46 is captured in one loop of the storage compartment bottom panel 48 and also passes through cooperating holes in the partition 34 and each divider 36 at the fold. This panel 48 is folded over and riveted (Figure 6) and captures the front metal stiffening rod 50 which has semi-looped ends 52 which slidably engage the vertical sides of the frame 10 (Figure 5). This slidable engagement is important since it permits the bag to elongate and shorten with humidity and load changes. The storage compartment bottom panel 48 is secured to the front panel of the bag by means of lacing 54. This is an economical and convenient way to secure these parts together since merely removing the lacing 54 makes it

possible to remove the entire bag. The double pockets units 56, 56 secured to the lower portion of the front panel of the bag on each side of the zipper 32 permit the zipper to be actuated the full height of the front panel. These pockets 56 are provided with bottoms 58 and are designed to receive the heads of the woods as may be seen in Figures 1, 9 and 10. The shafts of the woods are retained in the slots 60 in the flexible retaining plates 62 mounted on bracket 64. This bracket differs from my prior construction in that one end is formed around the tubular side of the frame 10 as indicated at 66 in Figure 8. This construction permits the bracket 64 to pivot about the frame at that side of the frame. The other end of the bracket does not close about the sides of the frame 10 but has sufficient spring tension to grip the side of the frame as may be seen in Figure 8. The frame is provided with studs above and below the bracket 64 to prevent the bracket from sliding on the frame. The advantage of the present construction over the prior construction is that it facilitates access to the storage compartment within the bag 28. Thus, when access is desired the spring clip end 68 is released from frame 10 and the bracket 64 is pivoted about the pivotal connection 66 to swing the ends of the woods to one side as indicated in Figures 9 and 10 where the clubs will be seen fanned outwardly and yet retained by reason of the rubber plates 62 engaging the shafts. When the clubs have been fanned out as indicated in Figures 9 and 10, it is a simple matter to gain access to the storage space within the bag. The backside of bracket 64 may be provided with a rubber pad 70 to engage the shafts of the woods if they are placed behind the bracket as shown in dotted lines in Figure 8. This is a convenience for storage or transportation since it eliminates any possibility of the shafts becoming disengaged from the rubber brackets 62 and affords added protection. The rubber pad 70 bears against the shafts with sufficient force to firmly hold the shafts against the frame without damaging or stressing the shafts.

In order to have the carrier assume a stable position when resting on the ground and to have the carrier pull easily with a little weight in the hand pulling the carrier and in order to have the carrier make a smooth transition from the rest position to the pulling position I found it necessary to redimension the lower portion of the carrier when the larger wheels were added. In the drawings I show a dimension A as being the distance from the top of the frame to the wheel axis and a dimension B which is the distance between the frame bottom and the point where a line normal to the frame and passing through the wheel axis intersects the frame. I find these dimensions A and B must be approximately equal and must be smaller than the wheel diameter. When using a 10 inch wheel I find A desirably $8\frac{1}{4}$ inches and B $8\frac{1}{2}$ inches. With this arrangement the above requirements are satisfied. While I prefer the 10 inch wheel, it is interesting to note that with a 12 inch wheel A would equal $8\frac{3}{8}$ inches and B would be 9 inches. . . . again approximately equal and less than the wheel diameter.

A further convenience has been added to this carrier in the form of the envelope pocket 74 suspended from rod 26 and covered by flap 76 as seen in the drawings. This affords convenient storage room at the top of the storage space within the bag.

From the above description it will be apparent that I have increased the size of the storage space provided in a golf club carrier of the type shown in my co-pending application by hanging the bag from the rearwardly projecting hanger brackets 22. Access to this storage space is facilitated by mounting the upper ends of the shafts of the woods in the bracket which can be pivoted to one side to move the clubs out of their normal position. By mounting the upper ends of the shafts in the rubber brackets, engagement with the shafts is retained even though they are fanned out in this manner. The construction of the pockets for the irons is greatly improved

both from the standpoint that the exterior surface has no deep grooves in which dirt may accumulate but also from the standpoint that the stitching is now all of the simplest type to perform and, hence, may be repaired easily. The vertical external stitching has added advantage in that it makes the fabric of the bag semi-rigid at the stitch and, hence, gives vertical stiffness to the bag and prevents collapse of the pockets. It will be noted that the flexible support rods 40, 42, 44 running through the bottom panel 38 of the iron pockets are directly connected to the outside of the bag by means of screw 72 threaded into the ends of the tubular plastic rods. These rods, therefore, both give support to the clubs and give lateral support to the bag structure holding the pockets open.

Although but one embodiment of the present invention has been illustrated and described, it will be apparent to those skilled in the art that various changes and modifications may be made therein without departing from the spirit of the invention or from the scope of the appended claims.

I claim:

1. A golf club carrier having a frame, a bag supported by the frame and defining a storage space therewithin, supports for golf clubs mounted on the lower portion of the front of the carrier for supporting clubs with the shafts extending upwardly, a bracket pivoted on one side of the frame and adapted to normally overlie the front of the bag, frictional retaining means for club shafts on the front of said bracket whereby the shafts may be moved with the bracket to expose the front of the bag and whereby the shafts can be removed from said frictional retaining means without moving said bracket from its normal position.

2. A carrier according to claim 1 in which the shaft retaining means are flexible to retain engagement with the shafts when the bracket swings about its pivot, the free end of the bracket being provided with means for releasably engaging the frame when the bracket is in its normal position.

3. A carrier according to claim 2 in which the front of the bag is provided with a vertical running opening for gaining access to the storage space.

4. A carrier according to claim 3 in which the bag is supported on the frame by hangers projecting rearwardly from the frame to increase the storage space.

5. A golf club carrier comprising a generally rectangular frame, a sleeve-like bag fitting over the frame, a hanger projecting rearwardly from the upper portion of each side of the frame, a rod interconnecting the sides of the frame and supported by the hangers, a partition in the bag supported by the rod, the bag being positioned by the hangers so the front of the bag overlies the front of the frame and a storage space is defined between the bag front and the partition, and spaced dividers connected to the partition and to the rear of the bag to define elongated pockets for clubs, and bottom panels for the storage space and the pockets.

6. A carrier according to claim 5 including means in front of the lower portion of the bag for supporting clubs with the club shafts projecting upwardly, a bracket hinged on the frame and having shaft engaging means for retaining the shafts in a normal position overlying the bag front and movable about its hinge to move the shafts away from the bag front to facilitate access to the storage space.

7. A golf club carrier having a frame, a bag supported by the frame and defining a storage space therewithin, supports for golf clubs mounted on the lower portion of the front of the carrier for supporting clubs with the shafts extending upwardly, a bracket pivoted on one side of the frame and adapted to normally overlie the front of the bag, frictional retaining means for club shafts on the front of said bracket whereby the shafts may be moved with the bracket to expose the front of the bag and whereby the shafts can be removed from said frictional retaining

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means without moving said bracket from its normal position, and resilient pad means on the back of the bracket to resiliently bias a club shaft positioned between the bracket and the frame against the frame and thereby hold the shaft from movement.

8. A golf club carrier having a frame, wheels for the frame, a sleeve-like bag fitting over and supported by said frame, supporting means for supporting said bag on said frame, said supporting means including hangers fastened to said frame and projecting rearwardly from said frame, and a stiffening member spanning the space between the sides of the bag and supported on said hangers, said stiffening member connected to the sides of said bag, a partition for said bag spanning the space between the sides of said bag and connected to said stiffening member, and dividers connected to the partition and to the rear of the bag to define deep pockets for clubs.

9. A carrier according to claim 8 in which each divider is connected to the rear of the bag by projecting into a fold in the bag with stitching running through each fold and each divider, the folds in the rear of the bag appearing as external vertical ribs.

10. A carrier according to claim 9 in which the front edges of the dividers are connected to the partition in the same manner as the rear edges of the divider are connected to the bag, the dividers also being connected to said stiffening member to give added support to the deep pockets formed in the bag.

11. A carrier according to claim 10 in which the bottom of the bag is connected to the frame by a stiffening means, said stiffening means adapted to allow vertical sliding motion of the bag with respect to said frame.

12. A golf club carrier comprising, a tubular frame of

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generally rectangular shape, a pair of spaced support brackets fastened to horizontally opposite portions of the sides of said frame, a rod supported by said brackets and extending horizontally therebetween, a container including a plurality of horizontally spaced individual compartments supported on said frame by said brackets and rod, said compartments arranged side-by-side along said rod and adapted to receive and partially enclose golf irons with the shafts thereof extending upwardly to the rear of said frame, and a plurality of golf wood containers supported by said frame and positioned to the front of said frame to partially enclose and support golf woods on the front of said frame.

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