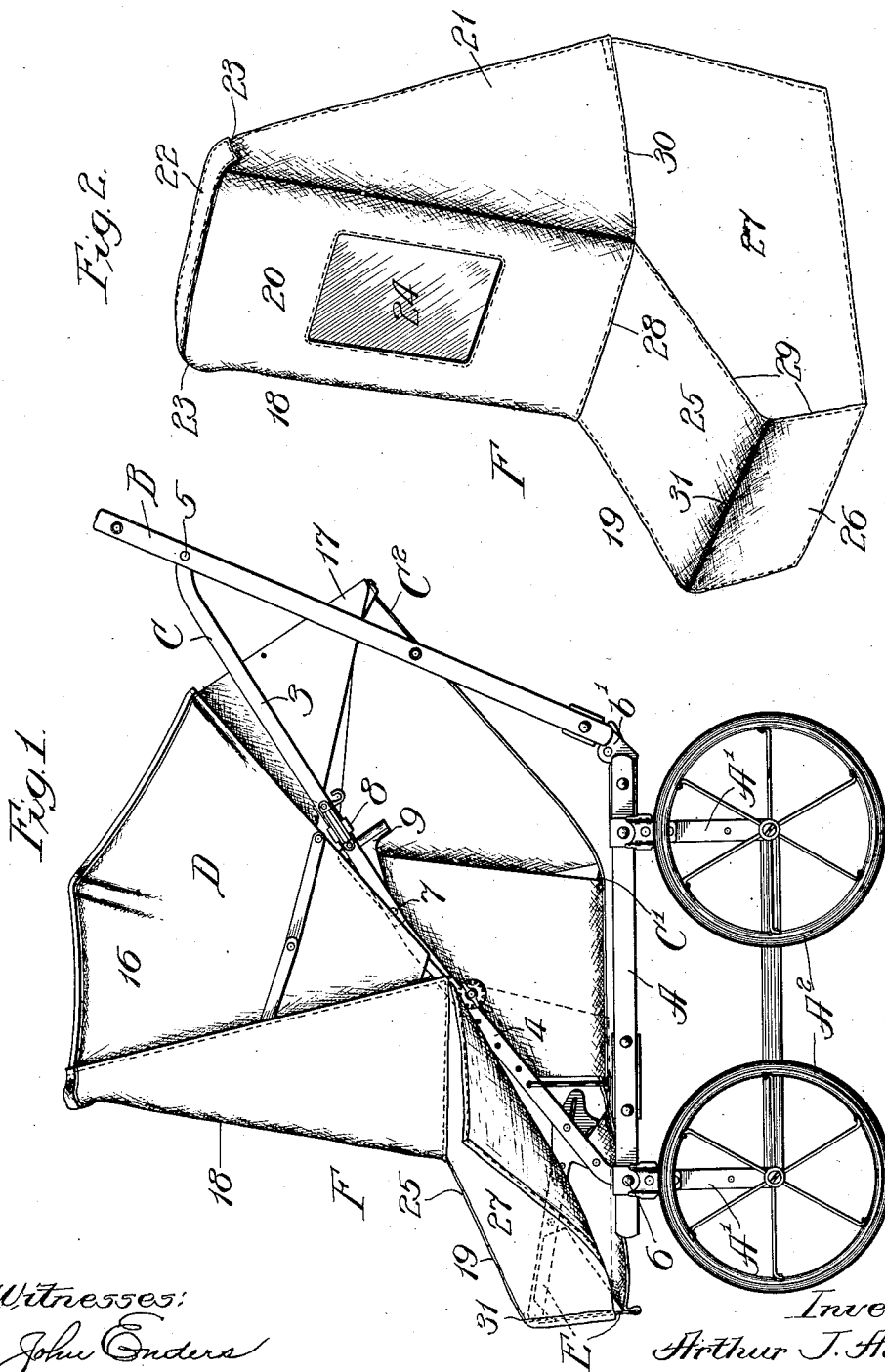


A. J. ADAMS.
 BABY CARRIAGE OR GO-CART.
 APPLICATION FILED JUNE 25, 1909.

1,037,572.

Patented Sept. 3, 1912.

2 SHEETS—SHEET 1.



Witnesses:
 John Enders
 Chas. A. Buell

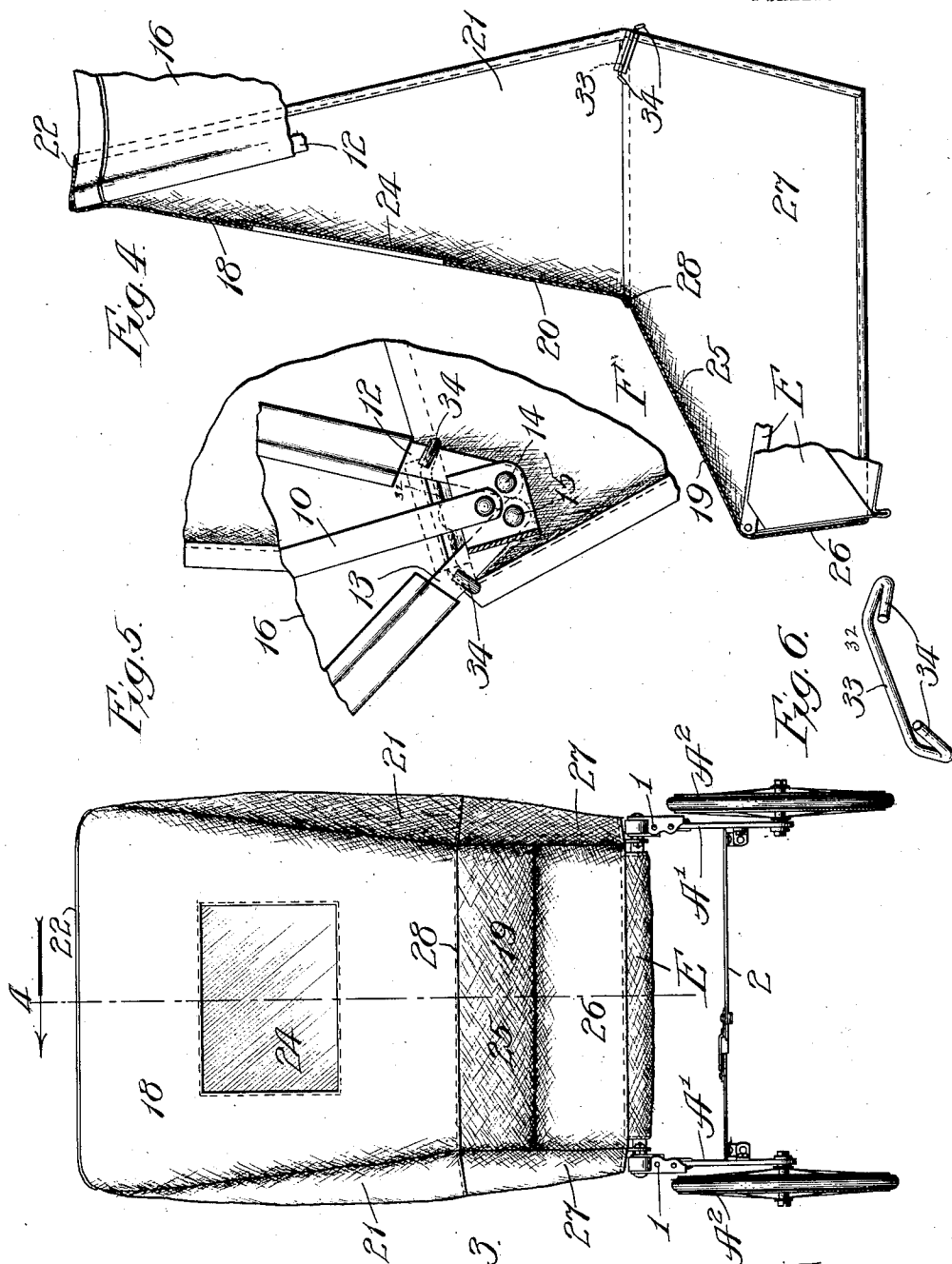
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 44

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Fig. 3.

Inventor:

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UNITED STATES PATENT OFFICE.

ARTHUR J. ADAMS, OF CHICAGO, ILLINOIS, ASSIGNOR TO FULTON MANUFACTURING COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

BABY-CARRIAGE OR GO-CART.

1,037,572.

Specification of Letters Patent.

Patented Sept. 3, 1912.

Application filed June 25, 1909. Serial No. 504,398.

To all whom it may concern:

Be it known that I, ARTHUR J. ADAMS, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Baby-Carriages or Go-Carts, of which the following is a specification.

My invention relates particularly to go-carts or perambulators provided with a folding top or canopy; and my primary object is to provide an improved storm-front or shield for vehicles of this description.

The invention is illustrated in its preferred embodiment in the accompanying drawings, in which—

Figure 1 represents a side elevational view of a folding go-cart provided with a folding top equipped with my improved storm-front, or shield, one flap of the boot portion of the shield being thrown up; Fig. 2, a perspective view of the improved storm-front, or shield; Fig. 3, a front elevational view of the go-cart shown in Fig. 1 with the storm-front applied; Fig. 4, a sectional view of the storm-front, said view showing fragments of the carriage-top and foot-rest; Fig. 5, a broken inner view showing the manner in which the side-flaps of the storm-front are connected with the lower portions of the bows of the carriage top; and Fig. 6, a perspective view of a fastening-clip employed.

The present invention is well adapted for use in connection with the baby-carriage or perambulator described in my application No. 431,311, filed May 7, 1908. However, the improved storm-front may be usefully employed in connection with other baby-carriages, and may be modified according to necessity for use in connection with different forms of baby-carriages.

In the construction illustrated, my improved storm-front is shown applied to a folding baby-carriage or go-cart which is well known on the market as the Fulton go-cart. In this construction, A represents a running-gear frame mounted on pivotally connected wheel-brackets A¹ equipped with wheels A², the brackets A¹ being adapted to fold laterally inwardly beneath the running-gear frame in a well understood manner; B, a handle connected by hinges b¹ with the rear portion of the running-gear frame and adapted to fold forwardly on the running-gear frame, so as to lie substantially parallel

therewith; C, foldable seat-supporting and handle-bracing bars connecting the upper portions of the side bars of the handle with the forward portions of the side bars of the running-gear frame; C¹, a seat suspended from the front links or sections of the foldable bars C; C², an adjustable back for the seat; D, a foldable top or cover for the carriage or go-cart which is carried by brackets pivotally mounted on the forward members or sections of the bars C in a manner to permit angular adjustment of the top with relation to the bars; E, an adjustable foot-rest for the carriage or go-cart; and F, my improved storm-front adapted for engagement with the front portion of the carriage top and with the foot-rest of the carriage and equipped with retaining or fastening devices adapted for engagement with the lower portions of the bows of the carriage-top.

The details of construction of the go-cart proper are of no interest in connection with the present invention, except so far as they have relation to the adaptability of the improved storm-front to be readily applied to and detached from the go-cart structure.

The running-gear frame may be of any approved construction. In the construction shown, the wheel brackets A¹ are joined by pivots 1 to the side-bars of the running-gear frame, adapting the wheels to be folded, in pairs, inwardly and upwardly beneath the running-gear frame; and the wheel brackets are connected by foldable link mechanism 2 which enables this operation to be accomplished.

Each foldable brace-bar C comprises an upper section 3 and a lower section 4. The upper end of the section 3 is joined, by a pivot 5, with the upper portion of the corresponding handle-bar; and the lower portion of the section 4 is joined, by a pivot 6, to the front portion of the corresponding side-bar of the running-gear frame. The sections 3 and 4 are connected by a pivot 7, enabling the sections to be folded with relation to each other. A locking device 8, of well known construction, is provided for each foldable bar C. I have shown the joint between the bars or sections 3 and 4 equipped with spring-connecting means 9 adapted to permit flexibility, within limits, of the brace-bars when the carriage is under load. This device forms no part of the present invention, however.

The go-cart top D comprises, preferably, a central bow 10 (Fig. 5) fixedly carried by brackets 11 pivotally connected with the sections 4 of the brace-bars in a manner to permit angular adjustment of the top; front and rear bows 12 and 13, respectively, joined by pivots 14 and 15, respectively, to the brackets 11; and covering material 16 applied to said bows. I have shown the rear portion of the carriage top equipped with a foldable hood 17 adapted to cover the adjustable back C² when the latter is in the reclining position, but no claim is made for this feature in the present application.

The foot-rest E is adjustable, but it is only necessary to remark that in the drawings it is illustrated in its elevated position.

The improved storm-front F preferably comprises a main hood portion 18 adapted for connection with the front portion of the carriage top, and a boot portion 19 adapted for connection with the foot-rest of the carriage. The upper or hood portion of the storm-front comprises a front piece 20 and side-flaps 21, the latter being of substantially triangular form. The front piece 20 and side-flaps 21 may be integrally formed. The upper portion of the hood is formed with a shallow pocket adapted to fit over the front upper portion of the carriage top. This formation may be effected by providing the upper portion of the front piece 20 with a rearwardly extending flange, or flap, 22 whose extremities are joined to the upper edges of the side-flaps 21, said upper edges being provided by goring or cutting the cloth or fabric, as indicated at 23. The front piece 20 of the hood is preferably provided with an opening fitted with mica or other transparent material 24.

The boot portion 19 of the storm-front may comprise a central strip 25 which extends downwardly and forwardly from the lower edge of the front piece 20 and has a downwardly-turned flap 26; and side-flaps 27 cut to conform to the shape of the piece 25 and flaps 21. The piece 25 is joined to the lower edge of the piece 20 by a seam 28; and each flap 27 is joined, by seams 29 and 30, to the edges of the piece 25, flap 26 and flap 21. As thus described, the boot 19 has an angle 31 adapted to fit over the upper portion of the foot-rest. Each flap 21 is equipped at its rear lower corner with a clip 32 adapted for engagement with the lower portions of the front and rear bows of the carriage-top. Each clip 32 comprises a shank portion 33 and hooks 34, said hooks 34 being set somewhat on an incline so as to be adapted to engage the diverging bows 12 and 13, as will be clearly understood from Fig. 5.

From the foregoing description it will be understood that the improved storm-front may be applied by engaging the boot portion of the storm-front with the foot-rest over which said boot portion is adapted to fit, engaging the upper portion of the hood with the front upper portion of the carriage top over which the upper portion of the hood is adapted to fit, and engaging the clips 32 with the lower portions of the carriage bows. This latter result may be accomplished by pulling downwardly and rearwardly somewhat on the flaps to which the clips are applied, in which operation the carriage top and parts will yield or spring sufficiently to permit the hooks of the clips to be engaged beneath the bows after which the parts will resume their normal position and the clips will slide upwardly with relation to the bows until the bows limit their further movement.

It may be added that the improved storm-front may be applied or removed in a moment's time, and that when applied will serve in a thoroughly effectual manner to shield the interior of the carriage from storm.

While it is desirable to employ a boot portion for the storm-front adapted to fit over and be securely engaged with the foot-rest of the carriage, it will be understood that this feature of the invention may be omitted, if desired.

The foregoing description has been given for clearness of understanding only. Hence, no undue limitation is to be understood therefrom, but the appended claim is to be construed as broadly as permissible in view of the prior art.

What I regard as new, and desire to secure by Letters Patent, is—

A storm-front for top-equipped go-carts, comprising a hood having a rearwardly turned top-flap and at its lateral edges rearwardly turned side-flaps joined at their upper ends to the ends of said first-named flap; a forwardly extending boot connected with the lower portion of said hood, comprising a central strip connected with the front-piece of the hood and having at its front end a downturned flap, and side-flaps for said boot, joined to the lateral edges of said central strip and the downturned flap thereof and continued rearwardly and joined to the lower edges of said first-named side-flaps; and fastening means carried by the side-flaps.

ARTHUR J. ADAMS.

In presence of—

RALPH SCHAEFER,
JOHN WILSON.