Aug. 9, 1966 E. R. JARMAN 3,265,106

GOLF CLUB CARRYING DEVICE

Filed March 11, 1963 4 Sheets-Sheet 1

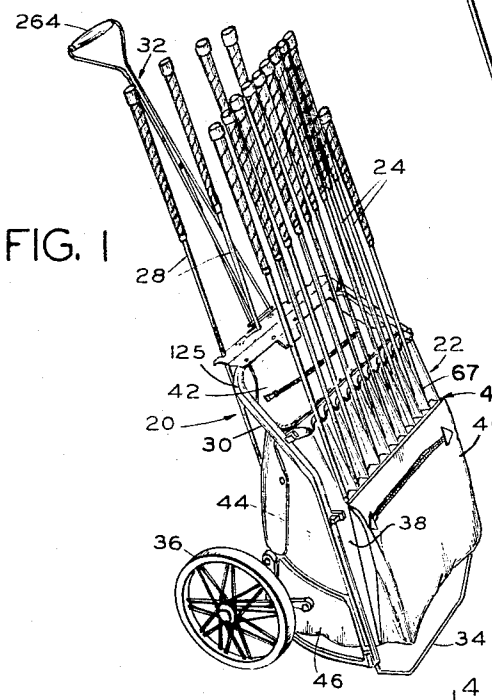


FIG. 1

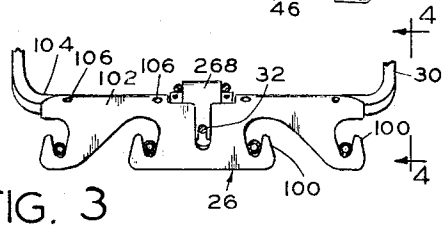


FIG. 3

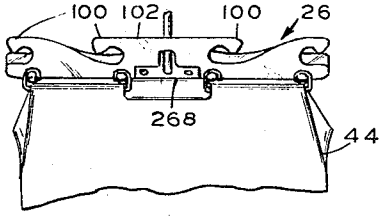


FIG. 5

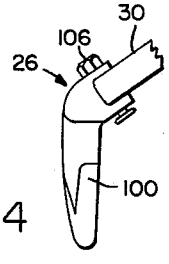


FIG. 4

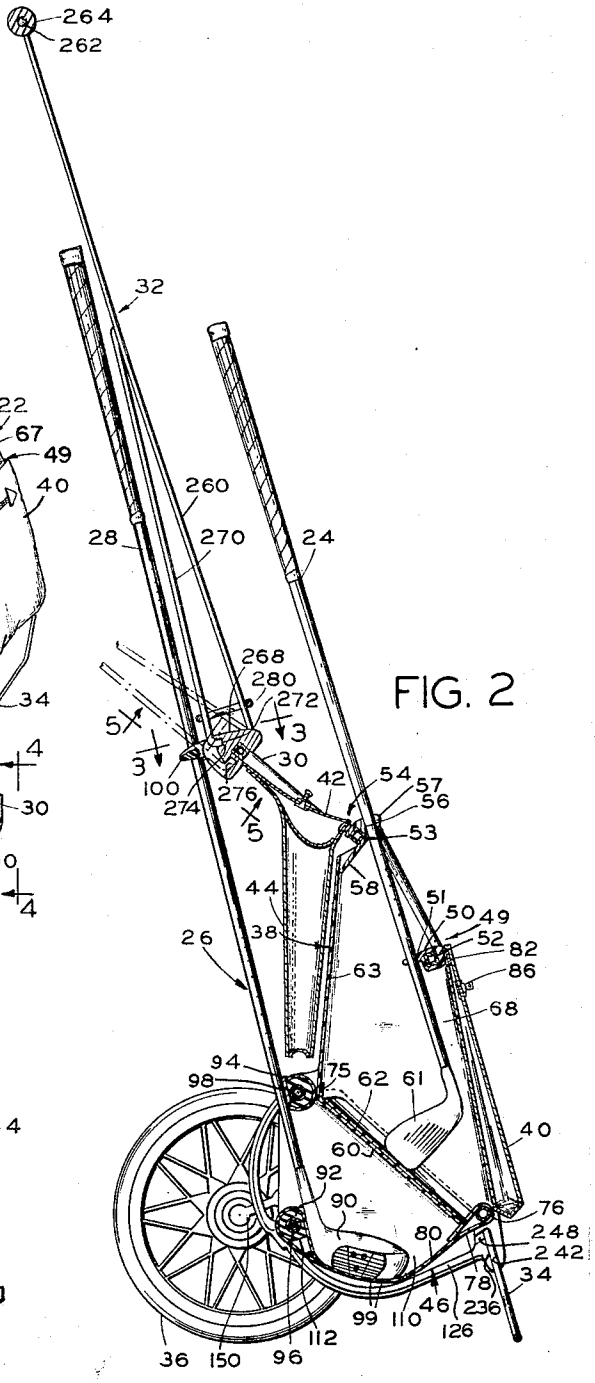


FIG. 2

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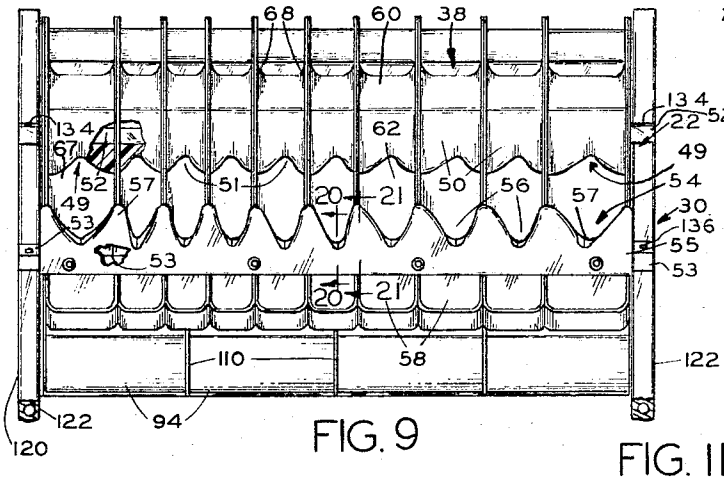


FIG. 9

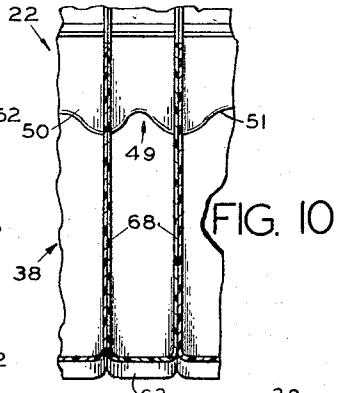


FIG. 10

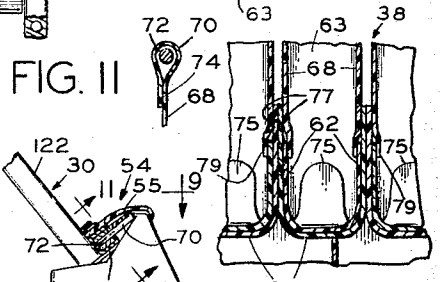


FIG. 11

FIG. 8

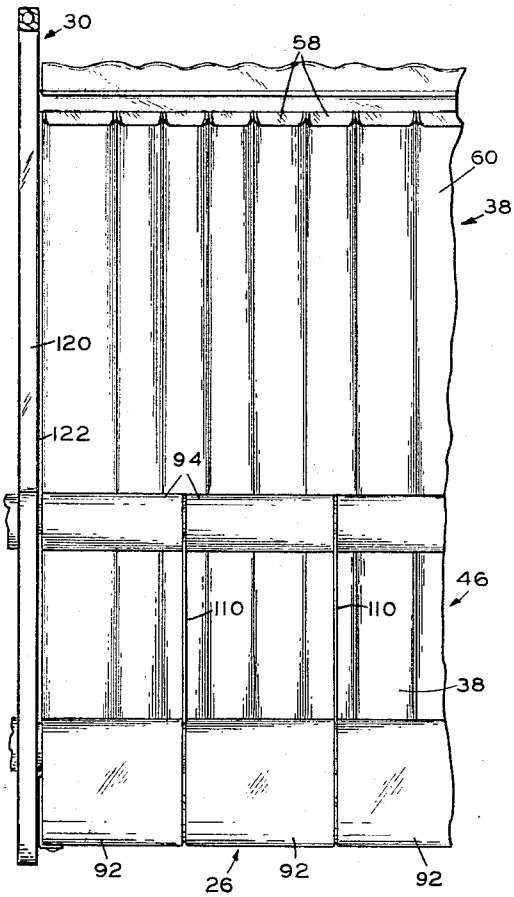


FIG. 7

FIG. 6

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GOLF CLUB CARRYING DEVICE

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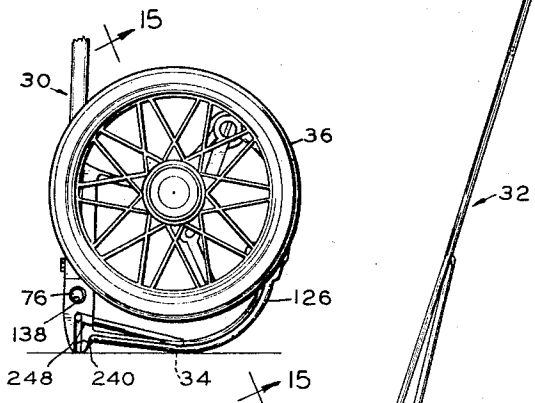


FIG. 14

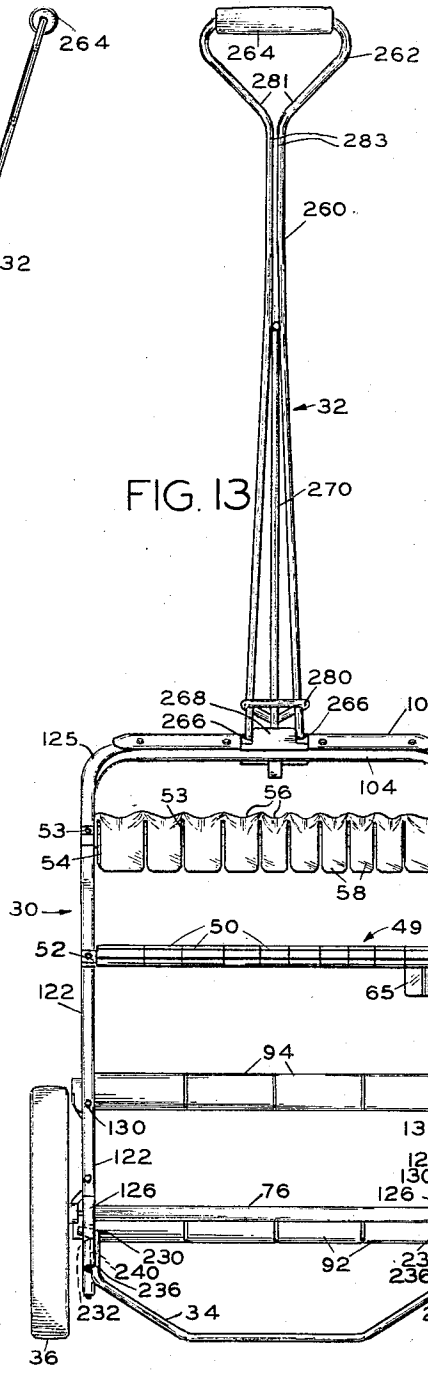


FIG. 13

FIG. 12

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FIG. 19

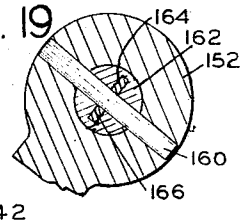




FIG. 16

FIG. 15

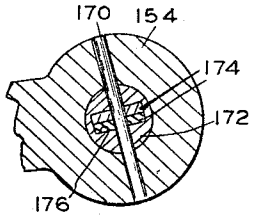


FIG. 17

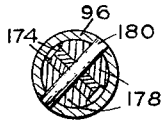


FIG. 18

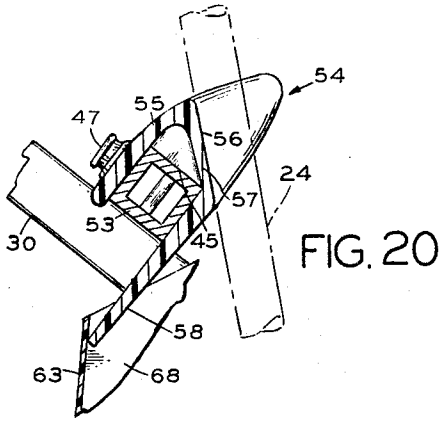


FIG. 20

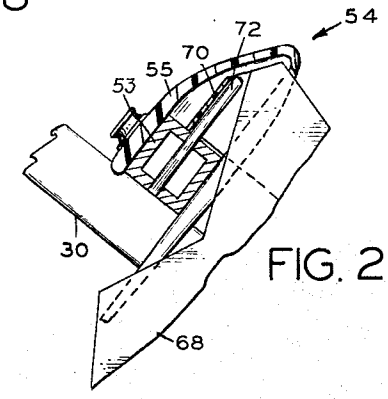


FIG. 21

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Patented August 9, 1966

3,265,106

GOLF CLUB CARRYING DEVICE

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Filed Mar. 11, 1963, Ser. No. 264,418
19 Claims. (Cl. 150—1.5)

This invention relates to a golf club carrying device, and more particularly to a combined golf bag and cart.

In golf bags and combined golf carts and bags, it is desirable to separate each club from the other clubs and ruggedness and compactness also are desirable as well as keeping the weight as low as possible and the stability and maneuverability as high as possible. It is also desirable to provide for quick, easy insertion and removal of the clubs and to hold the clubs firmly in the bag so that rattling of the clubs and damage therefrom are avoided. Golf bags and combined golf bags and carts known hitherto which have held the clubs firmly in separated positions have been heavy and bulky, while bags and combined bags and carts which have been light in weight and easily maneuvered have not been rugged and have not held the clubs firmly in separated positions.

Accordingly, one object of the invention is to provide a rugged, compact, lightweight golf club carrying device which firmly holds golf clubs in separated positions.

Another object of the invention is to provide a golf club carrying device adapted to hold the golf clubs firmly in separated positions and to permit quick, easy insertion of the golf clubs thereinto and removal therefrom.

Another object of the invention is to provide a golf bag adapted to grip firmly a golf club inserted thereinto merely by dropping the club into the bag.

A further object of the invention is to provide a combined golf bag and cart which is quite low and compact.

Yet another object of the invention is to provide a golf bag which very effectively protects the heads of golf clubs at all times.

Still another object of the invention is to provide a combined golf bag and cart in which wheels are movable between operating positions projecting rearwardly and downwardly from a frame to support the frame above the ground and retracted positions in which the wheels lie alongside the frame while projecting forwardly of the frame just sufficieently to permit the bag and cart to be rolled along a floor or the like in positioning the bag and cart in an automobile trunk or the like.

A still further object of the invention is to provide a golf cart having individual spring suspensions of each wheel.

Another object of the invention is to provide a combined golf bag and cart which is strong, compact and light in weight while being simple and inexpensive to manufacture.

The invention provides a golf club holding device having holders firmly holding the clubs in separated positions. In a preferred form of the device, three vertically spaced abutment members are provided with one of the abutment members facing the other two and each in engagement with a golf club to firmly hold the club. In one holder, the lowest abutment member may be in the form of an inclined ramp serving to support the lower end of the club and move the club against the other two abutment members as the club end slides down the ramp during insertion of the club. The ramp preferably is the bottom of a pocket member covering the club head. In another holder, the upper abutment member may be a hook for holding the golf club against the two lower abutments. The golf club holding device preferably includes a tubular frame with club supports or racks at

the front and back of the frame and with wheels mounted on the sides of the frame between operating positions extending below the frame and substantially beyond the back of the frame and retracted positions raised above the bottom of the frame and lying along sides of the frame while projecting slightly beyond the back of the frame to permit the wheels to be rolled on a flat surface when the cart is laid on its back.

A complete understanding of the invention may be obtained from the following detailed description of a golf club carrying device forming one embodiment of the invention, when read in conjunction with the appended drawings, in which:

FIG. 1 is a perspective view of a golf club carrying device forming one embodiment of the invention;

FIG. 2 is an enlarged, vertical, sectional view of the device of FIG. 1;

FIG. 3 is an enlarged, substantially horizontal, sectional view taken along line **3—3** of FIG. 2;

FIG. 4 is an enlarged, fragmentary, side elevational view taken along line **4—4** of FIG. 3;

FIG. 5 is an enlarged view taken along line **5—5** of FIG. 2;

FIG. 6 is an enlarged, fragmentary, vertical, sectional view of the combined golf bag and cart of FIG. 1;

FIG. 7 is an enlarged, fragmentary, elevational view taken along line **7—7** of FIG. 6;

FIG. 8 is an enlarged, fragmentary, sectional view taken along line **8—8** of FIG. 6;

FIG. 9 is an enlarged, horizontal, sectional view taken along line **9—9** of FIG. 6 with parts broken away and shown in section;

FIG. 10 is an enlarged, horizontal, sectional view taken along line **10—10** of FIG. 6;

FIG. 11 is an enlarged, sectional view taken along line **11—11** of FIG. 6;

FIG. 12 is an enlarged, side, elevational view of the framework of the golf club carrying device of FIG. 1 showing the construction of the frame;

FIG. 13 is an enlarged, front, elevational view of the framework of the golf club carrying device of FIG. 1;

FIG. 14 is an enlarged, fragmentary, side elevational view similar to FIG. 12 but with the wheels retracted;

FIG. 15 is an enlarged, fragmentary, sectional view taken along line **15—15** of FIG. 14;

FIG. 16 is an enlarged, vertical, sectional view taken along line **16—16** of FIG. 15;

FIG. 17 is an enlarged, fragmentary, vertical, sectional view taken along line **17—17** of FIG. 15;

FIG. 18 is an enlarged, vertical, sectional view taken along line **18—18** of FIG. 15;

FIG. 19 is an enlarged, fragmenary, vertical, sectional view taken along line **19—19** of FIG. 15;

FIG. 20 is an enlarged, vertical, sectional view taken along line **20—20** of FIG. 9; and

FIG. 21 is an enlarged, vertical, sectional view taken along line **21—21** of FIG. 9.

Referring now in detail to the drawings, there is shown therein a combined bag and cart or golf club carrying device **20** forming one embodiment of the invention. The device **20** includes a three-point irons-gripping support or holder **22** for holding iron golf clubs or irons **24** and a three-point woods-gripping support or holder **26** for holding wood golf clubs or woods **28**. A frame **30** has secured thereto a handle **32** for pushing or pulling the cart, and also has secured thereto a stand **34** which is foldable between an operative position as shown in FIG. 2 and a retracted or storage position as shown in FIG. 14. Wheels **36** are mounted on the frame **30** movably between running or operative positions as shown in FIG. 2 in which the wheels project rearwardly and downwardly from the frame **30** and retracted positions in which

the wheels lie alongside of and above the bottom of the frame **30**. The device **20** includes a compartmented, irons bag **38** (FIGS. 1 and 2) and a duffel pocket **40** which serves to cover the open front portion of the bag **38**. Integral duffel pockets **42** and **44** are provided at the top rear of the frame **30**, the duffel pocket **44** being mounted above a compartmented, woods bag **46**. The pockets **40**, **42** and **44** preferably are composed of fabric material having a vinyl impregnated exterior surface.

The three-point irons-gripping support **22** (FIG. 2) includes an intermediate, notched bar or rack **49** composed of a plurality of tubular blocks **50** having notches **51** formed therein which are mounted on a tubular, square, crossrod **52** of the frame **30**. The blocks **50** are composed of plastic material and may be formed by extruding a continuous tubular rod of the same cross section as the blocks **50**, cutting the rod into the desired lengths and forming the notches **51** therein. The support **22** for the golf irons also includes an injection molded, notched upper bar or rack **54** having notches **56** therein facing the notches **51** in the blocks **50**. The racks **49** and **54** preferably are composed of a polyallomer of propylene and ethylene so that the racks are somewhat soft or cushiony while being strong and tough with a strong "memory" characteristic. The rack **49** has square holes therethrough to fit keyingly over the square exterior of the crossrod **52**. As illustrated best in FIGS. 6, 20 and 21, the rack **54** includes a molded, overhanging plastic cover plate portion **55** fixed by cap screws **47** to a tubular, square, crossrod **53** of the frame **30**, and the rack **54** also has a notched, spacer bar portion **57** and compartment-forming, deflector plates **58** projecting rearwardly therefrom, as illustrated in FIG. 2 and FIG. 13. Between the slots dividing the deflector plates **58**, the rack **54** has squarish openings **45** (FIG. 20) extending therealong keying the rack to the crossrod **53**.

The racks **49** and **54** are spaced apart from each other a distance greater than the length of each clubhead **61** of the irons **24** so that a golfer using the cart may merely stick the clubhead between and through the racks **49** and **54** from the right, as viewed in FIG. 2 and drop the club. The toe end of the clubhead **61** will engage a downwardly sloping inclined ramp liner **62**, and slide down the liner to swing the iron **24** in a counterclockwise direction, as viewed in FIG. 2, to bring the shank of the iron **24** into firm engagement with both the rack **49** and the rack **54**, and the iron will be firmly gripped at three points. At the toe end of the head **61**, the liner **62** envelops the toe of the clubhead **61** slightly to grip the head. The ramp liner and the bottoms of the notches **51** and **56** firmly hold the iron **24** in the bag. Each iron **24** may be simply and easily removed from the bag merely by lifting the iron slightly and pulling it out of the bag. The deflector plates **58** face downwardly and toward the openings between the racks **49** and **54** so as to cam or guide the clubheads **61** out of the compartments during removal of the clubs from the bag. Conversely, the deflector plates **58** act to deflect the clubheads downwardly into the compartments during insertion of the clubs into the compartments. A deflector plate **65** (FIG. 12) formed on the block **50** of putter compartments **67** serves to guide the projecting heels of that type of putter around the rack **49** when the putter is being pulled out of its compartment, the putter compartment being at the extreme left, as viewed in FIG. 9.

The notches **51** are all of the same depth and the notches **56** also are all of the same depth. However, to tailor the racks **49** and **54** and the compartments to the varying clubhead widths, the widths of the notches and compartments for holding the wider clubheads are greater than the widths of the notches and compartments for holding the irons having the narrower clubheads. Also, the apices of the notches are displaced from the centers of the compartments to compensate for the asymmetry of the wider clubheads relative to the shafts. Numerals

(not shown) may be positioned at the top of the rack **54** to indicate the club which is to be held in the compartment adjacent each numeral. Each liner **62** is supported by a flexible bottom or ramp portion **60** of the bag **38**. Each bottom portion **60** is of plastic sheet material, such as, for example, a polyvinyl material, and is heat sealed to and supported by a sheet **63** of flexible plastic material, which also is preferably composed of polyvinyl material. The sheets **63** are folded into a series of U-shaped compartments opening toward the right, as viewed in FIG. 2, the edges of the sheets **63** being heat sealed together. The sheets **63** (FIGS. 6 and 9) have holes through which the rod **52** extends to support the bag **38**, with the spacer blocks **50** separating double-thickness walls **68** of the pockets or compartments formed by the sheets **63**, and the upper ends of the walls **68** are formed into loops **70** (FIG. 6) slipped over upwardly sloping pins **72** extending rigidly from the tubular crossrod **53**, the loops **70** having strong, heat sealed, seam portions **74**. The lower portions of the walls **68** and the bottom portions **60**, as viewed in FIG. 2, also are perforated and are slipped over a tubular crossrod **76** and are spaced apart by looped portions **78** of a sheet **80** of plastic material forming the bottom of the woods bag **46**. The walls of the compartments are sufficiently stiff to keep the clubheads **61** effectively separated.

The bottom portions **60** (FIGS. 2 and 8) have tabs **75** overlapping and heat sealed to the back walls of the U-shaped compartments formed by the sheets **63**. The bottom portions **60** are U-shaped in transverse cross-section and are of the same width but flex freely to accommodate themselves to the different width clubheads of the irons. The top edge portions of the bottom portions **60** are secured to the outsides of the walls **68** just above the bottom offset edge portions **79** of the walls **68** by strong, heat-sealed, seams **77**. The bottom offset edge portions of the walls **68** extending below the seams **77** define, with the upper portions of the bottom portions **60** overlapped thereby, receiving slots for receiving and holding frictionally the upper edge portions of the liners **62**.

The angle of the ramp formed by the bottom portions **60** and the liners **62** with the shafts of the irons **24** is sufficiently small that the clubheads **61** slide freely down the ramp to positions which the irons are engaged firmly at the toes of the clubheads and by the racks **49** and **54**. However, this angle is sufficiently large that each iron may be freely lifted from the ramp and racks in removing the iron from the compartment in which it is stored. For best results this angle should not be greater than about 35° and should not be less than about 15°, the particular angle chosen, of course, depending on the flexibility and frictional characteristic of the liners **62**. In one constructed embodiment of the cart, the ramp to clubshaft angle was 25°, which was very effective to hold the irons against any rattling or displacement during rigorous use of the cart and clubs both in transportation by automobile and as a carrier for playing golf, and also permitted easy extraction of the irons from the compartments.

The duffel pocket **40** (FIG. 2) is secured to and suspended by a bar **82** having downwardly projecting notches (not shown) designed to hook over bolts **84** (FIG. 6) to suspend the pocket **40** from the crossrod **52**. The pocket **40** has straps at the lower, outer corners thereof, the straps being fixed at one end to the corner portions of the pocket and being adapted to loop around the crossrod **76** and button back on the pocket **40** to secure the lower end of the pocket to the crossrod **76**, the pocket **40** covering the open sides of the compartments of the bag **38**. The pocket **40** has a zippered opening **86** therein.

Clubheads **90** (FIG. 2) of the woods **28** are adapted to be inserted into the compartmented bag **46** between tubular cushions **92** and **94** positioned on crossrods **96** and **98** of the frame **30**, and the clubheads **90** are adapted to rest on the flexible sheet **80** forming the bottom of the

bag 46, the sheet 80 having holes 99 to permit dust, debris and water to drop therethrough. After the clubhead 90 has been inserted into the bag 46, the handle portion of the club is swung clockwise, as viewed in FIG. 2, the shank is moved slightly laterally to move the shank of the club into one of hooks 100 (FIGS. 2, 3 and 4), which places the shaft of the club under a slight stress, and then the club is released, the shaft of the club going into the hook 100. The hook 100, with the tubular cushions 92 and 94, resiliently holds the club firmly in its storage position with a three-point suspension or gripping action. The hooks 100 are formed on an injection molded, plastic hook rack 102 secured to the top 104 of the frame 30, the rack 102 also being preferably formed from a strong, cushiony polyallomer or propylene and ethylene. Fastener members 106 secure the rack 102 rigidly to the frame 30. Double thickness, polyvinyl plastic sheet partition members 110 have holes through which extend the crossrods 76, 96 and 98, as best shown in FIG. 6. The sheet 80 has looped strap portions 112 looped around the cushions 92 to support the sheet 80 with the looped strap portions 78. Each club 28 may be removed merely by flexing the cushions 92 and 94 to move the shaft of the club out of the hook 100 of the hook rack 102 holding it, and pulling the clubhead 90 out of the bag 46.

The construction of the frame 30 is best shown in FIGS. 12 to 19, and the frame 30 includes an angled, generally U-shaped, upright, tubular member 120 having downwardly depending, angled arm portions 122 and top portion 104 extending between the arm portions. Gently curved corner portions 125 join the arm portions 122 and the top portion 104 to form convenient handle portions at the upper corners. The member 120 in cross-section has a generally square exterior and has a round interior. The square exterior is ideally suited for rigidly fastening the member 120 to other elements and other elements to the member 120. The round interior with the square exterior prevents dishing or partial collapse of the portions of the member which are bent to form the corner portions. The upper portions of the arm portions 122 are bent toward the rear of the cart to locate the top portion 104 and the corner portions 125 substantially directly above the center of gravity of the combined bag and cart and golf clubs therein for carrying the cart with the clubs by either of the corner portions 125. The lower ends of the arm portions 122 are secured by cap screws 130 to two side frame members 126 which are identical in construction and are interchangeable, the arm portions fitting into recessed or notched portions 128 and being secured rigidly to the side frame members 126 by the cap screws 130. Cap screws 134 and 136 secure the crossrods 52 and 53 to the member 120. The crossrod 76 extends through holes 138 in the side frame members 126 and is secured thereto by expansion plugs (not shown). Caps 139 cover the ends of the crossrod 76. The crossrods 96 and 98 fit into holes 140 and 142 (FIG. 15) in the side frame members 126 and are fixed to the side frame members 126 by setscrews (not shown) to form a rigid framework with the members 126. The setscrews hold the crossrods 96 and 98 against movement in the holes 140 and 142.

The wheels 36, when in their running positions as shown in FIG. 12, are individually resiliently mounted by links 150 and arms 152 and 154, which form a four-bar linkage system (FIG. 12). The links 150 and arms 152 are each secured pivotally together by a pivot member 156 at the end of the arm 152 and at an intermediate point on the link 150. One end of the link 150 is secured by a pivot member 158 pivotally to the arm 154, and the wheel 36 is secured to the other end of the link 150 for rotation relative thereto. Each of the two arms 152 (FIGS. 15 and 19) is secured by a pin 160 to one of journal members 162 and to a torsion bar 164 extending between the two journal members 162. The journal members 162 project into and are journaled in the end portions of the tubular crossrod 98. Each journal member has a slot 166 receiving the torsion bar 164 and keying the arm 152 to the torsion bar 164. The torsion bar 164 limits endwise movement of the journal members 162 relative to the crossrod 98 and also permits relative rotative movement between the two arms 152 to pivotally mount the arms 152 on the longitudinal axis of the crossrod 98.

The arms 154 are keyed by pins 170 (FIGS. 15 and 17) to journal members 172 and torsion bars or springs 174 projecting into and keyed to slots 176 in the journal members 172. The springs 174 extend between centrally located spacers 178 (FIG. 18) and are held by the spacers 178 and by a pin 180 against rotation relative to the tubular crossrod 96. The springs 174 resist turning movement of the arms 154. When the arms 154 are in the full-line position of the arm 154 of FIG. 12, the springs 174 connected to that arm 154 are substantially relaxed. However, when the arm 154 is moved counterclockwise, as viewed in FIG. 12, from its full-line position to its broken-line position, the springs 174 to the left of the spacers 178, as viewed in FIG. 15, are twisted as illustrated in FIG. 15, the springs 174 being untwisted in their normal positions. Thus, when the wheels 36 are in their running or extended positions, the springs 174 are relaxed except for the slight weight of the cart thereon, and these wheel suspending mechanisms provide soft, individual spring supports for the cart. The pair of thin springs 174 are provided rather than a single thicker and stronger spring to achieve durability and give a larger range of deflection with less stress than possible with the single thicker spring. The laminated construction also provides greater durability and also permits forming holes for fasteners much more easily.

The springs 174 resist movement of the wheels upwardly and to the left relative to the frame 30, as viewed in FIG. 12, until the center of the pivot member 156 passes overcenter to the left of an imaginary straight line between the pivot member 158 and the pivot point of the upper end of the arm 152, after which the force of the springs, which are stressed at this time, urge the links 150 to the broken-line position of the link 150 in FIG. 12. In this position, the wheel-mounting end of the link 150 seats in a resilient bumper 190 (FIGS. 12 and 15), the bumper 190 being secured in a tapered hole 192 in the side frame member 126 by a rivet 194, which expands the bumper to fill the hole 192. The resilient bumpers 190 give a cushioned stop to swinging movement of each link 150 and also, during storage and shipment of the device 20, give a cushioned support to the links and wheels 36 when these elements are moved axially of the wheels as, for example, by piling cartons carrying the devices 20 one upon the other. The wheels 36 may be extended again by pushing the wheel rearwardly relative to the frame 30 until the pivot member 156 goes overcenter in the other direction, after which the arm 154 urges the link 150 and the arm 152 in directions extending the wheel to the position shown in FIG. 12.

The end or hub portion of each of the arms 152 and 154 that mounts that arm pivotally on the side frame member 126 is located at the side of the side frame member, and the major portion of the length of each arm 152 and 154 is offset from the hub portion of that arm so as to lie in the projected area of the side frame member 126 as illustrated in FIG. 15. The links 150 have laterally offset outer arm portions 201 to provide clearance between the outer arm portions 201 and the side frame members 126 and the arms 152. By this construction, the wheels 36 are kept very close to the side frame members 126 and free movement of the four-bar linkage is achieved.

Each wheel 36 has a resilient tire 200 (FIG. 15) on a cast wheel member 202 having a hub portion 204 provided with a bore 206 opening toward the frame 30. An integral axle and inner race member 208 and an outer

race member 210 along with ball bearings 212 and 214 mount the wheel rotatably on the member 208. The ball bearings 212 and 214 and the members 208 and 210 form a radial and thrust bearing for the wheel member 202. A sealing washer 216 and a split, spring retainer 218 fitting in a groove in the hub 204 retain the outer race 210 in the bore 206 and seal dirt out of the interior of the bearing structure. The member 208 has a tapered shank portion 220 fitting into a tapered socket 222 formed in the free end of the link 150 and is secured rigidly therein by a capscrew 224 screwed into a tapped bore 226 formed in the member 208. The members 208 and 210 and the ball bearings 212 and 214 provide a long bearing support for the wheel member 202 with substantially no play so that there is no wobble in the wheel 202.

The stand 34 (FIGS. 12–14) is a spring member and has sloping end portions 230 projecting slidably into holes 232 formed in the side frame members 126. The end portions 230 mount the stand 34 pivotally on the side frame members 126, and parallel portions 236 when the stand 34 is in its extended or operative position are urged by the resilience of the stand into semicylindrical grooves 240 in the side frame members 126. However, to move the stand 34 to its folded or storage position the golfer places his foot on the bottom portion of the stand 34 and raises the frame 30. This causes the sloping end portions 230 to cam the portions 236 out of the grooves 240, and the stand is pivoted to its retracted position. Shallow detenting grooves 248 are provided in the side frame members 126 to hold the stand in its folded position, and permit easy movement of the stand back to its extended position.

The handle 32 (FIGS. 2, 12 and 13) is composed of a spring rod member 260 having a looped handle portion 262 having a grip 264 mounted thereon, and has hooked ends 266 designed to project into holes in a handle bracket 268 secured to the top of the frame member 122. A spring wire member 270 is brazed at its upper end to the arms of the rod 260 and has a hooked bottom portion 272 (FIG. 2) adapted to hook into either a hole 274 or a hole 276 in the bracket 268. A sliding retainer ring 280 may be slid downwardly on the rods 260 and 270 to lock the handle rigidly to the bracket 268. For shipping or storage, the handle 32 can be detached completely from the bracket and the handle placed in one of the bags, if desired. For shipment in cartons, as apparent from FIGS. 12 and 13, the space between the upper sloping portions of the arm portions 122 and the tops of the side frame members 122 and wheels 36 provide space for receiving the wheels and lower portion of a combined bag and cart identical to the combined bag and cart 20 and in an inverted position. This nesting permits two of the combined bag and carts to be transported in a carton little larger than a carton for a single combined bag and cart so that space is much less than required in single packing.

For a golfer to pull the combined bag and cart 20 behind him, the handle 32 is set in the broken-line position thereof shown in FIG. 2, which permits the grip 264 to be at a convenient low pulling position while keeping the combined weight of the golf clubs and the cart substantially centered over the wheels 36. To push the cart, it is desirable to have the grip 264 higher, and the handle 32 is set in the full-line position thereof of FIG. 2, the weight of the clubs and cart again being substantially centered over the wheels. Dotted line 290 (FIG. 12) illustrates the path of the center of each wheel 36 against the spring suspension thereof, and during travel of the cart while loaded over bumps and the like, the center of the wheel travels along the lower right hand portion of the line 290, which portion of the line 290 is substantially vertical when the cart is tilted to its travel position, the natural position of the cart relative to the vertical being substantially the same whether the cart is pulled or pushed. Converging lower portions 281 of the handle portion 262 (FIG. 13) and parallel, spaced, upper gripping portions 283 of the member 260 form a clip for a cigarette. The converging portions 281 guide the cigarette into a position in which the cigarette is held between the gripping portions 283.

The above-described golf club carrying device 20 serves to hold the golf clubs firmly in completely separated positions while permitting easy, effortless insertion and withdrawal of the clubs into and from the compartments. The device 20 is very light in weight while being strong and durable in construction. It is also very compact and low, and has individual, soft, resilient suspension of both wheels 36 and both for pushing and pulling. It firmly holds golf clubs having shafts varying in diameter. The device may be easily carried.

It is to be understood that the above-described arrangements are simply illustrative of the application of the principles of the invention. Numerous other arrangements may be readily devised by those skilled in the art which will embody the principles of the invention and fall within the spirit and scope thereof.

What is claimed is:

1. In a holder for golf clubs,
a pair of elongated rack members having notches spaced therealong for gripping the shank of a golf club,
frame means mounting the rack members in oppositely facing, vertically spaced, horizontally extending positions spaced from each other sufficiently to permit a lower end of a golf club to be moved freely therebetween,
and an elongated sloping member extending horizontally in a position below the rack members and facing generally in the same direction as the upper one of the rack members for camming the lower end of a golf club positioned between the rack members in said direction to move the club into engagement with the notches in the rack members.

2. In a holder for golf clubs,
a sloping support adapted to receive and cam an end of a head of a golf club in one direction,
a first abutment member positioned above the support for limiting movement of the golf club in said one direction,
means for holding the head of the golf club in a position extending oppositely to said one direction as the head of the golf club is moved into engagement with the sloping support,
and a second abutment member positioned above the first abutment member a distance sufficient to permit said end of the golf club to be inserted between the abutment members and adapted to limit movement of the upper portion of the golf club in a direction opposite to said one direction and hold the golf club against the support and the first abutment member.

3. In a holder for golf clubs,
a plurality of bag-like pocket means arranged in a horizontal row for receiving and supporting the heads of golf clubs and provided with sloping, bottom ramp portions facing in a predetermined direction for engaging the toe ends of the golf clubs,
a first elongated abutment member positioned above the ramp portions and facing opposite to said direction for engaging shanks of the golf clubs,
and a second elongated abutment member positioned above the first abutment member for engaging the shanks of the golf clubs and holding the golf clubs in engagement with the first abutment member and the ramp portions of the pocket means.

4. In a golf club holding device,
ramp means facing partly upwardly and partly in one horizontal direction,
a first abutment means having gripping means positioned above the ramp means and facing oppositely to said horizontal direction,
a second abutment means having gripping means posi-

tioned above the first abutment means and facing in said horizontal direction,
the ramp means serving to swing against the first and second abutment means a golf club inserted between the first and second abutment means and positioned on the ramp means and grip the club with the first and second abutment means,
and means for holding the head of the golf club against turning movement away from a position extending oppositely to said horizontal direction as the club is moved into engagement with the abutment means and the ramp means.

5. In a golf bag,
a tubular central frame member in the shape of an inverted "U" having arm portions,
a pair of tubular side frame members secured to the ends of the central frame member,
wheel means mounted on the side frame members,
a pair of tubular rods secured to the arm portions of the central frame member in positions spaced vertically from each other sufficiently to permit the heads of golf clubs to be moved freely therebetween,
spacer means on the rods,
and flexible sheet means carried by the rods and formed into a group of compartments positioned between the side frame members in a row on one side of the central frame member,
each of the compartments having a bottom ramp portion,
the rods being positioned to engage opposite sides of golf clubs extending upwardly from the group of compartments and to hold the clubs with the ramp portions at three vertically spaced points.

6. In a golf bag construction,
main frame means including a pair of side members,
a pair of rod means having the ends thereof secured to the side members in positions spaced vertically from each other and also being spaced apart horizontally a distance approximately equal to the diameter of the shank of a golf club to be held therebetween,
a plurality of compartments of sheet material generally U-shaped in horizontal cross section having holes at the upper end portions thereof through which the rod means extend to support the compartments and also having inclined bottom portions defining ramps facing upwardly and toward the lower one of the rod means,
and means on the rod means spacing the walls of the compartments apart.

7. The golf bag construction of claim 6 wherein at least the upper surfaces of the bottoms of the compartments are composed of polyethylene material.

8. The golf bag construction of claim 6 including a storage bag positioned so as to cover the lower portions of the open sides of the compartments.

9. The golf bag construction of claim 6 including a plurality of members mounted on the rod means and provided with notches.

10. In a golf club holding device,
frame means including a plurality of vertically spaced, horizontally extending rods,
flexible sheet means formed to form a plurality of U-shaped pockets and having holes therethrough receiving the rods to support the sheet means on the rods,
a plurality of notched spacer means positioned on the rods adjacent portions of the pockets to space the walls of the pockets apart,
and a plurality of bottom liners fitted into the pockets and covering the bottoms of the pockets,
the bottom liners extending in inclined positions to form ramps.

11. In a golf cart,
a pair of side frame members,
a pair of horizontally spaced bottom rod members secured at the ends thereof to the side frame members,
a flexible bottom compartment member secured to the rod members for receiving golf club heads,
an abutment bar positioned above one of the rod members at a distance sufficient to permit the passage of a golf club head therebetween to the compartment member,
and a plurality of spaced hooks positioned above the abutment bar in positions opposing the abutment bar for holding the golf clubs in engagement with said one of the rod members and the abutment bar.

12. In a golf cart,
a frame,
a pair of rack members spaced apart vertically to permit a club head to be moved therebetween and mounted on the rear of the frame,
a plurality of compartments extending downwardly from the rack members and open at the space between the rack members,
and rearwardly and downwardly sloping deflector means adjacent the upper one of the rack members and extending downwardly from the upper one of the rack members for guiding club heads into and out of the compartments.

13. In a golf cart,
a frame,
a pair of opposed rack members spaced apart vertically to permit a club head to be moved therebetween,
the upper one of the rack members having rearwardly and downwardly sloping deflector plates at the bottom side thereof,
a plurality of compartments of flexible sheet material having portions fitting around and held open by the deflector plates,
and a plurality of ramps positioned at the bottoms of the compartments for urging golf clubs into engagement with the rack members.

14. In a golf cart,
a frame,
a pair of vertically spaced rack members between which an end of a golf club may be passed,
and elongated ramp means positioned below the rack members, inclined with respect to the vertical and extending at an angle relative to a shaft of a golf club engaged by the rack members and the ramp means of between about 15° and about 35°.

15. The golf cart of claim 14 wherein said angle is about 25°.

16. In a holder for golf clubs,
a pair of vertically spaced, opposed, upper abutment members having gripping portions facing horizontally in opposite directions and separated sufficiently to permit a lower end of a golf club to be moved therethrough,
a lower sloping abutment and supporting member facing generally in the same direction as the upper one of the upper abutment members for camming in said direction the head end of a golf club inserted between the upper abutment members and lowered into engagement with the supporting member in said direction to move the club into engagement with both of the upper abutment members,
the lower sloping abutment and supporting member being of a length adapted to be engaged initially by the head end of the club while the club is in a position not gripped by both of the upper abutment members and allowing the lower end of the club to slide downwardly along the supporting member to a position gripped by the upper abutment members,
and means for holding the club in a position in which the head of the club extends in a direction opposite to the facing direction of the supporting member and preventing turning movement of the head of the club.

17. In a golf cart,
a frame,

an upper rack carried by the frame,

a lower rack carried by the frame below the upper rack and facing oppositely to the upper rack,

and a downwardly inclined ramp member of flexible sheet material substantially U-shaped in transverse cross-section and facing generally in the same direction as the upper rack and adapted to sequentially cam and grip the toe portion of a club head of a golf club.

18. In a holder for golf clubs,

a pair of elongated rack members having shank-gripping portions spaced therealong,

frame means mounting the rack members in oppositely facing, vertically spaced, horizontally extending positions spaced from each other sufficiently to permit the head of a golf club to be moved freely therebetween,

and an elongated slopping member extending horizontally in a position below the rack members and facing generally in the same direction as the upper one of the rack members for engaging the toe of the head of a golf club having a shank positioned between the rack members and camming the head of the golf club in said direction to move the shank of the club into engagement with the shank-gripping portions of the rack members.

19. In a holder for golf clubs, a first abutment member facing in a predetermined direction,

a second abutment member facing opposite to the first abutment member and positioned above the first abutment member sufficiently to permit the entire head of a golf club to pass between the abutment members,

bag-like pocket means depending from the first abutment member for receiving the head of said golf club passed between the abutment members,

and a hook facing in the same direction as the first abutment member and positioned above the second abutment member for engaging the shaft portion of said golf club and holding said golf club against the abutment members with the head of said club enclosed by the pocket means.

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