M. J. FOYER & O. KURZ.

GO-CART.

APPLICATION FILED OCT. 25, 1907.

1,021,589.

Patented Mar. 26, 1912.

3 SHEETS—SHEET 1.

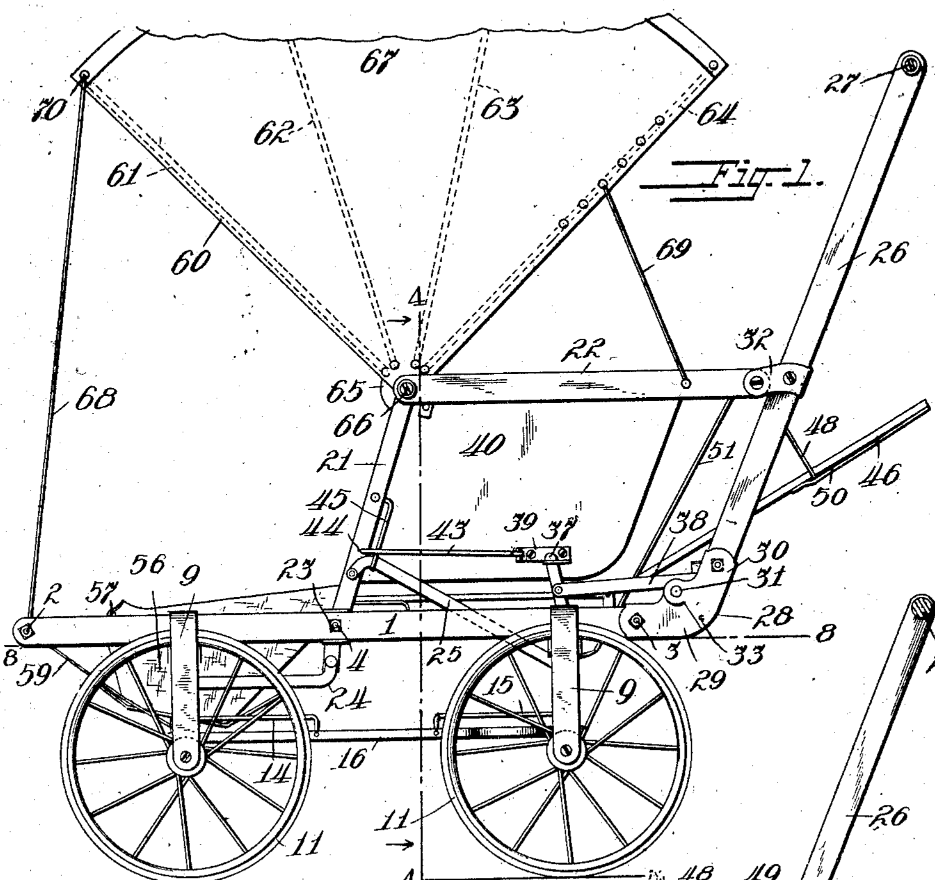

Fig. 1.

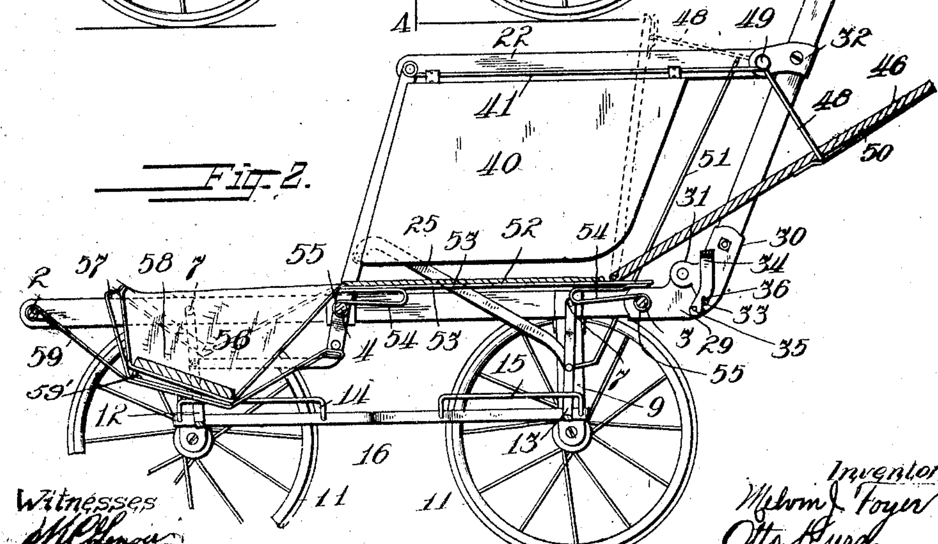

Fig. 2.

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3 SHEETS—SHEET 2.

Fig. 3.

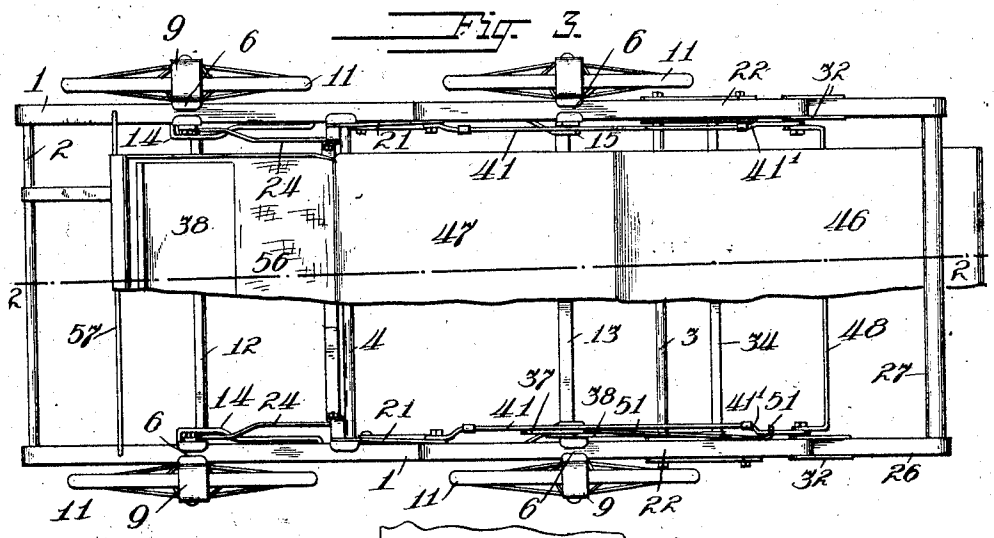


Fig. 4.

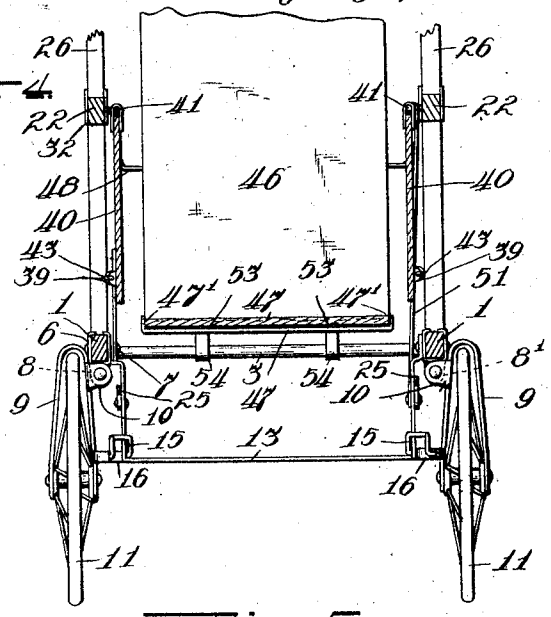
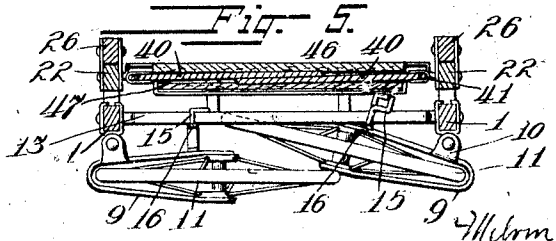


Fig. 5.



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3 SHEETS—SHEET 3.

Fig. 6.

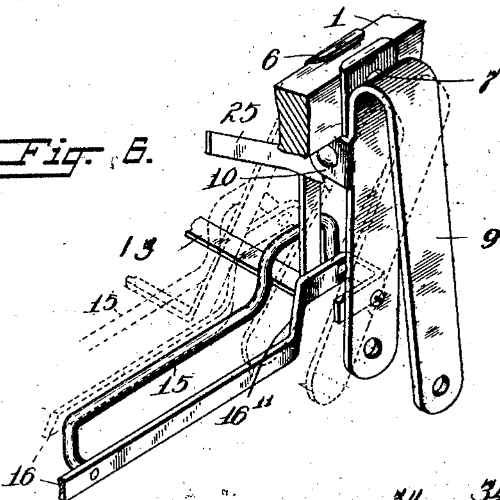


Fig. 7.

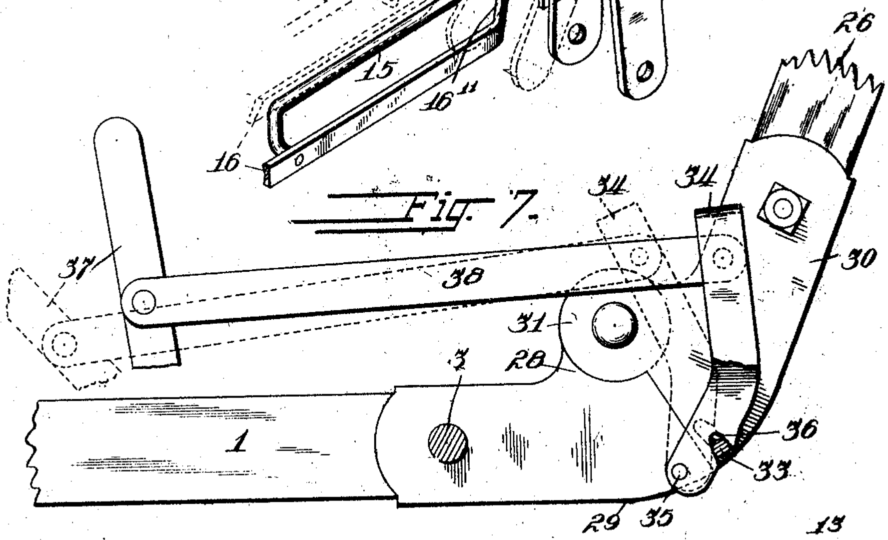


Fig. 8.

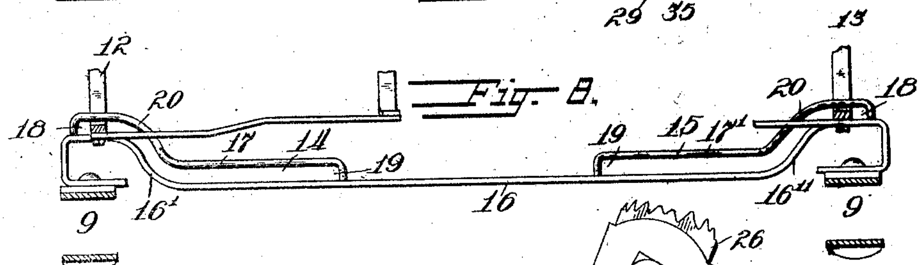
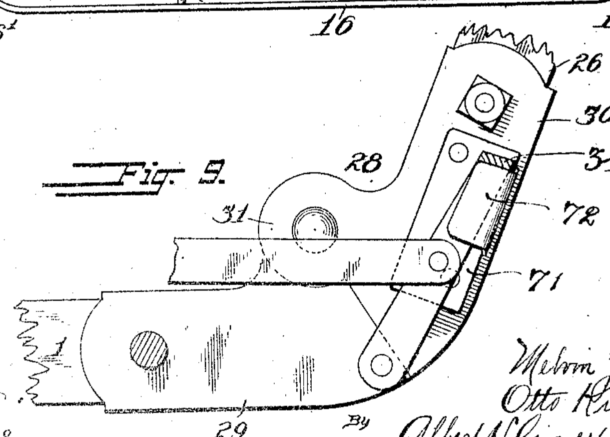


Fig. 9.



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UNITED STATES PATENT OFFICE.

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GO-CART.

1,021,589. Specification of Letters Patent. Patented Mar. 26, 1912.

Application filed October 25, 1907. Serial No. 398,171.

To all whom it may concern:

Be it known that we, MELVIN J. FOYER and OTTO KURZ, a citizen of the United States and a subject of the Emperor of Germany, respectively, both residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Go-Carts, of which the following is a specification.

This invention relates to improvements in go-carts.

Among the more important features of the invention are to provide improved mechanism whereof the folding and unfolding movements of the wheel supports and wheels are accomplished in a positive and effective manner; to provide improved means for locking the wheel yokes rigidly in operative position; to provide improved mechanism for positively locking the handle frame, and through this the remainder of the mechanism, in extended or operative position; to provide for the cart body inflexible or substantially inflexible sides, combined with mechanism whereby these sides are automatically and reliably folded and unfolded concurrently with the folding and unfolding of the other mechanism; to provide improved means for reliably holding the back in a normal nearly upright position and also in changed reclining position; to provide in conjunction with the last mentioned mechanism means for automatically accomplishing the proper folding of the back support regardless of which of its two positions it may occupy at the time the operator commences to fold the cart; to provide improved means for mounting the wheels upon the main frame; to provide improved means for supporting when in operative position, and confining when in folded position, a flexible front foot support or boot of the body; to provide in conjunction with such a folding boot means for supporting the footboard of the latter elevated above its normal position to form a suitable foot rest when the back is in reclining position; to provide an improved folding hood or canopy together with means for suitably supporting it in extended position; and in general to provide simplified and improved details of construction and arrangement which contribute in the production of an economically constructed, light, durable and ornamental vehicle of the character referred to.

The invention consists in the matters hereinafter described, and more particularly pointed out in the appended claims.

Referring to the drawings—Figure 1 is a view in side elevation of a go-cart embodying the invention; Fig. 2 is a longitudinal vertical section through the cart taken on line 2—2 of Fig. 3; Fig. 3 is a view partly in plan and partly in section of the cart; Fig. 4 is a cross sectional view taken approximately on line 4—4 of Fig. 1 and looking in the direction of the arrows; Fig. 5 is a rear end view of the cart folded; Fig. 6 is a detail in perspective of one of the wheel yokes, a fragmentary portion of one of the side bars and cam mechanism associated with these parts; Fig. 7 is a detail in side elevation of the hinged connection between the handle frame and one of the side bars, together with certain connected parts; Fig. 8 is a horizontal sectional view taken approximately on line 8—8 of Fig. 1 and looking downwardly; Fig. 9 is a fragmentary detail showing a modified construction of locking bail.

In the drawings, 1, 1, designate two main side bars connected with each other by front, rear and intermediate cross bars, 2, 3 and 4, respectively, to form a rigid running gear frame. Upon each side bar are mounted two clips, 6, 6, one for each wheel yoke; these clips being formed to substantially surround and embrace the side bars and being bolted thereto by through-bolts 7 (see detail Fig. 6). Each clip has at its lower side a pair of parallel pivot ears 8, 8′, standing at right angles to the length of the side bar. To the ears of each clip is pivotally connected a wheel-yoke 9 consisting of a single piece of strap metal bent into approximately inverted U-shape and provided on its inner leg with integral laterally projecting ears 10 which overlap the pivot ears of the clips 6 and are united to the latter. Suitable wheels 11 are journaled between the arms of each yoke.

The positions of the wheel yokes are changed and controlled by means of pivoted bails, one 12 for the front pair and another 13 for the rear pair, which bails depend between and are connected at their upper ends to the main side bars 1, being conveniently pivotally mounted upon the same through-bolts 7 which serve to hold the clips 6 in position. To coöperate with these cam bails, cam loops 14 and 15 are provided, mounted

upon the inner sides near the lower ends of the wheel yokes. In the preferred construction the two cam loops at each side are yoked together. That is to say, a bar 16 extends between and is at its end rigidly connected to each of the two yokes, as shown clearly in Fig. 8; the end portions of this bar being inset and properly shaped to form the outer cam portions 16′ and 16″ of the respective cam loops, and the inner members of said loops being formed by shorter cam bars 17 and 17′ suitably attached rigidly to the main bar 16. Each cam loop, as viewed in plan, comprises an outer straight longitudinal portion 18, an inner straight longitudinal portion 19 and an intermediate curved portion 20. Moreover, as viewed in side elevation, the cam bars 17 and 17′ stand in a plane above the cam bar 16 at a distance from the latter approximately equal to the width of the bails 12 and 13. Normally the legs of the bails occupy the straight outer portions 18 of the respective cam loops, and said portions being at right angles to the planes of pivotal movement of the wheel yokes they obviously lock the latter positively against oscillatory movement. As the two bails 12 and 13 are oscillated in a manner to bring their lower ends inward or toward each other they first encounter the curved portions of the inner side cam loops, thus swinging the yokes inwardly, and as the bails pass out of the curved portions the inward movement of the yokes and incident rolling movement of the cam loops causes the straight horizontal bottom portion of the bail to encounter the inner members of the cam loops and continue the folding movement of the yokes, lifting the latter into their fully closed position as the bail reaches the end of its oscillation. The unfolding movement will, of course, be exactly the reverse, the outer sides of the cam loops being at this time chiefly effective. The cam loops at one side of the vehicle have their curved portions set slightly more remote from each other than those of the opposite side so as to impart a somewhat earlier or quicker folding movement of the wheels at that side and permit the opposite wheels to fold over the latter. In this connection it will be seen that since the two wheels at each side are yoked together by the rigid bar 16, a single cam loop and operating bail might be made to fold both wheels, although obviously such a construction would require somewhat heavier stock for the cam mechanism and would objectionably add to the weight of the vehicle, or, if not made heavier, leave it less rigid.

As an extremely simple and effective means of operating the cam bails a leverage mechanism is provided, comprising a pair of levers, preferably united together at their lower ends to form a lever bail 21, to the upper ends of which are connected the side arms 22 of the body. The lever bail is pivotally connected, as indicated at 23, to each of the side bars and operatively connected with the respective cam bails 12 and 13, at each side by links 24 and 25 connected to the lever bail at points respectively below and above its pivotal axis. By this simple expedient oscillation of the lever bail in one direction draws the two cam bails toward each other, and in the other direction thrusts them apart.

The lever bail is operated from the handle frame, through the arms 22. The handle frame comprises a pair of upright bars 26 connected at their upper ends by a cross bar 27 and each connected to the corresponding side bar 1 by what may be aptly termed a rule joint 28. That is to say, the side bars and handle bars are respectively provided with joint clips, as 29 and 30, having overlapping pivot ears united as indicated at 31, the clips being so formed as to provide abutting shoulders which limit the unfolding movement of the handle frame. Each handle bar is provided intermediate its length with a clip, as 32, to which the corresponding end of the arm 22 is pivotally connected, as shown clearly in the drawings.

In order to lock the handle frame in its normal or operative position, a cross-rod 33 is arranged to extend through the heel portions of the two clips 30 of the handle bars, and with this cross-rod is arranged to coöperate a locking bail 34 (see Fig. 2) which has the ends of its two arms pivoted to the respective side bars, as indicated at 35, and is provided in the rear edges of said arms with hook-shaped notches 36, which, when the handle frame is fully open, engage the cross-rod 33 and thus lock the two members of each rule joint rigid with each other. This bail may be operated by grasping it from the rear, and is a convenient means of operating a pair of locking-levers 37 connected with the bail by means of corresponding links 38; each lever 37 being pivoted at its lower end to one of the side bars 1 and being normally held locked in a hook-clip 39 secured to the corresponding folding side plates 40 of the body, as hereinafter further explained.

The side members 40 in conjunction with the operating mechanism for the same constitutes one of the important features of the present invention. Each of these members is a substantially inflexible plate, preferably made of light material, such as laminated wood, ratan work or the like arranged to depend inside of the arm 22 and corresponding lever bail arm, and pivotally suspended upon a rod 41 mounted upon and slightly spaced away from the arm, as shown clearly in Fig. 2. To impart an inwardly folding movement to the side bodies,

each is provided with a link 43, which at one end is pivotally connected with the lower part of the side body about mid-length of the latter, desirably to the hook clip 39, and at its opposite end is pivotally connected with the corresponding arm of the lever bail, as indicated at 44, by means of an eye formed on the rod and passing through a suitable aperture in the lever bail. The operating link 43, when the side body is in normal position, stands slightly forwardly divergent from the side body, so that as the lever bail is oscillated forwardly, thus carrying with it the side body bodily, the link traveling longitudinally less rapidly constitutes a strut resistance which imparts an infolding movement to the side body. This infolding movement is resisted by a spring finger 45 rigidly mounted upon the lever bail and at its free end depending and engaging the inner side of the link 43. The operating mechanisms for the two side bodies are alike, except that the suspension rods 41 upon which the side bodies are pivotally mounted are provided with limiting shoulders or bends 41′, located in the one case somewhat in advance of the other. It will be noted that the side bodies have a slight longitudinal sliding movement upon these suspension rods and commence to fold inwardly when this sliding movement is arrested by the shoulders 41′, and by setting one shoulder in advance of the other a properly timed movement of the two side bodies is secured, insuring the folding of one in advance of the other.

As a further important feature of the present invention, an adjustable folding back member 46 is provided; this member being desirably made of light, rigid material, padded or cushioned as to its inner surface, being of a width to move freely between the upright handle bars and hinged at its lower end to a cross-strap 47 (see Fig. 4) provided with upturned hinge-ears 47′, and itself mounted to extend between two superposed members of a supporting spring mechanism, about to be described. The back member is supported in either of two positions of adjustment by means of a bail 48, the arms of which are conveniently pivoted on the pivot bolts 49 which unite the arms 22 with the handle bars. This bail extends through a loop 50, preferably flexible, secured to the back side of the back member, as seen clearly in Figs. 1 and 2, the lower end of the loop terminating in such relation to the bail as to hold the back member braced in nearly upright position, as indicated in dotted lines in Fig. 2, or suspended in reclining position, as indicated in full lines in said figure. The nearly upright position may be considered as the normal position of the back, and it is necessary that the supporting bail 48 be swung upwardly to permit the back to assume a position more nearly parallel with the plane of the handle frame as the cart is folded. To effect this movement, strut rods 51 are connected at their lower ends with the corresponding legs of the rear cam bail, and extend thence upwardly to and terminate in right angle shoulders which engage the under sides of the respective arms of the bail 48. In the folding movement of the cart these strut rods 51 lift the bail, and so swing the back toward the handle frame.

52 designates the seat-board, which is attached to the lower end of the back 46 and extends thence forwardly to a point approximately coincident with the lever bail arms 21. This seat-board rests upon a spring mechanism of peculiar construction, comprising two or more flat spring bars 53 upon which the seat-board directly rests, and the ends of which bars are united with U-springs 54, the lower leaves of which are provided with eyes 55 which fit upon the cross-rods 3 and 4, respectively.

A flexible foot-rest or boot, designated as a whole 56, is connected with the front end of the seat-board, the front edge of this boot being suspended on a cross-rod 57 extending between the side bars 1 (see Fig. 3). In the bottom of the boot is arranged a rigid foot-board 58. In order to support this foot-board when the vehicle is in operative position, and to confine the boot in collapsed condition when the cart is folded, a pair of straps 59 are provided, each strap having one end connected with the front cross-rod 2 of the main frame and its opposite loop around the lower end of the lever bail. The movement of the lever bail in the folding movement of the cart draws these straps taut and thus collapses the boot underneath the folded front wheels, while when the cart is open the straps relieve the fabric of the boot from the weight of the child. In order that the foot-board may be lifted up and secured in approximately upright position to accommodate the feet of the child when resting in reclining position, hooks 59′ are secured to the under side of the foot-board and adapted to be hooked over the cross-rod 57, thus holding the foot-board in the position indicated in dotted lines in Fig. 2.

As a further feature of improvement we provide a folding hood or canopy which is so constructed that it may be collapsed and folded up compactly with the remainder of the cart. Referring to Fig. 1, 60 designates as a whole the canopy, which comprises a plurality of bows, as 61, 62, 63 and 64 pivotally united at their lower ends with union pieces 65, which latter are in turn pivoted upon the pivot bolts 66 which unite the side arms with the lever bail. These bows are covered with the usual flexible covering 67, extended over the top and sides, and the

canopy is open at front and rear. In order to hold the canopy extended, front confining straps 68 are provided which extend from the front upper edge of the canopy downwardly to and are attached to the front ends of the side bars, while similar securing straps 69 connect the rear bow with the respective arms 22. Desirably a button 70 is provided at the upper end of the front bow 61 at each side, and similar buttons at the upper ends of each of the two intermediate bows 62 and 63. By detaching the straps 68 and applying them to the buttons on the bow 62 or 63, the front portion of the canopy may be folded back so as to partially collapse the same. It will be noted that the length of the bows is such that they reach over the upper end of the back member 46, and thus do not interfere with the latter in folding. It will also be understood that the width of the canopy is such that the several bows fold between the lateral edges of the back member 46 and the side handle bars 26 and arms 22.

In Fig. 9 is shown a view similar to Fig. 7, wherein a modified form of the locking bail mechanism is detailed. Instead of notching the upright legs of the locking bail a sheet metal clip 71 is secured to the inner face of each of the joint members 30, which clip is provided with a lug or ear 72 formed integrally with one edge of the clip and folded back so as to overlie the inner face of the latter and stand at a distance therefrom equal approximately to the thickness of the bail arm. This clip is so located that when the bail arm rests between the ear and the face of the clip the bail bar 34' engages the upper end of the ear and so locks the member 30 rigid with the member 29 of the joint. The remainder of the mechanism is precisely the same as that previously described. This construction dispenses with the locking bar 33 and avoids the necessity of notching the locking bail arms to engage this bar and at the same time affords a somewhat stronger construction and one less liable to become bent so as to render it inoperative.

From the foregoing description it will be understood that we accomplish the several stated objects of the invention and produce a cart which is at once simple, economical of manufacture and extremely convenient especially in the matter of folding and unfolding. Furthermore the cart is so constructed as to insure greatest safety and comfort to the occupant. That is to say, the substantially inflexible sides prevent danger of the child falling out, and the various adjustments provided for enable the vehicle to be made most comfortable for the child whether sitting upright or resting in reclining position. It will be further understood that while we have shown a preferred embodiment of the invention, nevertheless the details of construction and arrangement may be modified without departing from the spirit of the invention.

We claim as our invention:

1. In a go-cart, the combination with the running gear frame having side bars, of wheel supports pivotally connected to said side bars and foldable beneath the latter, front and rear cam loops mounted upon the inner sides of the wheel supports near the axles on which the wheels are mounted, an operating bail for each laterally opposite pair of wheels, and operative interconnections whereby said bails are moved together.

2. In a go-cart, the combination with the running gear frame, of a pair of laterally opposite wheel supports pivotally connected at their upper ends to the respective sides of said running gear frame, a cam-shaped loop mounted upon the inner side near the lower end of each wheel support, and an operating bail having its arms pivotally connected with the respective sides of the running gear frame and extending through said loops and operatively engaging the same.

3. In a go-cart, the combination with the running gear frame having side bars, of front and rear wheel supports pivotally mounted upon one of said side bars and foldable transversely beneath the running gear frame, a cam bar extending between and having its ends rigidly connected with said wheel supports, supplemental cam strips mounted upon said cam bar at each end thereof and forming in conjunction with the latter cam loops, and cam arms pivotally mounted upon the running gear frame above the respective cam loops and extending through and operatively engaging the latter.

4. In a go-cart, the combination with the running gear frame and one of the side bars thereof, of a pair of wheel supports pivotally mounted upon said side bar near the front and rear ends thereof, a cam bar the ends of which are rigidly connected to the respective wheel supports, supplemental cam strips rigidly connected with said cam bar at points transversely opposite the wheel supports and forming with the cam bar cam loops, cam arms pivotally mounted upon the running gear frame and extending through the corresponding cam loops, a lever for actuating said cam arms, and link connections between said lever and cam arms whereby the latter are actuated simultaneously.

5. In a go-cart, the combination with the running gear frame comprising a side bar extending longitudinally at each side thereof, of front and rear wheel supports pivotally mounted to each of said side bars and foldable transversely beneath the running gear frame, longitudinally disposed cam

loops mounted upon the inner sides of each of said several wheel supports, a cam bail for each transversely opposite pair of wheel supports, each cam bail having its arms pivotally connected to the respective side bars and its intermediate portion extending through the corresponding cam loops, a lever bail having each of its two side arms pivoted between their ends to the side bars at points between the front and rear cam bails, a pair of forwardly extending links connecting the two sides of the front cam bail with the corresponding arms of the lever bail, a pair of rearwardly extending links connecting the two sides of the rear cam bail with the respective arms of the lever bail, a folding back frame pivotally connected with the running gear frame, and operative connections between said folding back frame and said lever bail whereby the movement of the back frame into folded position operates the cam bails.

6. In a go-cart, the combination with the running gear frame comprising a side bar extending longitudinally at each side thereof, of front and rear wheel supports pivotally mounted on each of said side bars and foldable transversely beneath the running gear frame, longitudinally disposed cam loops mounted upon the inner sides of each of said several wheel supports, a cam bail for each transversely opposite pair of wheel supports, each cam bail having its arms pivotally connected to the respective side bars and its intermediate portion extending through the corresponding cam loops, a lever bail having each of its side arms pivoted between their ends to the side bars at points between the front and rear cam bails, a pair of forwardly extending links connecting the two sides of the rear cam bail with the respective arms of the lever bail, and a folding back frame pivotally connected with the running gear frame and with the corresponding sides of said lever bail.

7. In a folding go-cart, the combination with a running gear frame having side bars and a folding handle frame, of hinge connections between the handle frame and side bars, and means for locking the handle frame rigid with the running gear frame comprising a bail having its two arms pivotally connected at their lower ends to the respective side bars, the rear edges of said arms being provided with hook-shaped notches, and a rod connecting the side members of the handle frame with which said notches are adapted to interlock when the handle frame is in extended position.

8. In a folding go-cart, the combination with a main body frame, of a running gear frame, a folding handle frame and side arms pivotally connected thereto, a rigid or non-flexible side body pivotally mounted upon each side arm, and means imparting folding movement to each side body concurrently with the folding of said handle frame, said means including pivoted connections between said side arms and said side body members.

9. In a folding go-cart, the combination with a seat-board, a folding handle frame, and an arm frame at each side comprising a pivoted upright and an arm proper pivotally connected with the upright at one end and with the folding handle frame at its other end, of substantially inflexible folding side bodies associated with the respective arm frames, each side body being pivoted to the corresponding arm proper, and means for effecting the infolding of each side body, comprising a link connected at one end with a part of the side body and at its opposite end connected with the upright member of the arm frame.

10. In a folding go-cart, the combination with a running gear frame and seat-board thereon, a folding handle frame connected to the running gear frame, an arm frame forming jointed connections between the intermediate portions of the handle frame and running gear frame, of substantially inflexible side bodies hinged at their upper edges to the respective upper members of the arm frames, and means for locking said side bodies in operative position comprising oscillatory levers mounted upon the running gear frame and retaining clips mounted upon the respective side bodies and adapted to interlock with said levers.

11. In a folding go-cart, the combination with a running gear frame and seat-board thereon, a folding handle frame connected to the running gear frame, an arm frame forming jointed connections between the intermediate portions of the handle frame and running gear frame, of substantially inflexible side bodies hinged at their upper edges to the respective upper members of the arm frames, a locking bail associated with the running gear frame and handle frame and serving to lock the two rigidly together, locking levers pivoted to the running gear frame at the respective sides thereof and arranged to extend at their upper ends in overlapping relation to said side bodies, hook clips upon the respective side bodies adapted to interengage with said locking levers, and links connecting the respective locking levers with said locking bail.

12. In a folding go-cart, the combination with the running gear frame, a folding handle frame pivoted to the running gear frame and arm frames forming jointed connections between said handle frame and running gear frame at each side thereof, of substantially inflexible sides pivoted at their upper edges to the respective upper members of said arm frames, links connecting the respective side

bodies with the upright members of the arm frames whereby the flexing of the jointed members of the arm frames effects the infolding movement of the side bodies, and springs arranged to oppose the infolding movements of the respective side bodies.

13. In a folding go-cart, the combination with a running gear frame provided with cross bars, and a bottom or seat-board, of a set of springs supporting said seat-board from the running gear frame comprising a strap member which directly underlies the seat-board, and a pair of V-springs, one at each end of said strap member, each having one leaf rigidly united with the strap member and its opposite leaf formed into a terminal eye pivotally connected with a corresponding cross frame member of the running gear frame.

14. In a folding go-cart, the combination with a running gear frame provided with cross bars, and a bottom or seat-board, of a set of springs supporting said seat-board from the running gear frame comprising a strap member which directly underlies the seat-board, and a pair of V-springs, one at each end of said strap member, each having one leaf rigidly united with the strap member and its opposite leaf formed into a terminal eye pivotally connected with a corresponding cross frame member of the running gear frame, said V-springs being reversely disposed relatively to each other.

15. In a folding go-cart, the combination with the running gear frame provided with a front end cross bar and a front cross-rod, and a seat-board carried by said running gear frame, of a collapsible boot connected with the front end of the seat-board at one end and with said cross-rod at its opposite end and normally depending below said seat-board and cross-rod as to its intermediate portion, a pivotally mounted cam bail associated with said running gear frame, and a plurality of confining and supporting straps arranged to underlie and support said boot, each of said straps having one end connected with said cross-bar and its opposite end connected with said cam bail whereby the closing or folding movement of the cart retracts said cam bail and draws said straps taut.

16. In a folding go-cart, the combination with the running gear frame and folding handle frame hinged to the rear end of said running gear frame, of a seat-board, a back hinged at the rear end of said seat-board, a bail having its arms pivotally connected with the handle frame and its intermediate portion operatively engaged with said back, and means associated with said bail and a relatively movable member of the cart frame whereby the folding movement of the handle bar oscillates the back supporting bail toward a position parallel with the handle frame.

17. In a folding go-cart, the combination with a running gear frame and seat-board thereon, a folding handle frame connected to the running gear frame, arm frames forming jointed connections between the intermediate portions of the handle frame and running gear frame, of substantially inflexible side bodies hinged at their upper edges to the respective upper members of the arm frames, and means for locking said side bodies in operative position.

18. In a folding go-cart, the combination with a running gear frame, a folding handle frame connected to the running gear frame, arm frames forming jointed connections between the intermediate portions of the handle frame and running gear frame, of substantially inflexible foldable side bodies hinged on the arm frames, and means for preventing folding movement of said side bodies when in extended position.

19. In a folding go-cart, the combination with a folding handle frame and folding side arms operatively connected with said handle frame, of a side body supported on each side arm and shiftable longitudinally upon the latter, and operative connections between each side body and a relatively movable part of the folding mechanism, whereby the differential movement of the side arms and parts to which the side bodies are operatively connected effects shifting movements of the side bodies along the respective side arms and concurrent folding movement of the same.

20. In a folding go-cart, the combination with a main body frame, of a folding handle frame and side arms, a side body mounted upon each side arm, and pivotally connected thereto, and means imparting folding movement to said side bodies concurrently with the folding of said handle frame.

21. The combination, in a vehicle, of a body frame, a back frame pivoted thereto, arms pivoted to said back frame, members extending between the front ends of said arms and the body frame and pivoted to both, sides pivoted to said arms, and braces pivoted to the members connecting the arms and the body frame and arranged as described, whereby when the back frame is pushed forward said braces will cause said sides to fold inwardly toward each other.

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Witnesses:
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