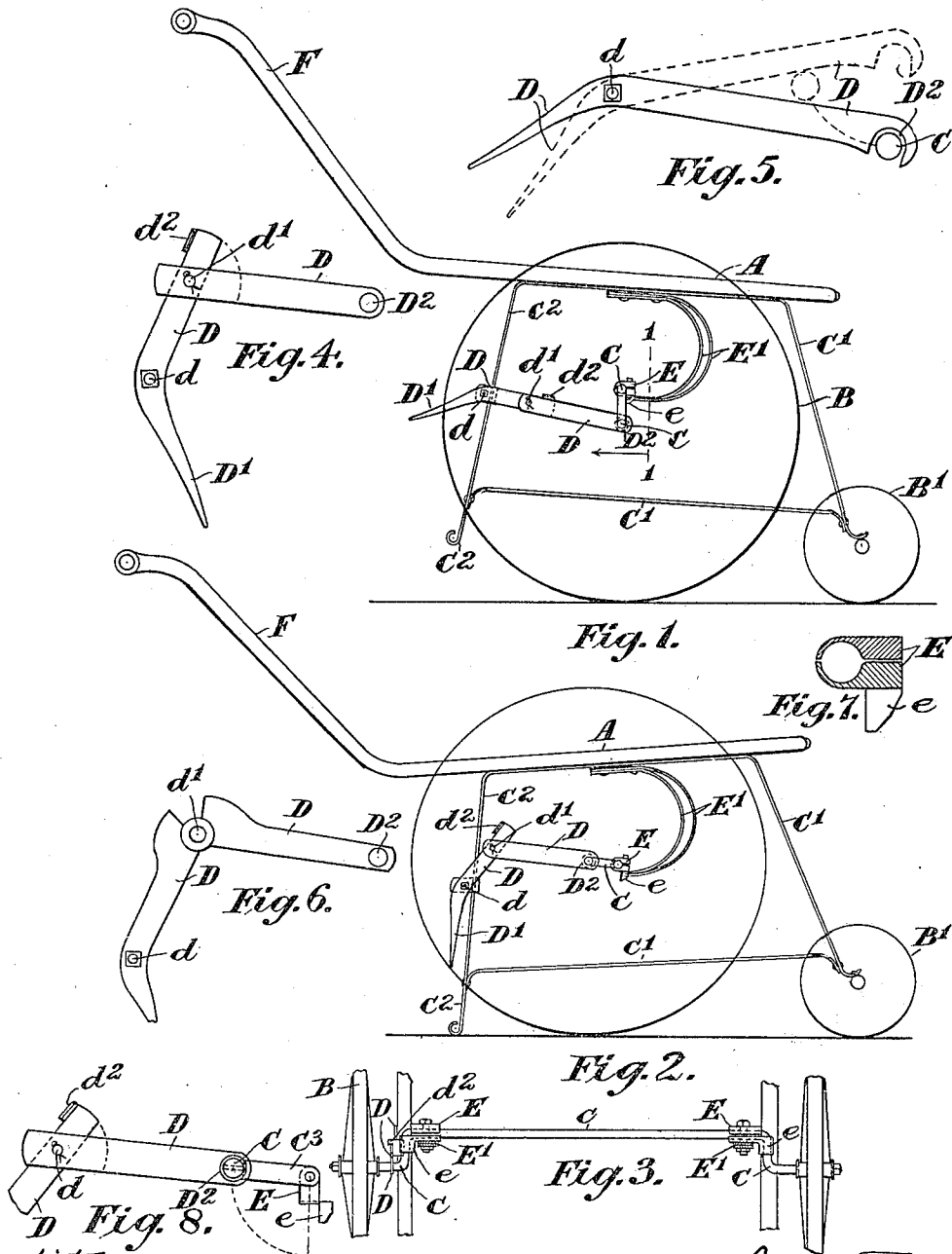


No. 839,624.

PATENTED DEC. 25, 1906.

J. F. McNEILL.
GO-CART.

APPLICATION FILED NOV. 25, 1905.



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GO-CART.

No. 839,624.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN FRANCIS McNEILL, a subject of the King of Great Britain, residing at the corner of Spencer and Bourke streets, Melbourne, in the State of Victoria, Commonwealth of Australia, have invented certain new and useful Improvements in Go-Carts and the Like, of which the following is a specification.

This invention provides improvements with a view to obviate many of the defects in the existing constructions of go-carts and the like baby-carriages.

In explanation it is mentioned that go-carts as now constructed have rear supporting-legs, the length and normal position of which prevent the elevation of the gutter-wheels sufficiently to surmount curbstones, steps, or other obstacles. With some constructions, in which these legs are fixtures, it is often necessary to turn the go-cart completely round and drag it over the obstacle, while in others, in which these legs are pivotally connected to a part of the go-cart, devices more or less troublesome and inconvenient to operate are provided for raising or swinging the legs out of position when it is required to raise the gutter-wheels to surmount obstacles. Another disadvantage in most constructions of go-carts is that when left unattended to and resting on ground having any slight incline they are apt to move of their own accord, an occurrence often attended with serious results. By this invention these disadvantages are removed and an improved go-cart or the like is provided having its supporting-legs so positioned that when in its wheeling or normal position the go-cart may be tilted to any ordinary angle—as, for example, when passing over high curbstones or steps—without the ends of these legs striking the ground. When, however, it is required to rest the go-cart, simple and effective means are provided by which the go-cart body is lowered relatively to the main wheels, bringing the supporting-legs into a position that they now contact with the ground and support the go-cart so securely that all possibility of its moving of its own accord is removed. Then by merely elevating the pushing-handles the go-cart body is automatically brought back to its raised or normal position, when the cart may be wheeled either forwardly or rearwardly, as may be desired.

With these and other objects in view the invention consists of the features of construc-

tion, combination, and arrangement of parts hereinafter fully described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation, with parts omitted, of a go-cart in its wheeling or normal position, showing the supporting-legs clear of the ground. Fig. 2 is a side elevation of the same in its "fixed" position, the go-cart body being lowered and the supporting-legs in contact with the ground. Fig. 3 is an elevation in vertical transverse section on line 1 1, Fig. 1. Fig. 4 is an enlarged view of the operating rod or lever in side elevation. Figs. 5 and 6 show on an enlarged scale modified forms of the operating rod or lever. Fig. 7 is an enlarged view of a bearing and stop for the axle-bar, and Fig. 8 shows in side elevation the operating rod or lever when used in combination with a swinging axle-bar.

In the views the letter A designates the seat or support for the go-cart body, B the main wheels, and B' the gutter-wheels. The main-wheel axle-bar, which in Figs. 1, 2, and 3 is shown cranked in order that the go-cart body may be, when desired, conveniently lowered relatively to the main wheels, is marked C.

C' represents any suitable framing for the go-cart, and C² the rear supporting-legs. These legs are fixed, and, as shown in the drawings, they may form part of the go-cart frame.

D is a short operating rod or lever fulcrumed, as by a pivot *d*, to a supporting-leg or to any other suitable part. This operating rod or lever D is provided at its rear end with a treadle portion, as the foot-latch D', and has axle-connecting means, as indicated by D². Although it may be made in one piece, as illustrated in Fig. 5 of the drawings, said operating-lever in its preferred form consists of two pieces pivotally connected—butt-hinged or otherwise jointed—as at *d'*.

*d*² is an overlapping piece or stop firmly keeping in position the two parts of operating-lever D when the go-cart is in its wheeling or normal position.

The bearings for the main-wheel axle-bar are marked E and are shown provided with projecting pieces or stops *e* to prevent the too-far-forward motion of the axle-bar C.

E' represents any suitable spring-supports for the go-cart, and the pushing-handles are marked F.

Referring to Fig. 8, the operating rod or lever D is illustrated in combination with a swinging axle-bar, although for neatness in appearance and effectiveness the cranked axle-bar is preferred. An ordinary axle-bar C is secured by suitable means to a revolvable arm C³ and when in operation swings as indicated by the dotted line X, while in resuming its normal position the lug or stop *e* prevents it swinging too far forward. It will thus be seen that when the go-cart is in its raised or wheeling position (illustrated in Fig. 1) the axle-bar is kept in position by the action of the operating-lever D and the stops *e*, and the go-cart may be tilted to raise the gutter-wheels onto a curb-stone or over an obstacle without inconvenience, as the ends of the supporting-legs project but slightly beyond the main-wheel periphery.

When it is required to relieve the pushing-handles of their support or to rest the go-cart on the ground, by depressing the foot-latch D' the lever D exerts a pull on the axle-bar C and releases the same. Then by a downward movement of the pushing-handles F the go-cart body is lowered relatively to the main wheels until the supporting-legs contact with the ground, (illustrated in Fig. 2,) all chance of the go-cart moving of its own accord being thereby removed.

It will be readily understood that the supporting-legs C² may be so positioned that when the go-cart is in its normal position their lower ends do not project at all beyond the main-wheel periphery, and yet by depressing the foot-latch D' said legs are lowered sufficiently to firmly support the go-cart. I find it advisable, however, to so position the legs that in case the pushing-handles are relieved of their support without the lever D being operated the go-cart will not be upset should the weight be thrown from the front to the rear of the go-cart. As will be understood, however, sundry variations and modifications may be made while still retaining the essential features of the invention.

When the go-cart is in its fixed position, by merely elevating the pushing-handles the cart is immediately brought to its normal or wheeling position and may be wheeled either forwardly or rearwardly. The axle-bar and the operating-lever are caused by gravity to resume their normal positions, the go-cart body and the supporting-legs being raised into the position as seen in Fig. 1 of the drawings.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A go-cart comprising a crank-axle, main wheels journaled upon the crank-axle, a gutter-wheel, a frame secured to the axle

of the gutter-wheel and to the crank-axle, said frame being provided with a supporting-leg, and means by which the crank-axle may be operated to lower or raise the supporting-leg.

2. A go-cart comprising a crank-axle, main wheels journaled upon the crank-axle, a gutter-wheel, a frame secured to the axle of the gutter-wheel and to the crank-axle, said frame being provided with a supporting-leg, and means carried by the supporting-leg and connected with the crank-axle and by which said axle may be operated to lower or raise the supporting-leg.

3. A go-cart comprising a crank-axle, main wheels journaled upon the crank-axle, a gutter-wheel, a frame secured to the axle of the gutter-wheel and to the crank-axle, said frame being provided with a supporting-leg, and a pivotally-mounted lever having engagement with the crank-axle and by means of which the axle may be operated to lower or raise the supporting-leg.

4. A go-cart comprising a crank-axle, main wheels journaled upon the crank-axle, a gutter-wheel, a frame secured to the axle of the gutter-wheel and to the crank-axle, said frame being provided with a supporting-leg, and a pivotally-mounted lever having one end connected to the crank-axle and its other end provided with a pedal portion, said lever providing means by which the crank-axle may be operated to lower or raise the supporting-leg.

5. A go-cart comprising a crank-axle, main wheels, journaled upon the crank-axle, a gutter-wheel, a frame secured to the axle of the gutter-wheel and to the crank-axle, said frame being provided with a supporting-leg, and a pivotally-mounted lever having connection with the crank-axle, said lever comprising two sections pivotally connected together and providing means by which the crank-axle may be operated to lower or raise the supporting-leg.

6. A go-cart comprising main wheels, a gutter-wheel, a frame provided with a supporting-leg, said frame being connected to the axle of the gutter-wheel, means by which the frame is connected to the axle of the main wheels, said means being provided with a stop, and means by which the axle may be shifted rearwardly to lower the supporting-leg and shifted forwardly into engagement with said stop to raise the supporting-leg.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN FRANCIS McNEILL.

Witnesses:

A. J. CALLINAN.

F. CALLINAN.