

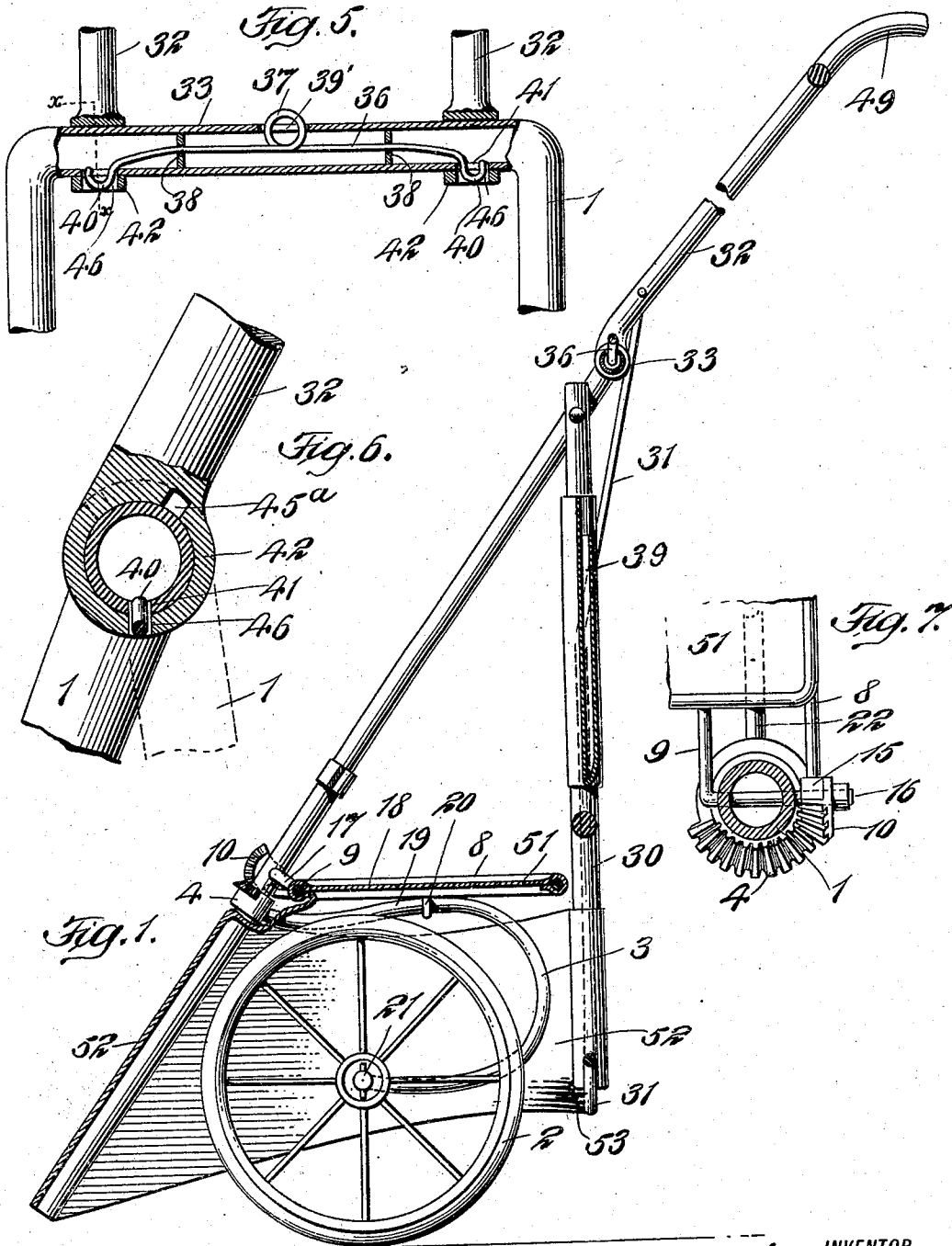
H. G. TRAVER.
GO-CART.

APPLICATION FILED MAY 11, 1908.

930,326.

Patented Aug. 3, 1909.

3 SHEETS—SHEET 1.



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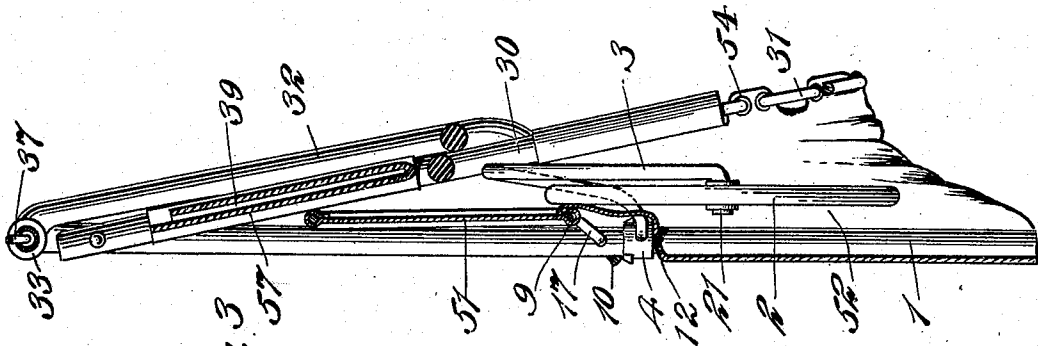


Fig. 3

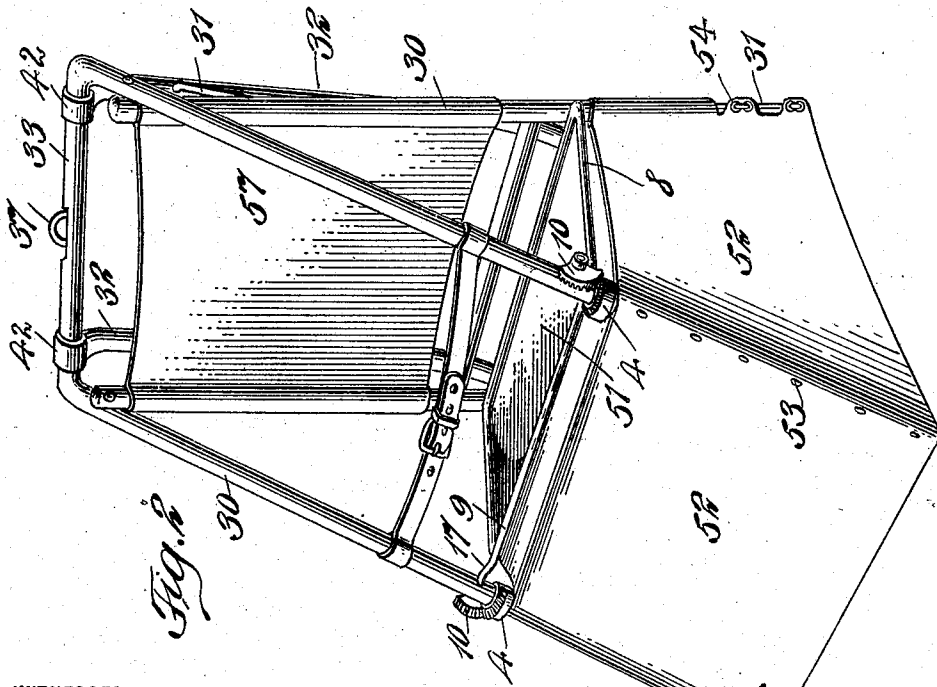


Fig. 2

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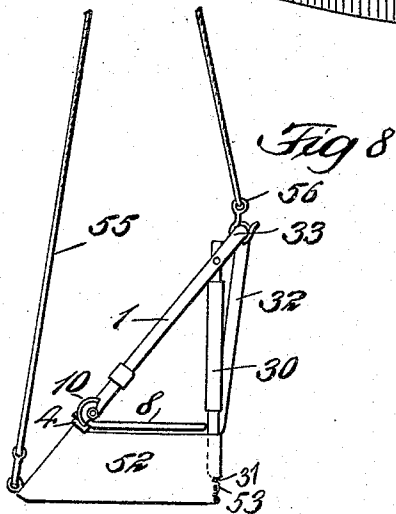
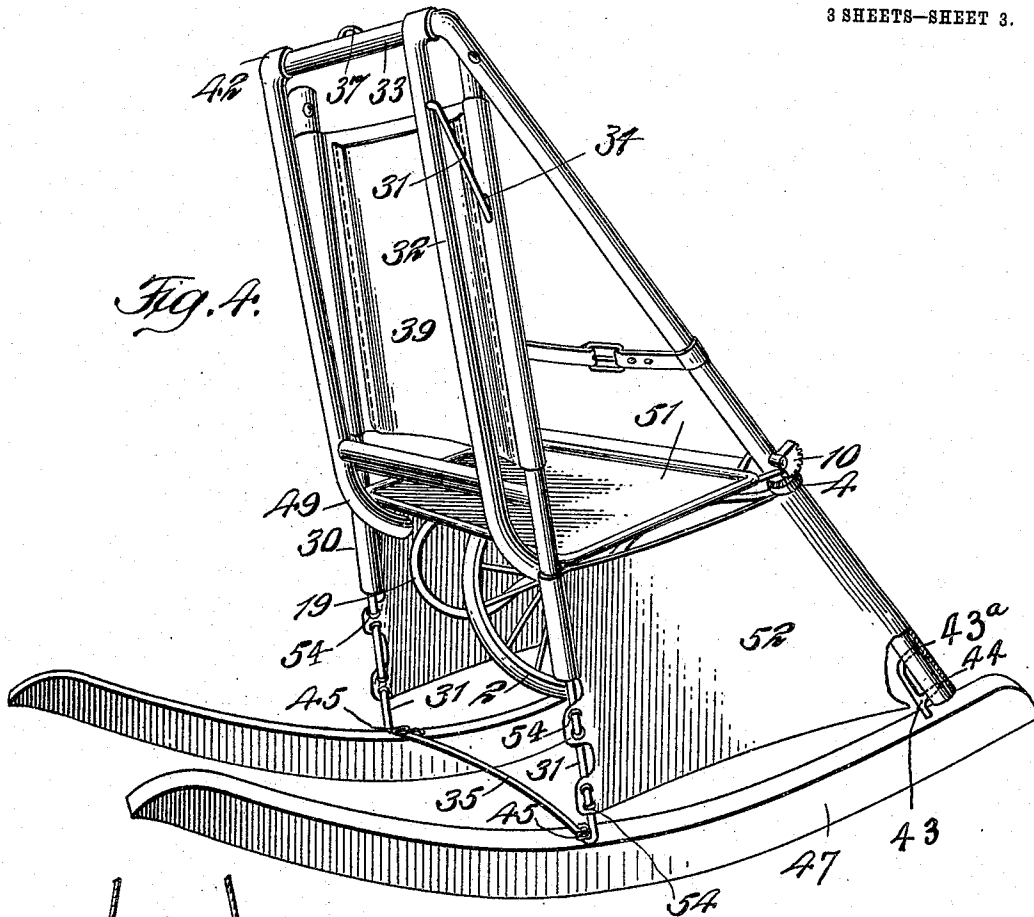
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3 SHEETS—SHEET 3.



WITNESSES.

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UNITED STATES PATENT OFFICE.

HARRY G. TRAVER, OF NEW YORK, N. Y., ASSIGNOR TO JOHN W. ELY, OF NEW YORK, N. Y.

GO-CART.

No. 930,326.

Specification of Letters Patent.

Patented Aug. 3, 1909.

Application filed May 11, 1908. Serial No. 432,125.

To all whom it may concern:

Be it known that I, HARRY G. TRAVER, a citizen of the United States of America, and a resident of the city, county, and State of New York, have invented certain new and useful Improvements in Go-Carts, of which the following is a specification.

This invention relates to those baby go-carts which can be folded or collapsed and rendered portable for convenience in traveling on cars with the baby, and it consists in providing a go-cart which will not only be much lighter, and cheaper to make, but will also afford a stationary chair, a rocker, a swing, and many other features for the greater safety, and contentment of the baby, as well as the greater convenience and satisfaction for the parents in carrying the cart and the child about from place to place, and particularly in traveling on railroad or other conveyances.

To this end my invention consists in the peculiar features and combinations of parts more fully described hereinafter and pointed out in the claims.

In the accompanying drawings, Figure 1 represents a vertical section of my complete invention, with the manipulating handle raised as in wheeling position; Fig. 2, a front perspective view, showing the handle lowered as when the cart is converted into a stationary chair and the wheels folded back and raised clear of the ground; Fig. 3, a vertical section through the cart, as when it is folded up and out of use; Fig. 4, a rear perspective, as when the rear legs are lowered and the chair converted into a rocker. Fig. 5 is a horizontal section through the top bar of the inclined main frame showing the handle locking device; Fig. 6, a transverse section through the handle connection in the preceding figure; Fig. 7, a top detail view of the segmental gears which actuate the folding wheels; and Fig. 8 shows my device converted into a swing.

The numeral 1 represents a rectangular inclined main-frame of the cart, and to which is hinged a pair of small wire wheels 2, revolving on the inturned axles 21 of a pair of resilient supporting frames or springs 3, each of which is composed preferably of a single rod of heavy spring wire. The forward ends 22 of the wheel-frames are fixed in the sides of segmental gears 4 on the side bars of the main-frame 1, whence they extend rearwardly in a direction at right-angles to the

axis of the gears, and thence downwardly and laterally, finally terminating in the inwardly projecting axles 21 carrying the wheels. The segmental gears 4 encircle and revolve on the side bars of the rectangular inclined main-frame 1. The lower ends of the side-bars of the inclined frame 1 rest upon the ground when the cart is standing. The wheel-springs 3 are long enough to permit them to be swung or folded around so as to lie substantially in the plane of the inclined frame 1, as seen in Fig. 3, and these springs 3 are scroll-shaped to render them more resilient for the comfort of the occupant of the cart.

The seat-frame is also made of heavy, strong, round wire and is rectangular in general outline, comprising a substantially U-shaped portion 8 forming the two sides and rear, together with a front horizontal rod 9. The forward ends of the U-shaped portion pass through and are fixed in side-lugs 15 on the side of segmental gears or quadrants 10 fixed to the outer ends 16 of the front rod 9, which rod passes through the side-bars of the main-frame. The beveled quadrants 10 mesh with the beveled segmental gears 4 encircling the side-bars of the main-frame. These beveled gears are supported on said bars by pins 12. From the foregoing construction it will be seen that when the rear end of the seat-frame is lowered from an upright folded position, as in Fig. 3, to a substantially horizontal position, the quadrants 10 will swing outward in the arc of a circle, thereby giving the gears 4 a quarter revolution on the side-bars, and swinging the wheel frames around in the operative position shown in Fig. 1. The sides of the U-shaped frame 8 rest upon the tops of the wheel-springs 3 where they are held by hooks 20 on the seat-frame, the weight of the child holding them together.

The cart is held in a standing position by resting the lower ends of the inclined main-frame on the ground to support the front portion, and by sliding extensible legs at the rear. The rear legs are each composed principally of two leg-sections 30 and 31, whereby they may be drawn up clear of the ground and out of the way when the cart is to be wheeled, or whereby the legs may be extended down to bear upon the ground when the cart is to be left standing still or is to be lifted bodily and carried about with the baby in it.

The upper leg-sections 30 are composed of round wooden bars hinged to the upper inside of the main-frame at a point lying just below the hollow top-bar 33 thereof.

5 The lower leg-sections 31 consist of a continuous rod of spring-wire having the general outlines of an inverted U. The two legs 31 formed out of this wire pass up through longitudinal holes in the wooden sections 30, 10 each wire leg entering the hole at the bottom, and extending upwardly to a point near the top where they pass out laterally through a funnel-like opening 34, and thence out across to the outer sides of the handles 32 to which 15 they are pivotally attached. The wire leg-sections 31 are connected at the bottom by a horizontal foot 35, adapted to rest upon the ground when in stationary adjustment. The lowering of the handles will push and extend 20 the wire leg-sections 31 downward to lengthen the legs, as seen in Figs. 2 and 4. In this operation the second notch 45^a in sleeve 42 will engage hooks 40 of the spring 36 and hold the handle in closed adjustment.

25 To hold the handles in raised position I provide a locking device which may be described as follows: As already stated the upper cross-bar 33 of the main-frame consists of a hollow member in which is placed a long 30 bow-shaped spring 36 having a loop 37 at the middle which projects through a hole 39' in the bar, and serves as a push-button for the hand in releasing the parts. The branching arms of the spring bear on fulcrums 38 located within the bar, and when pressure is 35 exerted on the loop 37, it lifts up the hooks 40 on the outer ends of said arms and releases the handle so that the latter will turn on the cross-bar 33. These hooks 40 lie in slots 41 in the under side of the hollow cross-bar and snap into registering slots 46 in sleeves 42 embracing the bar, and to which 40 the handles are secured, thus automatically locking the parts together, as seen in Fig. 6, 45 whenever the handles are raised for wheeling the cart. For greater comfort in using the handles they are provided with pistol grips 49.

To convert the cart into a rocking chair, I 50 have provided a pair of rockers 47, made removable by driving a heavy spring wire 43 in each rocker. The two upper free ends 43^a and 44 are bent forward and sharpened to enter corresponding holes in the back of the 55 lower part of each side bar, as seen more clearly in Fig. 4.

The foot 35 of the leg-sections 31 is attached to the rockers by means of a heavy wire staple 45 in the rear of the rocker, which 60 staple has a substantially S-shaped top, under which the foot 35 is slipped and held down tightly to the top of the rocker in such a way as to prevent lateral or side movement. These two rocker fastenings are 65 placed far enough apart to require springing

the legs into fixed position. The folding seat-frame is provided with a leather bottom 51 stretched over it. The lower portion of the cart is covered at the front and sides with a leather guard 52 fastened to the wooden 70 side-bars in any suitable manner. The rear edges of the lower half of the leather guard 52 are loosely attached through the medium of a series of holes 53 having eyelets 54, so that when the wire leg-sections are drawn 75 up, the leather will crease or fold. To provide a swing for the child, suspension ropes 55 are attached by hooks 56 adapted to be applied to the cross-bar 33.

A back is provided for the infant by 80 stretching any suitable web 57 between the two upper leg-sections 30, and for still greater convenience this web is provided at the back with a large pocket 39 in which various articles can be stored to relieve the 85 hands of those who are propelling or carrying the cart.

It will be seen that the inclined main-frame, together with the extensible legs, constitute a framework which when open 90 has the general outline of the letter A.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent, is:

1. In a combined go-cart and chair, the 95 combination with a frame having the usual front legs, and being provided with a folding seat and folding wheels, of sliding extensible rear legs, and a propelling handle connected thereto and adapted to raise and lower the 100 legs.

2. A combined go-cart and chair provided with front and rear legs and a frame having folding wheels, in combination with a handle 105 connected to the rear legs and frame, and means between the handle and legs, whereby the wheels are thrown out of action when the legs are thrown into action.

3. A folding go-cart having extensible legs and a folding handle which when closed 110 lengthens the rear legs, in combination with an inclined frame with a cross-bar at its top and carrying a seat and wheels, and means for locking the latter in open adjustment, whereby the cart can be carried without removing the occupant. 115

4. A folding go-cart provided with legs held out of action when the cart is in wheeling adjustment, in combination with a folding handle which extends the legs beyond 120 the level of the wheels of the cart to lift the wheels clear of the ground, and to convert the cart into a stationary chair, and whereby the vehicle can be carried about without removing its occupant, as described. 125

5. A go-cart having a folding handle hinged to a hollow bar containing a spring locking device.

6. A go-cart having extensible legs, in combination with a guard covering its lower 130

portion at the front and sides and loosely connected to the rear legs whereby the guard will fold when the legs are shortened.

7. A go-cart provided with wheels mounted upon the free ends of spring-frames, in combination with a seat adapted to rest upon said frames, and means for folding the wheels and frames when the seat is lifted and folded up into closed position.
- 10 8. A go-cart having a substantially A-

shaped frame, in combination with folding extensible legs, and removable rockers to which the legs and frame are secured.

Signed at New York city, this 8th day of May, 1908.

HARRY G. TRAVER.

Witnesses:

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