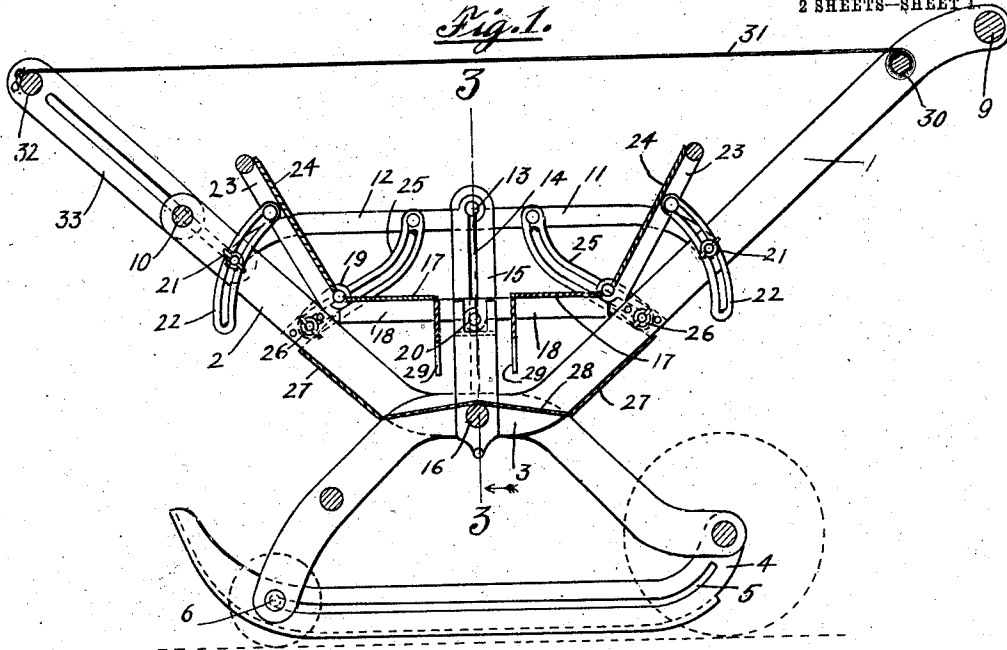
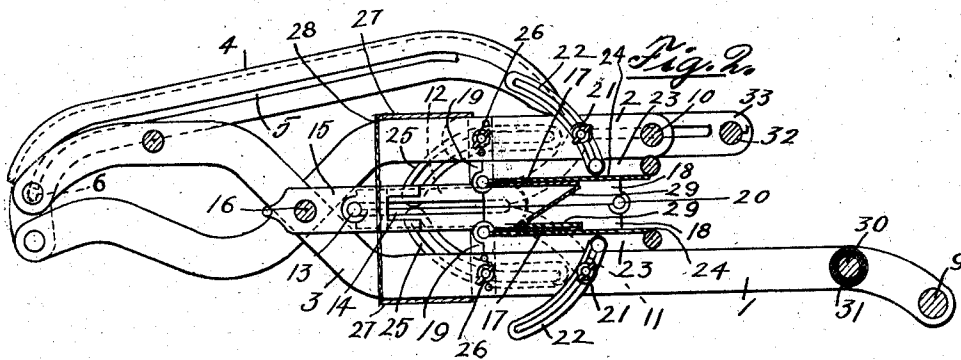
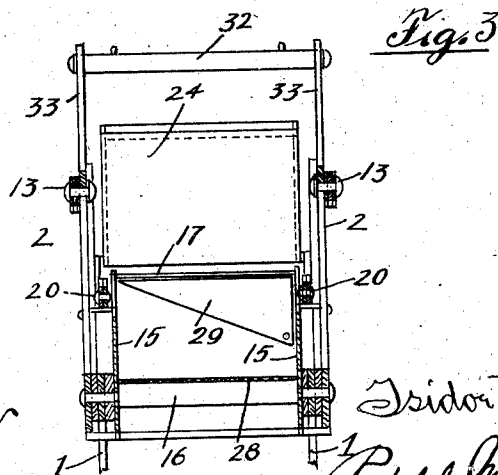


No. 846,618.

PATENTED MAR. 12, 1907.

I. RAUTENBERG.
FOLDING SLED OR GO CART.
APPLICATION FILED MAY 14, 1906.

2 SHEETS-SHEET 1



Witnesses
E. T. Wilson
R. A. Linhart

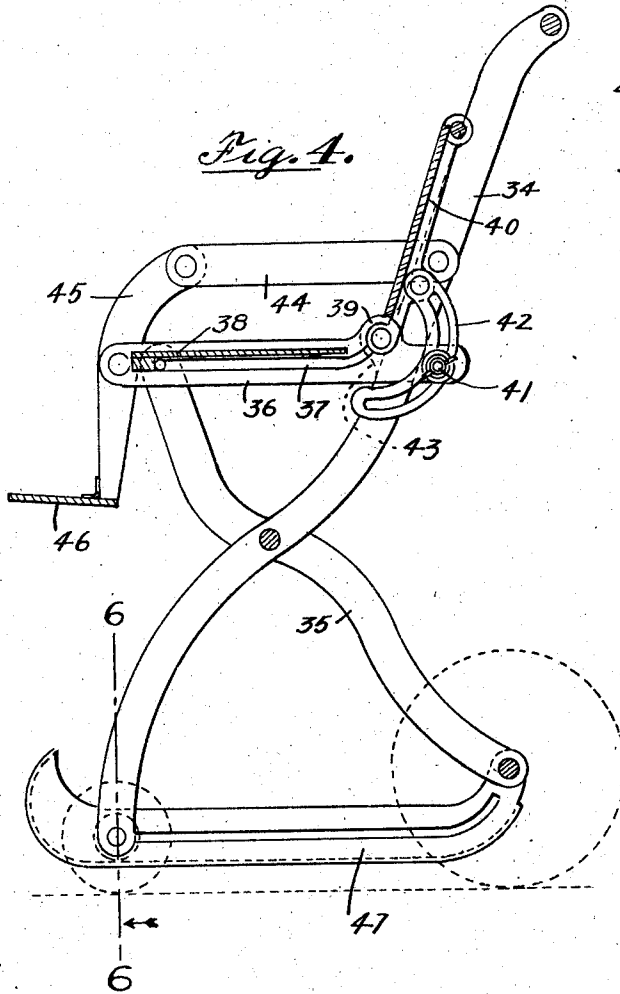
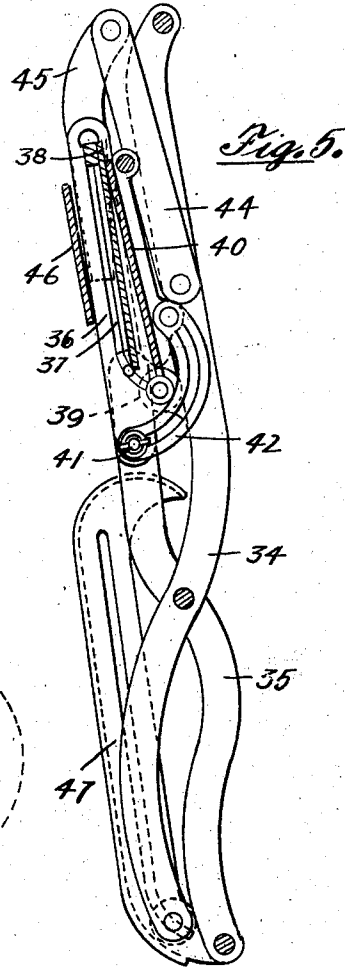
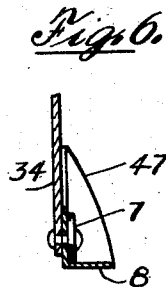
Inventor
Isidor Rautenberg
By *Rudolph [Signature]* atty.

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2 SHEETS—SHEET 2.



Witnesses

O. F. Wilson
R. A. Finck

Inventor

Isidor Rautenberg
By *Rudolph M. Foy* atty.

UNITED STATES PATENT OFFICE.

ISIDOR RAUTENBERG, OF CHICAGO, ILLINOIS.

FOLDING SLED OR GO-CART.

No. 846,618.

Specification of Letters Patent.

Patented March 12, 1907.

Application filed May 14, 1906. Serial No. 816,810.

To all whom it may concern:

Be it known that I, ISIDOR RAUTENBERG, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Folding Sleds or Go-Carts; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to a novel construction in a folding sled and go-cart, the object being to provide a device of this character which will accommodate either one or two children and which when not in use may be folded to occupy relatively very small space and which is very simple and durable in construction, and consists in the features of construction and combinations of parts herein-after fully described and claimed.

In the accompanying drawings, illustrating my invention, Figure 1 is a central longitudinal section of a folding go-cart constructed in accordance with my invention and adapted to carry two children, the same being shown in position for use. Fig. 2 is a similar section showing the same in its folded position. Fig. 3 is a central vertical transverse section on the line 3 3 of Fig. 1. Fig. 4 is a central vertical longitudinal section of a go-cart constructed in accordance with my invention and adapted to seat only one child. Fig. 5 is a similar section showing the same in its folded position. Fig. 6 is a detail vertical transverse section on the line 6 6 of Fig. 4.

Referring now to said drawings, my said go-cart comprises two levers 1 and 2, bent between their ends to substantially a Z shape and being pivotally secured together midway between the ends of the intermediate bent portions 3. All parts specified are arranged in pairs; but for purposes of ease of description I shall refer to said parts singly, for the reason that I believe that the same will be more readily understood. At its lower end said lever 2 is pivotally secured to one end of a runner 4, the ends of the latter being curved upwardly and same being provided between its ends with a longitudinal slot 5, extending from a point adjacent the pivotal connection of said lever 2 therewith to a point adjacent the forward end of the said runner. The said lever 1 is provided with a projection 6, adapted to pass through said

slot 5 and movable from end to end of the latter. On said projection is preferably mounted an antifriction-roller 7, (shown in Fig. 6,) which is adapted to run on the lateral flange 8, disposed on the lower edge of said runner. The upper free end portions of said levers 1 and 2 constitute handles by means of which the said sled is propelled, the lever 1 being preferably of greater length than the lever 2 and the pairs of said levers being connected at their extreme free ends by means of cross-bars 9 and 10. Pivotally secured to said lever 1 between the pivotal connection thereof with said lever 2 is a link 11, which at its free end is pivotally connected with a similar link 12, pivotally connected at its other end with said lever 2. The pivot 13 between said links 11 and 12 is provided with a projection which extends through a longitudinal slot 14 in a vertically-disposed post 15, secured to the cross-bar 16, upon which said levers 1 and 2 are pivotally mounted. The said links 11 and 12 constitute the arms of the seats 17 of said go-cart, which latter are mounted upon links 18, pivotally secured together at their free ends and at their other ends being pivotally secured to arms or projections 19 on said levers 1 and 2, between the pivot 16 thereof and the point of connection of said links 11 and 12 therewith. The said pivot 13 and the pivot 20 between said links 18 are of the elbow type, which are free to turn in one direction only, being limited against turning in the opposite direction by contact of the ends of said links with each other, said pivot being free to permit said links 11 and 12 to move downwardly at their free ends in folding said cart and said links 18 being free to move upwardly during the same operation. Thumb-nuts 21 are provided at the points of pivotal connection of said links 11 and 12 with said levers 1 and 2, and these are adapted to engage slotted quadrants 22, pivotally connected with arms 23, having pivotal connection at their lower ends with said links 18, and to which the backs 24 of said seats 17 are adjustably secured. To support said links 11 and 12 in their raised positions, slotted arms 25 are pivotally secured thereto between the ends of said links, and through the slots therein threaded projections on said levers 1 and 2, on which thumb-nuts 26 are disposed, pass, said thumb-nuts being adapted to clamp said arms 25 in position to support said links 11 and 12. Secured to said levers 1 and 2

between their ends are plates 27, the lower ends of which are connected by the curtain 28, which, together with said plates, constitute a box or receptacle to receive and protect the feet and legs of the occupants of the go-cart.

In order to render my said go-cart adaptable for sleeping purposes, I provide depending hinged plates 29 at the free ends of the seats 17, each of said plates being in the shape of a right-angled triangle and relatively oppositely disposed, so that when raised to a horizontal position they will close the opening between the opposing free ends of the seats 17, said plates being supported at their free ends in any desired manner—such, for instance, as by means of hooks disposed on the frame and adapted to enter openings in the free ends of said plates, as shown in Fig. 3.

In order to protect the occupants of the go-lever 1 a shade-roller 30, on which a water-cart from rain, I preferably dispose on said proof curtain 31 is disposed, which is adapted to be drawn to extend horizontally over the seat portion of the carriage and is adapted to be secured at its free end to a cross-bar 32, disposed between the free ends of slotted telescopic extensions 33, disposed on the lever 2, each of the said extensions being guided by means of projections on said cross-bar 10, passing through said slots, and by means of the thumb-bolt 21, also passing through the slot therein and adapted to clamp said extension to the lever 2 simultaneously with said quadrants 22.

In Figs. 4 and 5 I have illustrated a modified form of construction of my said go-cart which is adapted to seat only one child. The construction differs slightly from that shown in Figs. 1, 2, and 3 in that the levers 34 and 35 are of slightly different shape than the levers 1 and 2 and in that the seat-supporting bar 36 is provided with a longitudinal slot 37, in which a projection 38 on the upper free end of the lever 35 travels. The said bar 36 is provided between its ends with a projection 39, to which the back-supporting bar 40 is pivoted, the said pivot being disposed above the upper edge of said bar and the slot 37 being curved upwardly at its rear end and extending into said projection 39. The rear end of said bar 36 projects beyond the rear edge of the lever 34 and carries the thumb-bolt 41, by means of which the quadrant 42, supporting said bar 40, is clamped in any desired position. The said lever 34 is provided between its ends with a projection 43, through which the pivot of the bar 40 extends, and thus forms also the pivotal connection of said bar 36 with the lever 34. A link 44, constituting the arm of the seat, is pivotally secured at one end to the lever 34 and at its other end is pivotally secured to a lever 45, which is pivotally secured between its ends to the forward end of the bar 36 and at its

lower free end carries the foot-rest 46, which is hinged thereto, said hinge being so disposed that when said foot-rest 46 is practically horizontally disposed it is supported by contact of the rear projecting edge portion thereof with the lower end of said lever 45.

As indicated in Figs. 1 and 4, the runners 4 and 47 of the device may be replaced by the wheels, (indicated in dotted lines,) this being accomplished in any suitable manner.

It will be noted that my said go-cart folds up in a relatively very small space and is adapted for all uses to which devices of this character are put. The construction is particularly advantageous by reason of the fact that the back of the seat portion can be adjusted as desired, this being, so far as I am informed, an entirely new departure in folding go-carts. The construction, while efficient, is also very durable, the number of parts being relatively small and all connections being made with a view to affording the greatest possible strength.

I claim as my invention—

1. A folding go-cart comprising in combination two pairs of levers, each pair being pivotally connected with the other between the ends of both pairs, seat-supporting bars pivotally secured at one end to one of said pairs of levers and supported at their free ends upon a part of the frame, back-supporting members pivotally secured to said seat-supporting bars, adjusting and supporting means disposed on said last-named levers and said back-supporting members, arms pivotally secured to said last-named pair of levers above said seat-supporting bars, supporting means engaging said arms, runners provided with longitudinal slots pivotally secured to one of said pairs of levers, and projections on the lower free ends of the other pair of said levers traveling in said slots.

2. A folding go-cart comprising two pairs of oppositely-disposed lazy-tong levers connected by cross-bars, sled-runners pivotally secured at one end to the lower free ends of one of said levers of each pair and provided with longitudinal slots, projections on the lower free ends of the other levers traveling in said slots, seat-supporting means disposed on said levers and movable relatively thereto, arms disposed on said levers above said seat-supporting means and movable relatively thereto, a seat-back pivotally mounted on said seat-supporting means, and cooperating adjusting means disposed on said seat-back and on one lever of each of said pairs for adjusting the position of said seat-back relatively to said seat-supporting means.

3. A folding go-cart comprising two pairs of oppositely-disposed lazy-tong levers each having its free end portions offset to opposite sides and connected together by means of cross-bars, said end portions of said levers of each pair being adapted to approach each

other when said go-cart is folded, seat-supporting means disposed on said levers and having pivotal connection with one lever of each pair, a seat-back pivotally mounted on said seat-supporting means, slotted quadrants mounted on said back, thumb-bolts disposed on said last-named levers and adapted to engage said quadrants to support said seat-back in various positions, arms disposed above said seat-supporting means, a foot-rest disposed below said seat-supporting means, sled-runners having longitudinal slots pivotally secured to the lower free ends of one lever of each pair, and projections on the lower free ends of the runners of the other levers adapted to travel in said slots, the relative pivotal movement of said pairs of levers being limited by said runners.

4. A folding go-cart comprising two pairs of oppositely-disposed lazy-tong levers connected by cross-bars, said levers having their free end portions offset in opposite directions on opposite sides of their pivotal connections, sled-runners provided with longitudinal slots and having their ends curved upwardly pivotally secured at one end to the lower free ends of one lever of each pair, projections on the lower free ends of the other levers traveling in said slots and adapted when said levers move pivotally to turn said runners on their pivots upwardly at their free ends toward said levers, and seat-supporting means disposed on said levers and adapted to be moved by relative pivotal movement of the latter to substantially vertical, and horizontal positions respectively.

5. A folding go-cart comprising two pairs of oppositely-disposed lazy-tong levers connected by cross-bars, said levers having their free end portions offset in opposite directions on opposite sides of their pivotal connections, sled-runners provided with longitudinal slots, and having their ends curved upwardly pivotally secured at one end to the lower free ends of one lever of each pair, projections on the lower free ends of the other levers traveling in said slots and adapted when said levers move pivotally to turn said runners on their pivots upwardly, at their free ends toward said levers, flanges on the lower edges of said runners, and antifriction-rollers disposed on said projections and traveling on said flanges.

6. A folding go-cart comprising two pairs of oppositely-disposed lazy-tong levers connected by cross-bars, said levers having their free end portions offset in opposite directions on opposite sides of their pivotal connections, sled-runners provided with longitudinal slots, and having their ends curved upwardly pivotally secured at one end to the lower free ends of one lever of each pair, projections on the lower free ends of the other levers travel-

ing in said slots and adapted when said levers move pivotally to turn said runners on their pivots upwardly, at their free ends toward said levers, flanges on the lower edges of said runners, and antifriction-rollers disposed on said projections and traveling on said flanges, and seat-supporting means movably supported on said levers and adapted to be actuated by relative movement thereof.

7. A folding go-cart comprising two pairs of oppositely-disposed lazy-tong levers connected by cross-bars, said levers having their free end portions offset in opposite directions on opposite sides of their pivotal connections, sled-runners provided with longitudinal slots, and having their ends curved upwardly pivotally secured at one end to the lower free ends of one lever of each pair, projections on the lower free ends of the other levers traveling in said slots and adapted when said levers move pivotally to turn said runners on their pivots upwardly, at their free ends toward said levers, flanges on the lower edges of said runners, and antifriction-rollers disposed on said projections and traveling on said flanges, and seat-supporting means movably supported on said levers and adapted to be actuated by relative movement thereof, a seat-back pivotally secured to said seat-supporting means, and coacting supporting devices disposed on said seat-back and said levers for adjustably supporting the former.

8. A folding go-cart comprising two pairs of oppositely-disposed lazy-tong levers connected by cross-bars and constituting a folding frame, one lever of each pair being longer than the other and said longer levers constituting handle-bars for propelling the vehicle, traction devices disposed on the lower free ends of said levers, seat-supporting means disposed on said levers above their pivotal connections with each other, said seat-supporting means being movable relatively to said levers and actuated by relative movement of the latter to vary the position of said seat-supporting means, longitudinally-movable extension members disposed on the upper end portions of said shorter levers, a cross-bar connecting the same at their free ends, a shade-roller disposed on the upper end portions of said longer levers, and a shade carried thereby and adapted to be drawn, to form a roof over said seat-supporting means and secured at its free end to said cross-bar of said extension members.

In testimony whereof I have signed my name in presence of two subscribing witnesses.

ISIDOR RAUTENBERG.

Witnesses:

RUDOLPH WM. LOTZ,
E. F. WILSON.