Oct. 30, 1934. D. W. SIEBERT ET AL 1,978,915

FOLDING GOCART

Filed Jan. 4, 1933 3 Sheets-Sheet 1

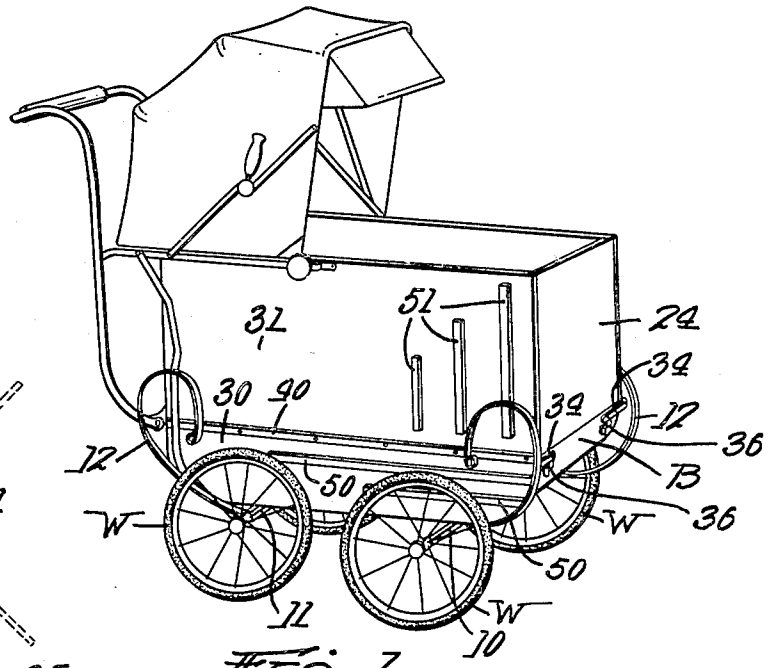


Fig. 1.

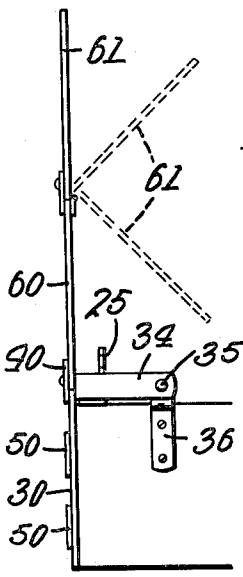


Fig. 11.

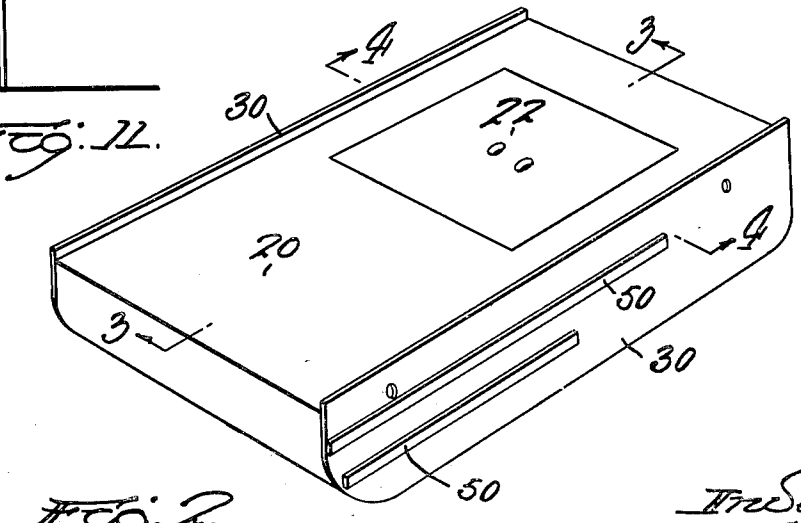


Fig. 2.

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FOLDING GOCART

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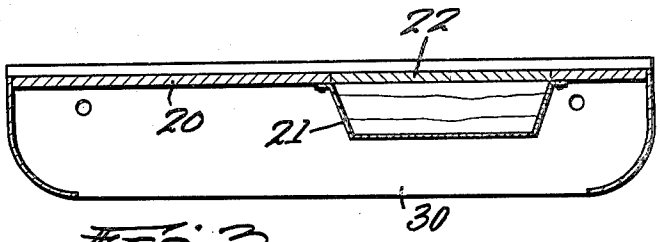


Fig. 3.

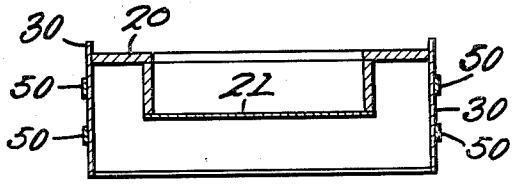


Fig. 4.

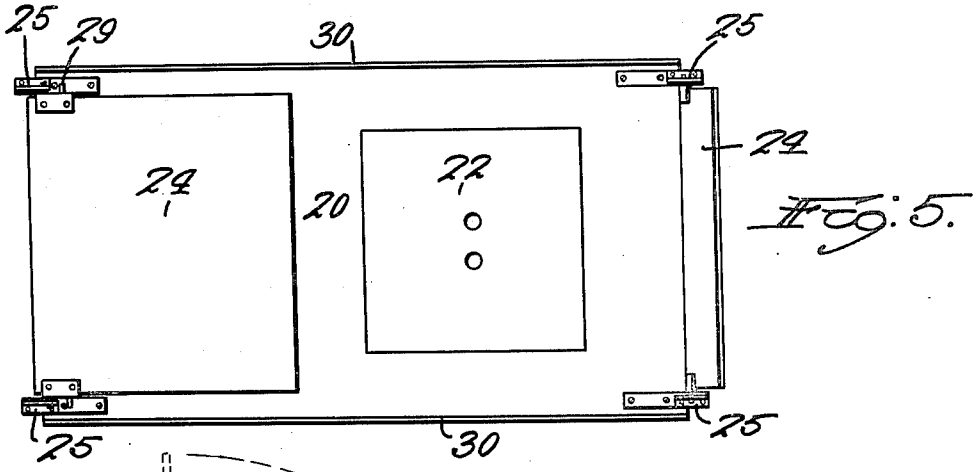


Fig. 5.

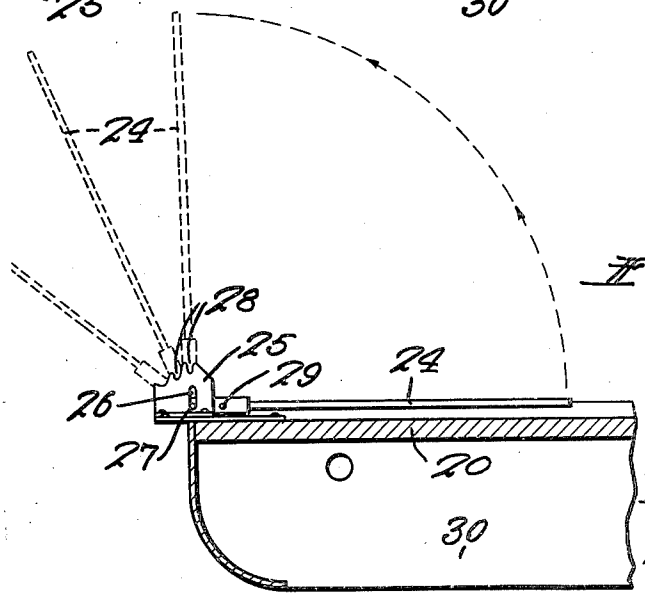


Fig. 6.

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FOLDING GOCART

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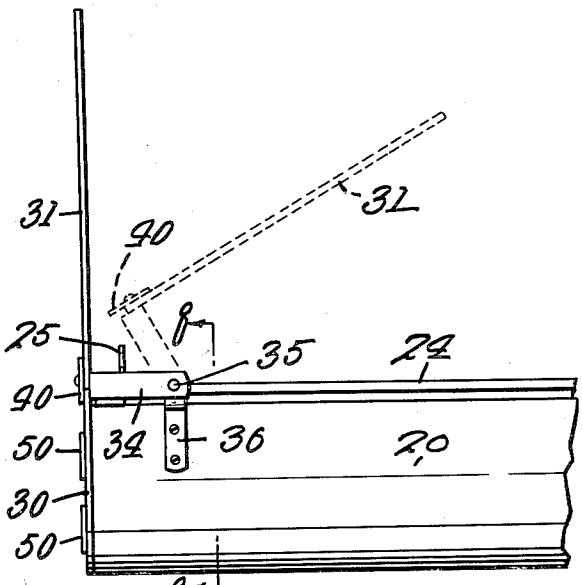


Fig. 7.

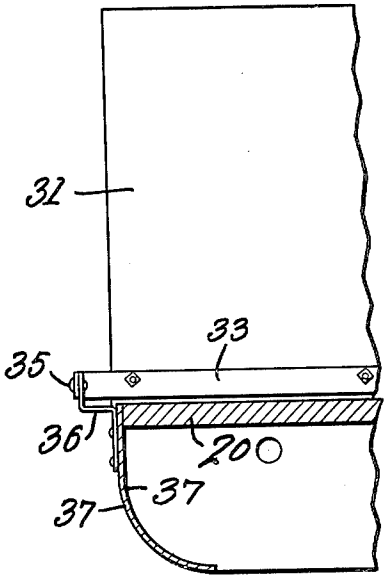
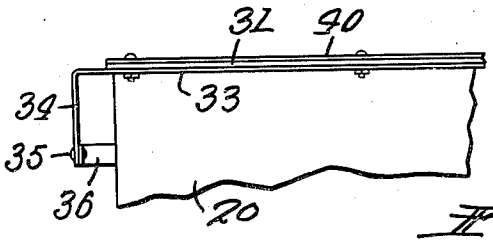


Fig. 8.



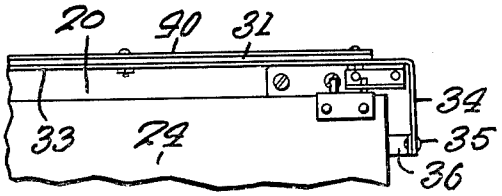


Fig. 9.

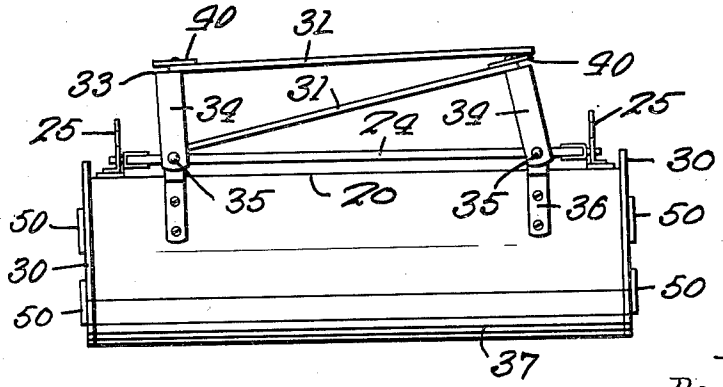


Fig. 10.

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UNITED STATES PATENT OFFICE

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FOLDING GOCART

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Application January 4, 1933, Serial No. 650,126

3 Claims. (Cl. 296—27)

This invention relates to go-carts for small children and particularly to go-carts of the folding or partly folding type.

It is the general object of our invention to provide certain novel constructions in a folding go-cart by which the desirability of the vehicle is substantially increased.

Our invention further relates to arrangements and combinations of parts which will be hereinafter described and more particularly pointed out in the appended claims.

A preferred form of the invention is shown in the drawings, in which

Fig. 1 is a perspective view of a go-cart embodying our improvements;

Fig. 2 is a perspective view of the seat frame and certain associated parts;

Fig. 3 is a sectional side elevation of the seat frame, taken along the line 3—3 in Fig. 2;

Fig. 4 is a transverse sectional elevation, taken along the line 4—4 in Fig. 2;

Fig. 5 is a plan view of the go-cart body;

Fig. 6 is a partial sectional side elevation showing the method of supporting the folding ends on the seat frame;

Fig. 7 is a partial end view of the body;

Fig. 8 is a partial transverse sectional elevation, taken along the line 8—8 in Fig. 7;

Fig. 9 is a partial plan view of the go-cart body;

Fig. 10 is an end view of the body with the parts in folded position, and

Fig. 11 is a detail end elevation of a slight modification.

Referring to the drawings, we have shown our invention embodied in a cart having a usual type of running gear comprising wheels W, axles 10 and 11 and springs 12 mounted on the axles 10 and 11 and supporting the body B of the go-cart.

The body B in its preferred form comprises a seat frame 20 having a foot well 21 which may be furnished with a removable cover 22. Ends 24 are mounted on brackets 25 supported by the seat frame 20. These brackets 25 are provided with vertical slots 26 to receive studs 27 at the lower edges of the ends 24 and the brackets 25 are also provided with a series of notches 28 to receive additional studs 29 on the ends 24.

With this construction, the ends may be supported in any one of the three raised positions indicated in dotted lines in Fig. 6 or may be placed in the folded position shown in full lines in Fig. 6.

The sides of the body B are of special construction and each side comprises a lower portion 30 firmly secured to the seat frame 20 or adjacent thereto and an upper portion 31 pivotally mounted on the seat frame 20.

In the drawings we have shown each upper side member 31 as provided with a longitudinally extending supporting bar 33 having end portions 34 bent from the plane of the side 31 and pivoted at 35 to offset brackets 36, bolted or otherwise secured to the end portions 37 of the seat frame 20. The lower edge of the bar 33 preferably projects downward below the lower edge of the upper side member 31 as shown in Fig. 10.

A longitudinally extended strip 40 of wood or other suitable material is preferably secured to the outer face of each side member 31, with its lower edge projecting below the edge of the member 31 as also shown in Fig. 10.

It is thus evident that the downwardly projecting portions of each bar 33 and strip 40 form a groove or recess adapted to receive the upper edge of the associated lower side member 30, as shown in Fig. 7.

With this construction, the joint between the side members 30 and 31 is entirely concealed by the strip 40 when the side members are in raised position and we thus produce the effect of the English coach type of go-cart with very deep sides, while at the same time we preserve the advantages of the folding body construction.

If additional strips of material 50 and 51 (Figs. 1 and 2) are added as a part of the design, the purpose and utility of the strip 40 is effectively concealed when the sides are in raised position.

It will be noted that the brackets 36 (Figs. 7 and 10) are spaced substantially inward from the edges of the seat frame 20, so that the side members 31 swing upward as well as inward, in folding and thus clear the ends 24 and brackets 25 which would otherwise prevent folding of the side members 31.

While the upper side members 31 in the preferred form are each formed from a single piece of material, it is possible to obtain an even greater depth of side surface by forming each upper or movable side member in two portions 60 and 61 as indicated in Fig. 11, in which case the upper portion 61 may be folded downward inside of the portion 60 before the sides are folded inward over the seat frame.

Having thus described our invention and the advantages thereof, we do not wish to be limited to the details herein disclosed, otherwise than as set forth in the claims, but what we claim is:—

1. In a baby carriage of the English coach type and having a running gear, a carriage body sup-

ported on said running gear and comprising a seat frame, foldable rigid ends for said body and rigid sides for said body, each side having a vertical lower portion mounted in fixed position adjacent said seat frame and having an upper portion mounted on a pivoted supporting member for pivotal movement relative to said seat frame and forming an upward continuation of said lower portion, said upper portion being disposed substantially in the plane of said lower portion when said carriage is in use and being foldable inwardly over said seat frame when the carriage is not in use, and said upper portion having a part extending downward outside of said lower portion and overlapping the upper edge of said lower portion when said upper portion is in operative position, and said pivoted supporting member and said downwardly extending part defining a longitudinal groove in which the upper edge of said lower side portion is received and concealed when the carriage is in condition for use.

2. In a baby carriage of the English coach type and having a running gear, a carriage body supported on said running gear and comprising a seat frame, foldable rigid ends for said body and rigid sides for said body, each side having a vertical lower portion permanently secured to said seat frame and extending downwardly therefrom and having an upper movable portion pivoted to said seat frame at points substantially spaced inward from the side edges of said frame, each upper side portion extending upwardly from said seat frame and forming a continuation of its associated lower portion, and each upper portion being disposed substantially in the plane of its lower portion when the carriage is in use and being foldable inwardly over said seat frame and ends when the carriage is not in use, and each upper portion being substantially spaced upwardly from said seat frame when in folded position.

3. In a baby carriage of the English coach type and having a running gear, a carriage body supported on said running gear and comprising a seat frame, foldable rigid ends for said body and rigid sides for said body, each side having a vertical lower portion secured in fixed relation to said seat frame and having an upper portion pivotally mounted on brackets on said seat frame and spaced inwardly from the side edges thereof, each upper side portion extending upwardly as a continuation of its associated lower portion and being disposed substantially in the plane thereof when the carriage is in use, and each upper portion being foldable inwardly over said seat frame and folded ends when said carriage is not in use and being substantially spaced upwardly from said seat frame to clear said folded ends.

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