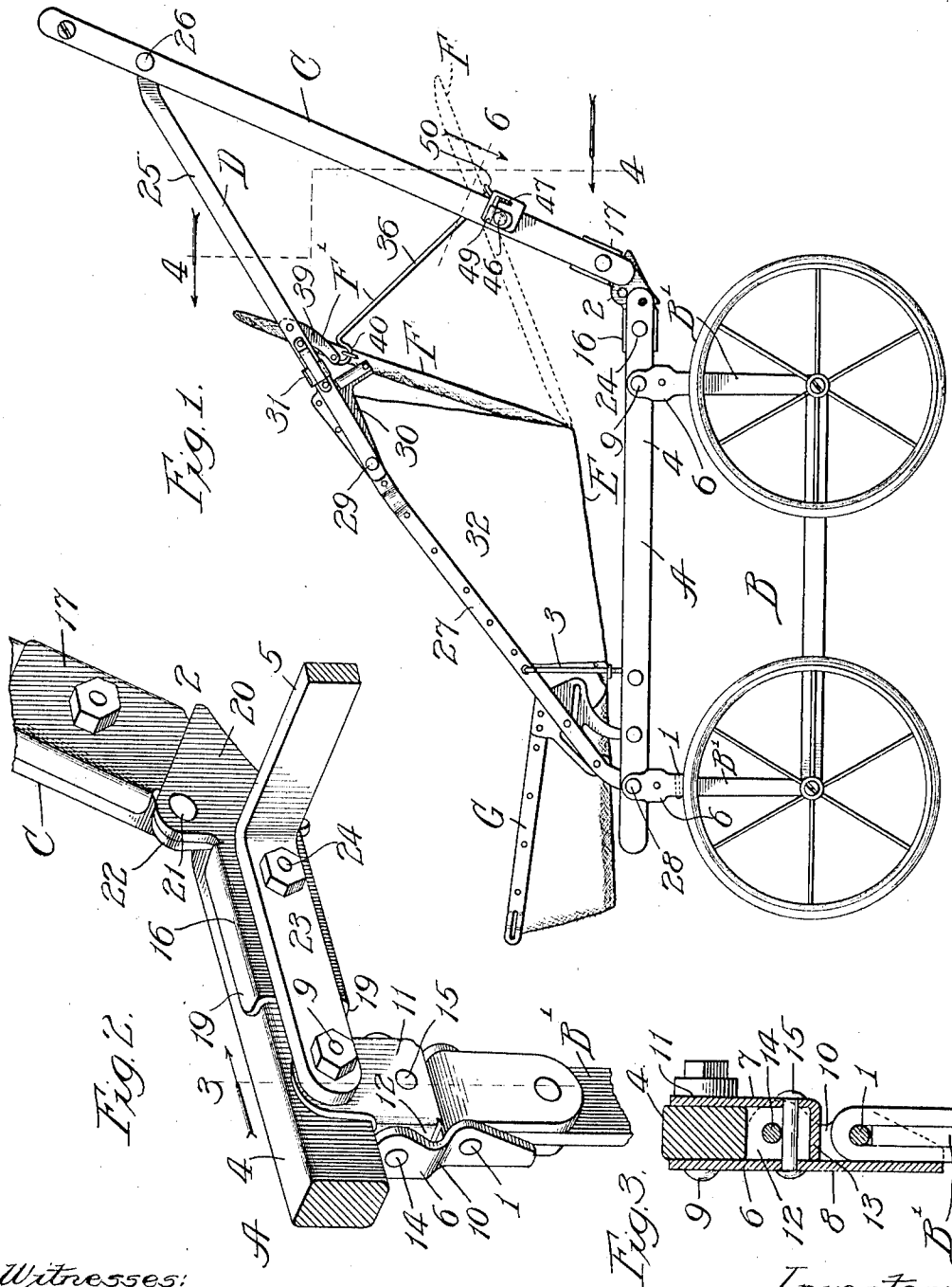


A. J. ADAMS.
GO-CART OR PERAMBULATOR.
APPLICATION FILED MAR. 2, 1910.

1,040,601.

Patented Oct. 8, 1912.

2 SHEETS-SHEET 1.



Witnesses:

John Enders
Chas. H. Buell.

Inventor:

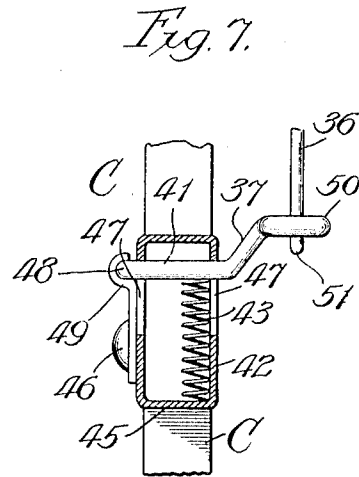
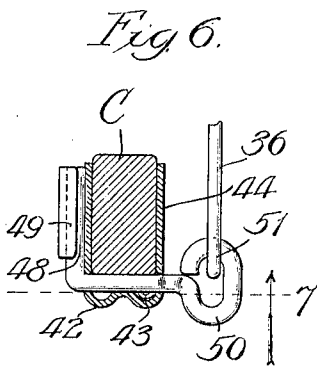
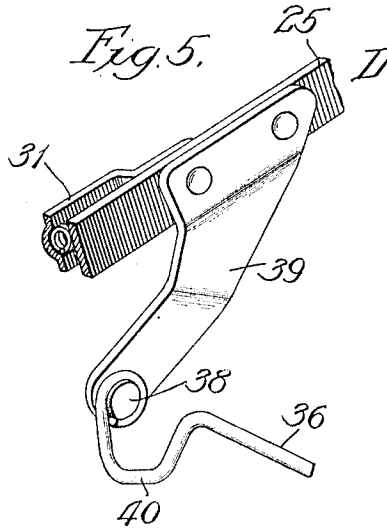
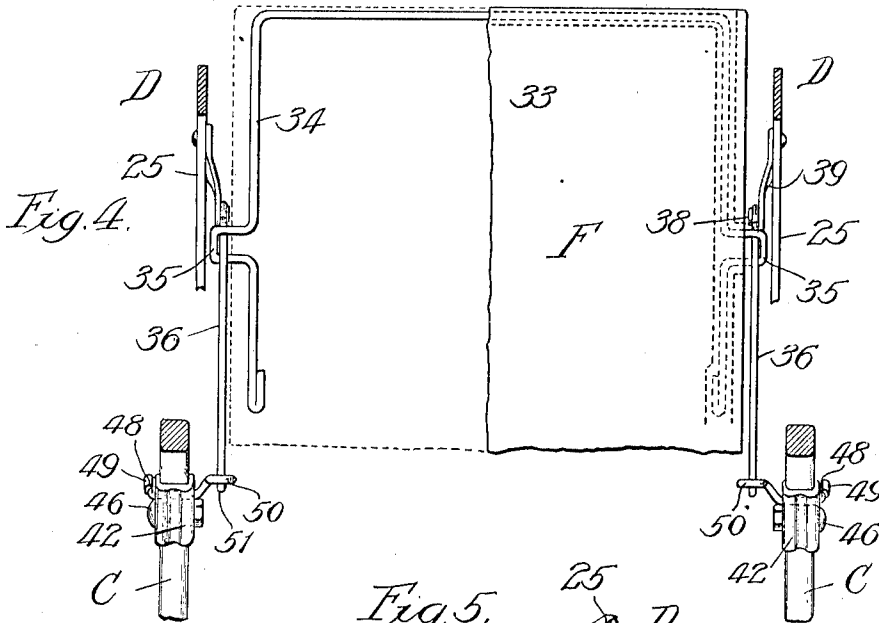
Arthur J. Adams.
By Sydenhorth, Lee, Chittton & Wiles
Attys. #

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Arthur J. Adams.
By Dyrenforth, Lee, Christon & Wilson
Attys.

UNITED STATES PATENT OFFICE.

ARTHUR J. ADAMS, OF CHICAGO, ILLINOIS, ASSIGNOR TO FULTON MANUFACTURING COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

GO-CART OR PERAMBULATOR.

1,040,601.

Specification of Letters Patent.

Patented Oct. 8, 1912.

Application filed March 2, 1910. Serial No. 546,928.

To all whom it may concern:

Be it known that I, ARTHUR J. ADAMS, a citizen of the United States, residing at 551 Fulton street, Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Go-Carts or Perambulators, of which the following is a specification.

My invention relates particularly to folding go-carts, or baby carriages, which are adapted to be folded into compact space.

The present invention constitutes an improvement on the go-cart shown in my Patents Nos. 789,310, granted May 9, 1905, and 918,250, granted April 13, 1909, the improvements relating particularly to the adjustment of the back for the seat and to improved means for attaching the wheel-forks, or supports.

My primary object is to provide an improved device facilitating the adjustment of the seat-back, whereby the back may be more readily adjusted to a position corresponding with a sitting posture or to a position corresponding with a reclining posture.

A further object is to provide, in connection with such device, means whereby the back and rear portion of the seat will be yieldingly supported.

A further object is to provide an improved connection for the wheel-forks, or wheel supports.

The invention is illustrated in its preferred embodiment in the accompanying drawings, in which—

Figure 1 represents a side elevational view of a go-cart, baby carriage or perambulator embodying my improvements; Fig. 2, a broken inner perspective view of the rear portion of the running-gear frame and attendant parts; Fig. 3, a broken section taken as indicated at line 3 of Fig. 2; Fig. 4, a broken section taken approximately as indicated at line 4 of Fig. 1 and showing the back-adjusting means; Fig. 5, a broken perspective view showing a detail of the back-adjusting means; Fig. 6, a detail sectional view taken as indicated at line 6 of Fig. 1; and Fig. 7, a sectional view taken as indicated at line 7 of Fig. 6.

In the construction illustrated, A represents the running-gear frame; B, pairs of wheels journaled on brackets B' connected with the running-gear frame by pivots 1 adapted to fold beneath the running-gear

frame in a well known manner; C, a handle connected by hinges 2 with the rear portion of the running-gear frame and adapted to fold forwardly upon the running-gear frame; D, foldable brace-bars, or side-arms, connecting the upper portion of the handle with the front portion of the running-gear frame and forming with the running-gear frame and the handle a triangular structure, said brace-bars serving also as a means from which the seat may be suspended; E, a seat having its front portion suspended by links 3 from the bars D; F, a back having its lower portion flexibly joined to the rear portion of the seat; F', improved means for adjusting and supporting the back in either a standing or reclining position; and G, a foot-rest adjustably connected with the bars D in a well known manner.

The running-gear frame A may be of any suitable construction. In the form shown, it comprises horizontally disposed longitudinally extending side members, or bars, 4 connected by cross-members 5 (one shown). The pivot 1 on each wheel-bracket B' is supported from the side-bar 4 by a pair of mutually bracing brackets 6 and 7, as appears clearly from Figs. 2 and 3. The side-bar 4 is preferably of wood, and the bracket members 6 and 7 preferably comprise sheet metal stampings. The bracket member 6 comprises a plate 8 whose upper end is secured to the bar 4 by a bolt 9, said plate having inturned vertical flanges 10. The bracket 7 comprises a metal plate 11 whose upper end is secured by the bolt 9, said plate having inturned vertical flanges 12 which fit within the upper portions of the flanges 10 and abut against the plate 8, said plate 11 also having an inturned lower flange 13 which abuts against the plate 8. The lateral flanges 10 and 12 of the brackets are secured together by a longitudinal rivet 14, and the plates 8 and 11 of the brackets are secured together by a transverse rivet 15. The plate 8 and lateral flanges 10 project beneath the lower end flange 13 of the bracket 7, and the lower ends of the flanges 10 afford ears which support the pivot 1. It will be noted that the two bracket members 6 and 7 mutually brace each other, so as to afford a secure adjustment for the wheel-fork. This provision tends to prevent racking of the wheel-forks with relation to the frame.

Each hinge 2 comprises a hinge member 16

secured to the rear end of the bar 4 and a hinge member 17 secured to the lower end of the corresponding handle-bar. The handle-bars are preferably of wood, and the hinge members comprise metal stampings. The member 16 comprises a plate which lies on the inner side of the bar 4 and has outturned flanges 19 which engage the upper and lower surfaces of the bar 4; and a rearward extension 20 which supports the pivot 21 of the hinge. The hinge member 17 lies on the inner side of the handle-bar and has outturned flanges engaging the edge portions of the handle-bar, and said member 17 has a pivotal portion 22 connected with the pivot 21. The hinge members have suitable shoulders (not shown) which abut against each other when the go-cart structure is in the uncollapsed condition. The cross-bar 5 preferably comprises a side-bar which extends between the hinge members 16 and has forwardly turned ends 23 which lie in contact with the plates 11 and 18. The forward end of the arm 23 is secured by the bolt 9, and the bolt 24 secures the rear portion of the arm and the member 16 to the rear portion of the bar 4.

Each handle-bracing and seat-supporting device D comprises an upper link, or bar, 25 connected by a pivot 26 with the upper portion of the corresponding handle-bar; a lower bar, or link, 27 connected at its front end by the pivot 28 with the front portion of the corresponding bar 4 and connected near its rear end by a pivot 29 with the front end of the bar 25. The bar 27 has a rearward extension which has spring connection with a pivotally connected member 30 which is releasably secured to the bar 25 by a locking device 31, this means being claimed in my Patent No. 925,741, granted June 22, 1909. The seat E has side-flaps 32 whose upper edge portions are connected with the bars 27.

The back F may be of leather or pantasote 33 having connected therewith a marginal rod 34 which extends across the upper portion of the back and along the sides of the back. The side arms of the U-shape member 34 have outwardly struck intermediate portions affording eyes, or loops, 35. The device F' which co-acts with the loops 35 preferably comprise a pair of guide-rods 36 whose lower ends are pivotally connected with spring-supported levers 37 connected with the handle-bars, and whose upper ends are connected by pivots 38 with arms, or clips, 39 secured to the bars 25 of the handle-bracing and seat-supporting devices D. The rods 36, in the extended condition of the structure, extend upwardly and forwardly from their points of connection with the handle-bars, as clearly shown in Fig. 1; and adjacent to the pivots 38 the rods 36 are provided with offsets, or loops 40. The rods extend through

the loops 35 of the seat-back, and in the standing position of the seat-back the loops 35 engage the loops 40. Each lever 37 may comprise a short piece of comparatively heavy rod having a shank 41 which extends transversely through a spring-housing 42 secured to a bar of the handle C and containing a coil-spring 43 upon which the shank rests. The housing 42 may be formed of sheet metal which has forwardly turned lateral flanges 44 embracing the sides of the handle-bar, and forwardly turned shorter end flanges 45 which abut against the rear surface of the handle-bar. The clip, or housing, 42 is secured to the handle-bar by a bolt 46. The flanges 44 are provided in the rear of the handle-bar with slots 47 through which the shank 41 extends. The inner end of the shank 41 is turned forwardly to afford a pivotal portion 48 which is connected with a pivot-clip 49 secured by the bolt 46. The outer end of the lever 37 is provided with an eye 50 which is engaged by a hook 51 with which the lower end of the rod 36 is provided. It will now be understood that when desired the back may be disengaged from the loops 40 and lowered to the dotted position shown in Fig. 1, the loops 35 of the back sliding upon the guide-rods in this movement. In the reclining position of the back, the loops 35 are supported upon the eyes 50 of the levers 37. The springs 43 will yield under pressure, so that the back will be yieldingly supported. The foot-rest G is of the adjustable type shown in my Patent No. 927,089, granted July 6, 1909, and need not be explained in detail.

The pairs of wheel-forks at opposite sides of the cart are preferably connected together by collapsible link mechanism (not shown) of the character disclosed in my Patent No. 913,345, granted February 23, 1909. It is sufficient to state here that said link mechanism is of a character to permit the wheels to be folded in pairs beneath the running gear frame. It may be remarked that the rear transverse connecting bar 5 of the running-gear frame in my present construction is disposed at the extreme rear end of the frame in position to protect the link mechanism connecting the wheel-forks, so that a person may place a foot on the cross-bar 5 in assisting the carriage up a step, for instance; and because of the disposition of the bar it will be inconvenient and unnecessary for one to place the foot upon the link mechanism which might cause injury to the mechanism.

It may be remarked that the back F is ordinarily equipped with side-flaps (not shown) which are folded with relation to the back when the latter occupies a standing position, and which are extended in planes at right angles to the back and connected to the foldable brace-bars D when the seat oc-

copies a reclining position, in the manner shown in my above mentioned Patent No. 918,250.

The manner of adjusting the back in accordance with my improved construction will be readily understood. In the standing position of the back, the lateral loops 35 of the back engage the loops or depressed offsets 40 at the upper front portions of the guide-rods 36. When it is desired to bring the back to a reclining position, it is only necessary to lift the back somewhat to disengage the loops 35 from the offsets 40, whereupon the loops 35 will slide freely upon the rods 36 until they are brought to bear on the eyes 50 of the short levers 37 at the lower rear ends of the rods 36. The adjustment in either direction may be quickly and easily effected while the baby is in the carriage. It will be noted that the construction is such that the back-adjusting mechanism will not interfere with the folding of the carriage. That is to say, when the locking devices 31 are released to permit the brace-bars D to be flexed and the handle C to be folded forwardly upon the running-gear frame, the mechanism F' will not interfere with the folding operation; and this is true regardless of the position of the back F. In the folding operation, the lower rear ends of the rods 36 are free to slip through the eyes 50 of the levers 37. It will be understood that this is a necessary arrangement owing to the fact that in the operation of folding the cart the bars 25 which carry the arms 39 and the handle-bars have a relative movement toward each other about the pivots 26.

The foregoing detailed description has been given for clearness of understanding only, and no undue limitation should be understood therefrom, but the appended claims should be construed as broadly as permissible in view of the prior art.

What I regard as new, and desire to secure by Letters Patent, is—

1. The combination of a running-gear frame, a handle, side arms, a seat, guide members connecting said side-arms and said handle, and a seat-back having slidable connections with said guide-members.

2. The combination of a running-gear frame, a handle, seat-supporting members, a seat suspended therefrom, guide members connecting said seat-supporting members and said handle, bearings at the front and rear ends of said guide members, and a seat-back provided at its lateral edge portions with guide-engaging members.

3. In a folding go-cart, the combination of a running-gear frame, a handle foldable with relation to the running-gear frame, side-arms foldable with relation to the running-gear frame, a seat, guide-rods pivotally connected with said side-arms and slidably

connected with the handle-bars, and a seat-back equipped at its lateral edges with members adapted to slide with relation to said guide-rods.

4. In a folding go-cart, the combination of a running-gear frame, a handle foldable with relation to the running-gear frame, a foldable seat-supporting handle-bracing bar connecting the upper portion of the handle with the front portion of the running-gear frame, a seat suspended from said bars, guide-rods pivotally connected with said bars and slidably connected with the handle-bars, means being provided at the front ends of said guide-rods for supporting the seat-back in the standing position, and a seat-back equipped laterally with eyes engaging said guide-rods.

5. In a folding go-cart, the combination with a running-gear frame, a handle foldable with relation thereto, seat supporting means foldable with relation to the running-gear frame, a seat carried thereby, a back flexibly connected with the rear portion of said seat and equipped at its lateral edges some distance beneath its upper end with guide-engaging members, and guide-rods foldably connected with said seat-supporting means and slidably connected with the handle-bars and co-acting with said guide-engaging means.

6. In a folding go-cart, the combination of a running-gear frame, a handle foldable with relation thereto, a seat, side members flanking said seat, a support foldable with relation to the running-gear frame and connected with the upper portions of said side members, guide-rods foldably connected with said support, yielding connections between the rear portions of said guide-rods and the handle-bars, and a seat-back equipped laterally with guide-engaging means.

7. In a folding go-cart, the combination of a running-gear frame, a handle foldable with relation thereto, a seat, side members flanking said seat, a support foldable with relation to the running-gear frame and connected with the upper portions of said side members, guide-rods foldably connected with said support, and spring-supported members connected with the handle-bars and provided with means through which the rear portions of said guide-rods slidably extend.

8. In a folding go-cart, the combination of a running-gear frame, a handle foldable with relation thereto, a seat, side members flanking said seat, a support foldable with relation to the running-gear frame and connected with the upper portions of said side members, guide-rods foldably connected with said support, clips applied to the handle-bars, springs supported thereby, and pivotally supported levers bearing on said springs and having eyes engaged by the rear portions of said guide-rods.

9. In a folding go-cart, the combination of a running-gear frame, a handle foldable with relation thereto, a seat, side members flanking said seat, a support foldable with
 5 relation to the running-gear frame and connected with the upper portions of said side members, guide-rods foldably connected with said support, spring-housings applied to the handle-bars and projecting in the rear there-
 10 of and provided with slots, coil-springs in said housings, and levers extending through said slots and supported on said springs, said levers having forwardly turned outer extremities pivotally connected with said
 15 housings, and having loops at their inner ends slidably engaged by the rear portions of said guide-rods.

10. In a folding go-cart, the combination of a running-gear frame, a handle foldable
 20 with relation to the running-gear frame, foldable seat-supporting handle-bracing bars connecting the upper portion of the handle with the front portion of the run-
 25 ning-gear frame, a seat suspended from said bars, guide-rods pivotally connected with said bars, spring-supported levers carried by the handle-bars and having eyes slidably engaged by the rear portions of said guide-
 30 rods, and a seat-back provided with guide-engaging means.

11. In a folding go-cart, the combination of a running-gear frame, a handle foldable with relation to the running-gear frame, foldable seat-supporting handle-bracing

bars connecting the upper portion of the
 handle with the front portion of the run- 35
 ning-gear frame, a seat suspended from said bars, clips applied to said bars, guide-rods pivotally connected with said clips and pro-
 40 vided adjacent to their pivotal connections with offsets, means connected with the handle-bars through which the rear portions of said guide-rods slidably extend, and a back
 45 flexibly connected with said seat and provided with lateral loops engaging said guide-rods.

12. In a folding go-cart, the combination of a running-gear frame, a handle foldable with relation to the running-gear frame, foldable seat-supporting handle-bracing
 50 bars connecting the upper portion of the handle with the front portion of the running-gear frame, a seat suspended from said bars, clips applied to said bars, guide-rods
 55 pivotally connected with said clips and provided adjacent to their pivotal connections with offsets, spring-supported levers projecting inwardly from the handle-bars and equipped with eyes slidably engaged by the
 60 rear portions of said guide-rods, and a back flexibly connected with said seat and provided with lateral loops engaging said guide-rods.

ARTHUR J. ADAMS.

In presence of—

R. A. SCHAEFER,
 J. G. ANDERSON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."