

[54]	COMBINATION GOLF CADDIE CAR AND GOLF BAG	2,782,048	2/1957	Williams	280/42
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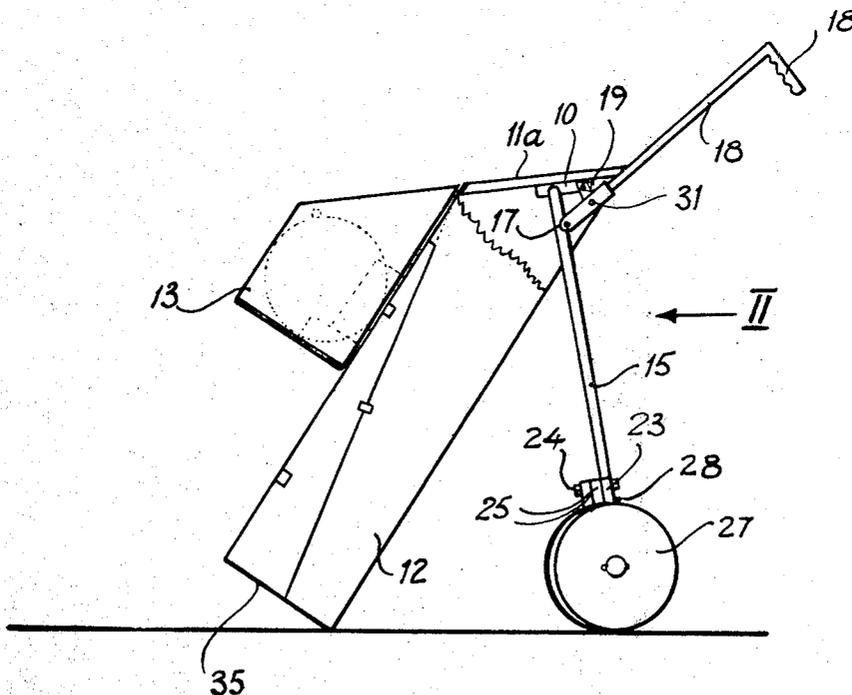
[52] **U.S. Cl.**..... 280/36 C; 280/42; 280/DIG. 6
[51] **Int. Cl.**..... **B62b 1/20**
[58] **Field of Search** 280/36 C, 38, 39, 40, 42, 280/DIG. 6

[56] **References Cited**
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[57] **ABSTRACT**

A collapsible golf caddie car in which the elements of the caddie car are movable from a collapsed position wholly within a recess in a golf bag to an operative position outside the recess.

4 Claims, 5 Drawing Figures



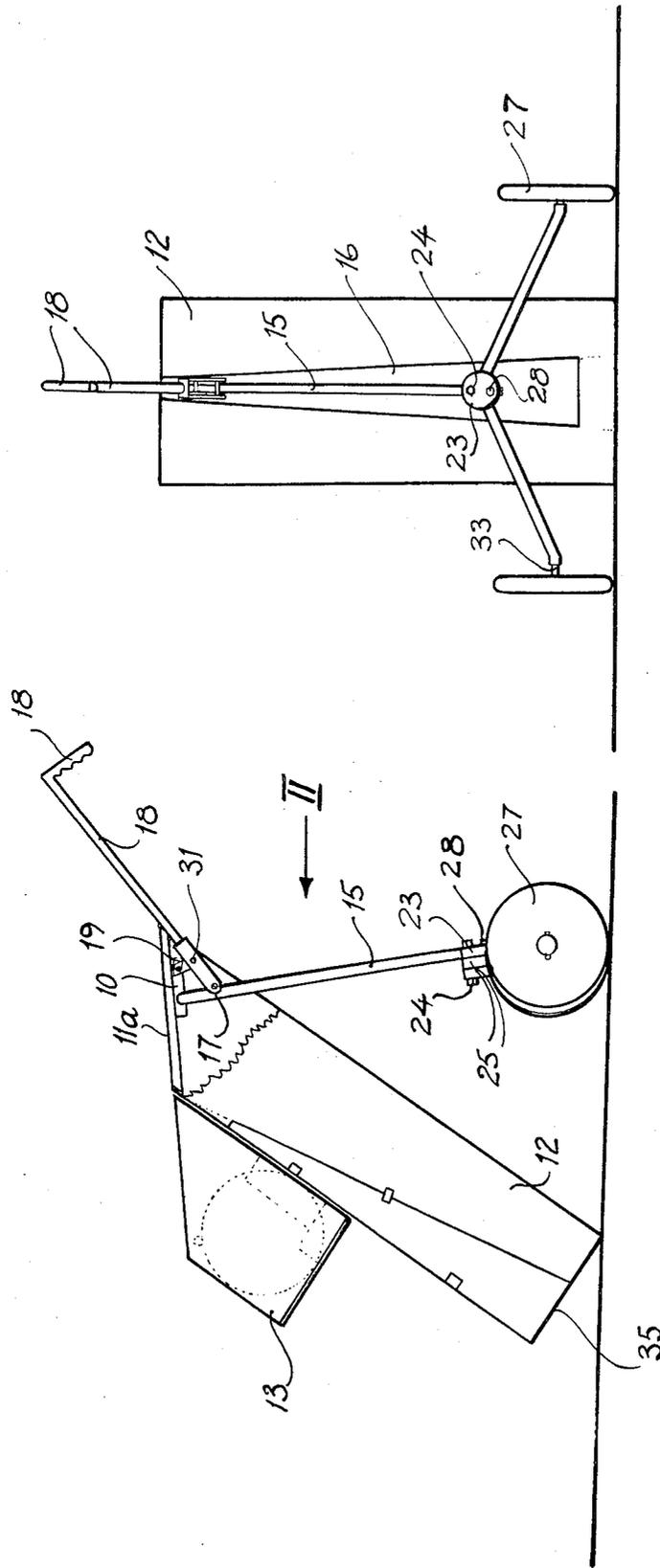


FIG. 1.

FIG. 2.

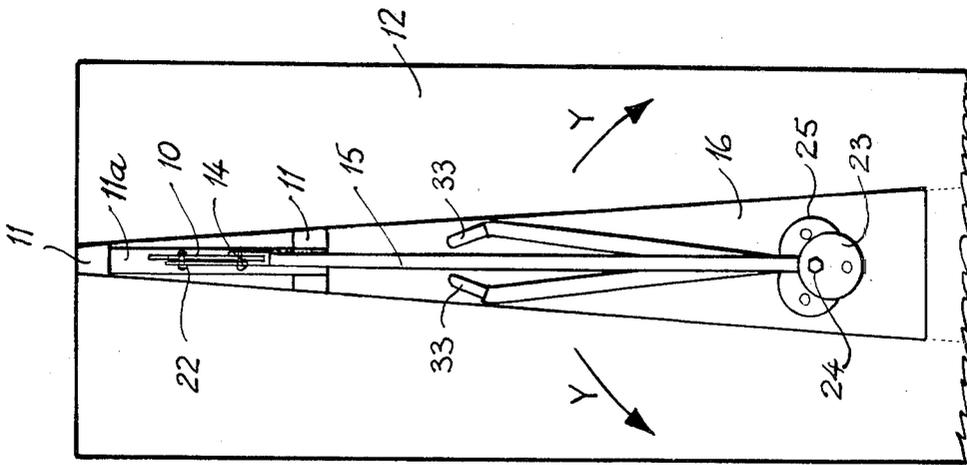


FIG. 4.

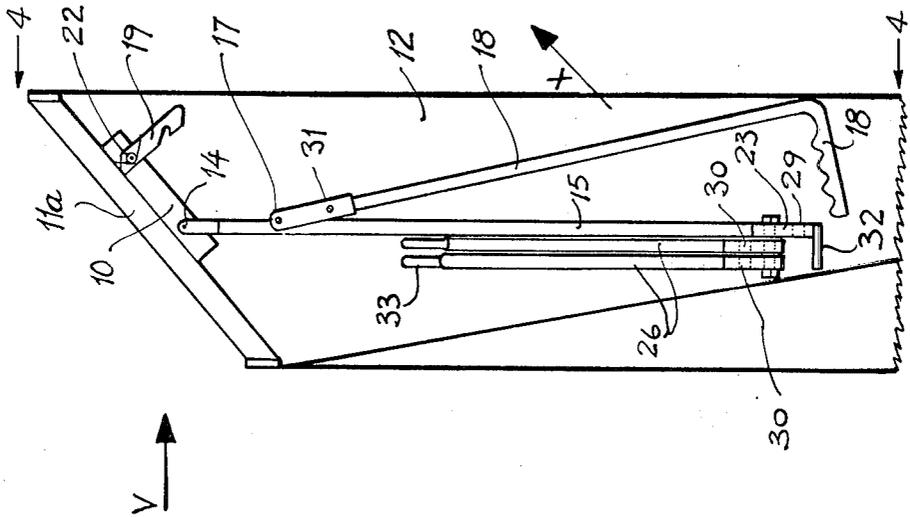


FIG. 3.

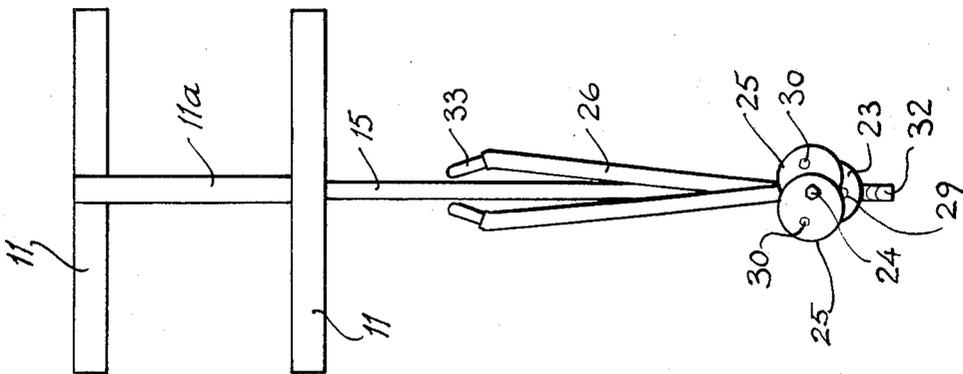


FIG. 5.

COMBINATION GOLF CADDIE CAR AND GOLF BAG

The present invention concerns improvements in and relating to golf caddie cars and containers and particularly to collapsible golf caddie cars and containers.

According to the invention there is provided a collapsible golf caddie car including a frame, and a golf club container wherein the elements of the caddie car are movable from a collapsed position in or alongside the club container to an operative position substantially wholly outside the container.

Advantageously, the golf bag or container is substantially rigid and the elements constituting the caddie car are movable from a collapsed position in a recess in the golf bag or container to an operative position substantially wholly outside the recess. The bag or container itself is or has in it a frame. Preferably a strut pivotally connected to the frame at a position inside the recess carries a handle member and wheel support legs to which wheels may be attached in the operative position of the caddie car.

In one preferred construction according to the invention, there is provided a collapsible golf caddie car including a frame supporting, inter alia, a frame element, a strut pivotally connected at one end thereof to the frame element and depending therefrom, wheel support legs hingedly connected to the other end of the strut, and a handle member pivotally connected to the strut adjacent the pivoted end of the strut.

Advantageously, the frame constitutes or is adapted to support a golf bag or container at one side (hereinafter defined as the front side) of which is provided a recess for accommodating the strut, wheel leg supports and handle member in the collapsed position thereof, wherein the strut, handle member and wheel support legs may all conveniently be disposed substantially parallel to the golf bag or container axis.

In moving from the collapsed position to the operative position, the handle member is pivoted from the collapsed position in which the handle member lies alongside the strut, to the operative position in which the handle member is releasably secured to the frame at an angle, and preferably at an obtuse angle, to the strut. Pivotal movement of the handle member from its collapsed position in said recess to its operative position causes pivotal movement of the strut from its collapsed position in said recess to its operative position in which the strut is substantially wholly outside the recess. In the last-mentioned position of the strut, the wheel support legs may be hingedly moved from their collapsed positions to their operative positions in which the wheel support legs are detachably secured together and in which each defines an obtuse angle with the strut. In the operative position, the handle member, strut and wheel support legs may conveniently adopt the positions of a conventional two-wheeled golf caddie car. Removable wheels may be screwed or otherwise secured to axles provided on the wheel support legs, in the operative positions of the latter.

Advantageously, the frame element is disposed transversely of the container axis and at an angle of less than 90° to the front side of the container.

The invention also provides a container which is advantageously rectangular in cross-section, the frame element being supported by an I-shaped frame member defining a plane disposed transversely of the container

axis, intermediate the ends of the container, and at an angle of 90° or less to the front side of the container.

On the rear side of the container is hingedly connected to the rectangular frame a cover which, when open, provides a convenient storage receptacle. The container itself may be divided into several compartments, the principal compartment being for accommodating golf clubs.

The invention will hereinafter be described more particularly with reference to the accompanying drawings, which illustrate, by way of example only, a preferred embodiment thereof, and wherein,

FIG. 1 is a side elevation of the golf caddie car in its operative position, portion of the golf container being broken away,

FIG. 2 is a front elevation looking in the direction of arrow II in FIG. 1,

FIG. 3 is a side elevation, on an enlarged scale, showing the elements of the caddie car in a collapsed position, the near side and recess defining panel of the container being omitted,

FIG. 4 is an elevation looking in the direction of arrow IV, of FIG. 3, with the handle member omitted, and

FIG. 5 is an elevation, in the direction of arrow V of FIG. 3 showing a number of the elements of the caddie car.

Referring to the drawings, the golf caddie car comprises a I-shaped frame member 11 fixed to a rigid golf bag structure 12 having a hinged top 13. Fixed to bridge member 11a of the frame member 11 is a frame element 10, on which is pivoted at point 14 a depending strut 15 movable from a rest position wholly within a recess 16 in the bag structure 12 to an operative position generally outside the recess 16. Hinged to the strut 15, at point 17 located below point 14, is a handle member 18 also movable from a rest position wholly within the recess 16 to an operative position substantially wholly outside the recess 16. In the operative position shown in FIG. 1, the handle member 18 is secured by a spring loaded catch 19 pivoted at point 22 to the frame element 10. Movement of the handle 18 from its rest position causes movement of the strut 15 from the rest to the operative position of the latter.

The free end of the depending strut 15 has a disc 23 to which is pivotally connected, by pin 24, a pair of discs 25. To each of the discs 25 is rigidly connected a wheel support leg 26 and to each of the wheel support legs 26 is removably secured a wheel 27 (FIGS. 1 and 2). A further pin 28 (FIG. 2) which passes through cooperating apertures 29 and 30 in the discs 23 and 25, serves to maintain the wheel support legs 26 and wheels 27 in the positions shown in FIGS. 1 and 2.

When it is desired to assemble the caddie car for operational use, the handle member 18 is moved in the direction shown by arrow X in FIG. 3 until the operative position shown in FIG. 1 is reached, in which position the handle member 18 is held until subsequent release, by latch 19 which co-operates with a spud 31 on the handle member 18. Movement of the handle member 18 to its operative position causes movement of the depending strut 15 to the position shown in FIG. 1, in which position the wheel support legs 26 may be moved in the direction of arrows Y in FIG. 4. When the wheel support legs 26 reach the limit of the hingable movement as shown in FIG. 2, and as determined by stop member 32 on strut 15 the wheel support legs 26 are

held in that position by passing pin 28 through aperture 29 in disc 23 and apertures 30 in discs 25. The removable wheels 27 may then be assembled on the horizontally disposed leg extension or axle elements 33 shown in FIG. 2. The assembly procedure is reversed to return the caddie car to the collapsed position shown in FIGS. 3 and 4.

FIG. 1 of the drawings shows a rigid golf bag or container 12 in which the plane of the I-shaped frame 11 is inclined relative to the base 35 of the bag. To the lowermost side of the frame 11 is hinged the bag lid or top 13 in which the wheels 27 may be secured when not in use, as shown by dotted lines in FIG. 1.

I claim:

- 1. A combination golf bag and caddie car comprising:
 - a golf bag container; said container having a first side; an elongated recess into said container through said first side and extending along said container and said container first side; a frame element on said container and communicating into said recess such that a strut extending into said recess can be connected to said frame element;
 - an elongated strut having an upper end that extends into said recess and that is pivotally connected to said frame element at a first pivot; said strut being pivotable about said first pivot out of said recess and wholly into said recess; said strut having a lower end;
 - a handle member including an elongated arm; said handle member having a respective third end that is pivotally connected to said strut intermediate said ends of said strut at a second pivot on said strut, such that drawing said handle member out of said recess pivots said strut out of said recess; said handle member being of a length and being at an orientation to fit within said recess and to be pivotable between a rest position in said recess and alongside said strut and an operative position outside said recess; between said rest and said operative positions, said handle member being swept through an obtuse angle;
 - wheel support legs hingedly connected to said lower end of said strut for movement from a first position in which said wheel support legs lie alongside of

and substantially parallel to said strut to a second position in which said wheel support legs are located below and at an angle to said strut and are also located in a plane perpendicular to the motion of said strut under the influence of said handle member; said wheel support legs being movable into both of said first and second positions when said strut is located outside said recess and being at said first position when said strut is located inside said recess; wheels detachably mounted on said support legs.

2. A portable combination golf bag and caddie car as defined in claim 1, further comprising:

- a respective first disc to which each said wheel support leg is rigidly connected; a further disc secured to said strut; a common third pivot on and eccentric to said further disc;
- said first discs being supported eccentric to themselves on said third pivot;
- said discs and said third pivot being so shaped and positioned that said discs are coaxial when said wheel support legs are in their respective said second positions;
- a stop member on said strut for engaging said wheel support legs and for stopping further movement thereof in the direction toward said second position of those said legs.

3. A portable combination golf bag and caddie car as defined in claim 1, further comprising:

- latch means pivotally connected at a fourth pivot to said frame element and means on said handle member for being engaged by said latch means; said latch means being adapted to releasably retain and secure said handle member in said operative position thereof.

4. A portable combination golf bag and caddie car as defined in claim 3, wherein said golf bag container has a base; said frame element being disposed at an angle to said base and being inclined, from said container first side having said recess, downwardly toward the opposite side of said container; said frame element serving as a division in the mouth of said golf bag container.

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