A. J. ADAMS.

GO-CART OR PERAMBULATOR.

APPLICATION FILED MAR. 2, 1910.

1,093,094.

Patented Apr. 14, 1914.

4 SHEETS—SHEET 1.

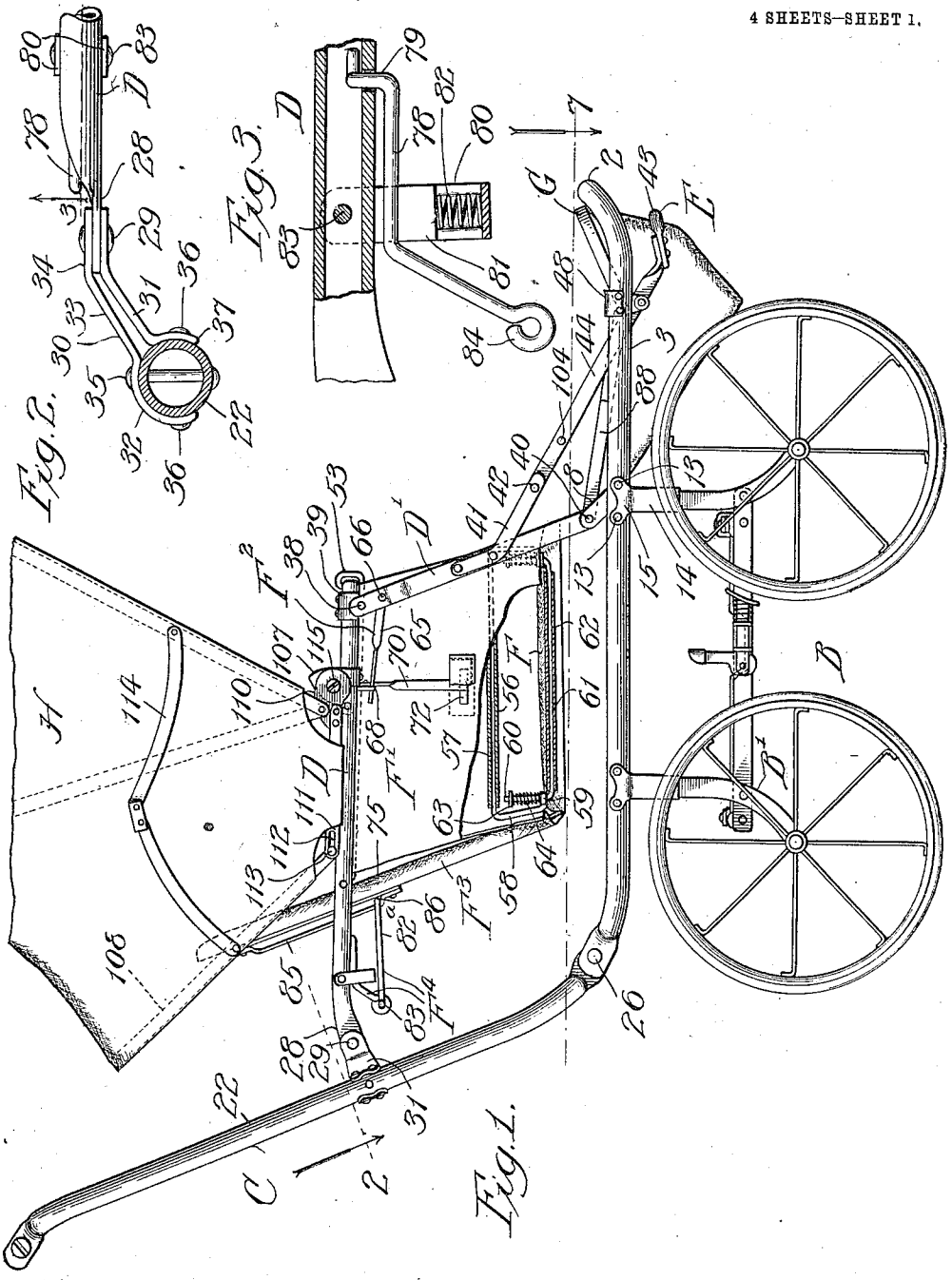

Fig. 2.

Fig. 3.

Fig. 1.

Witnesses:

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Fig. 4.

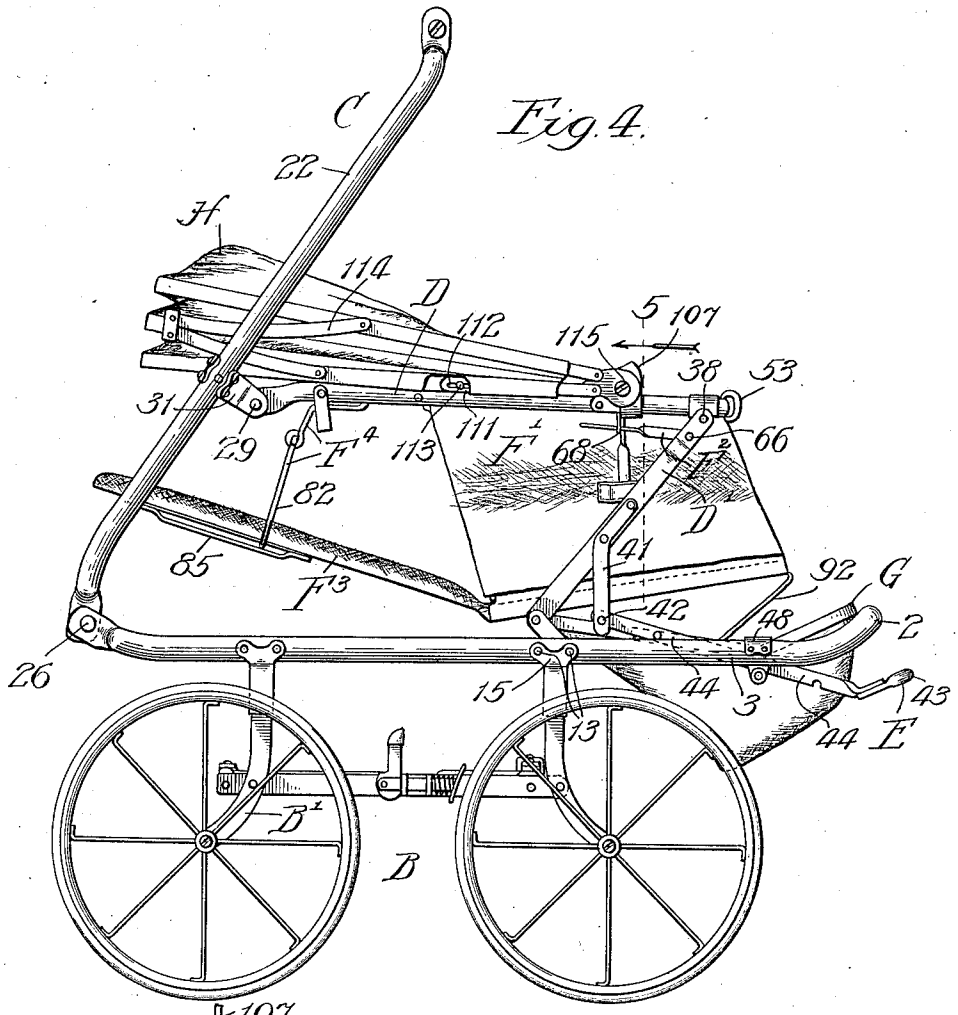


Fig. 5

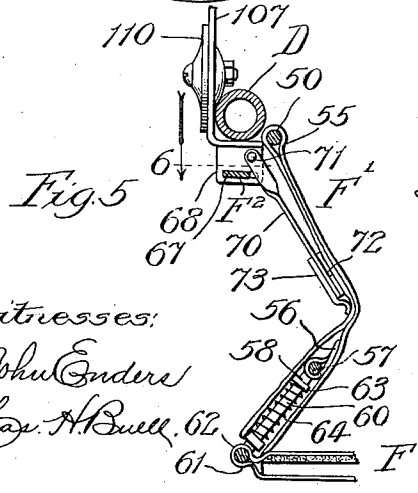
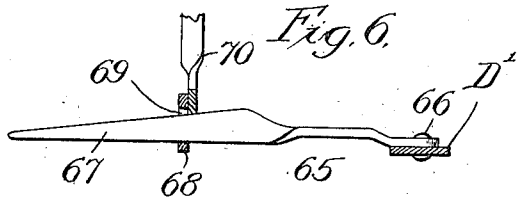


Fig. 6.



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4 SHEETS—SHEET 3.

Fig. 7.

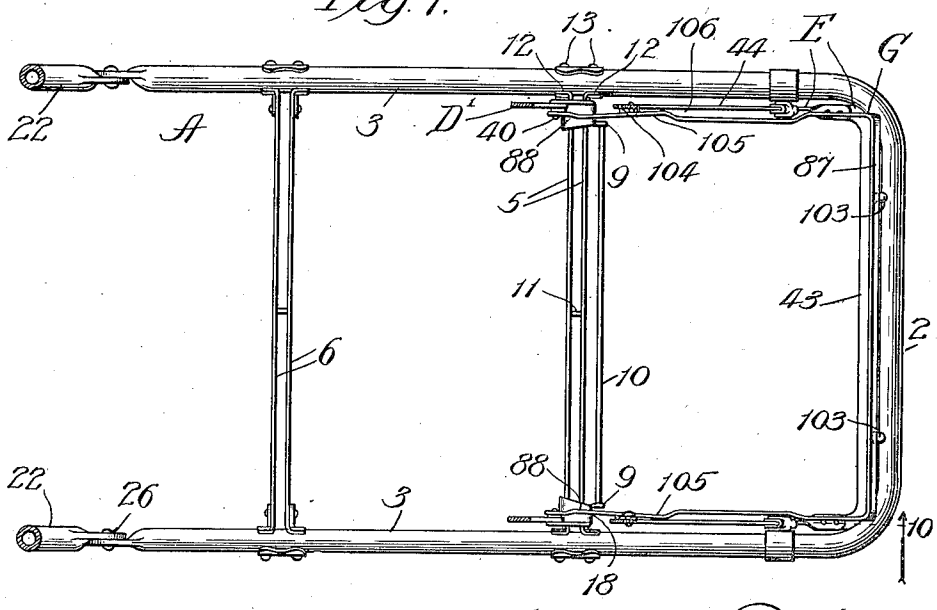


Fig. 8.

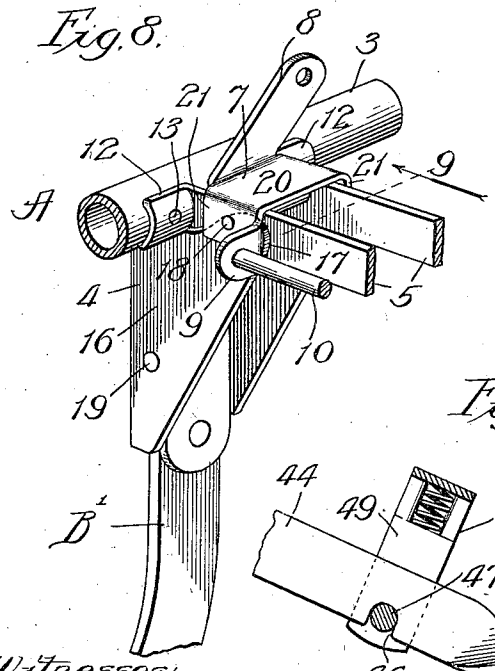


Fig. 9.

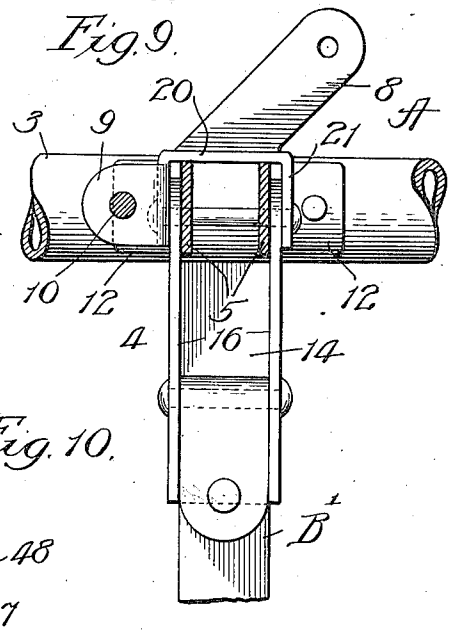
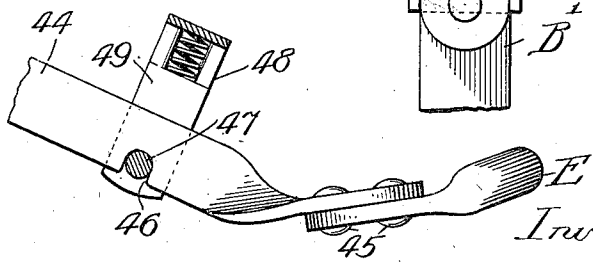


Fig. 10.



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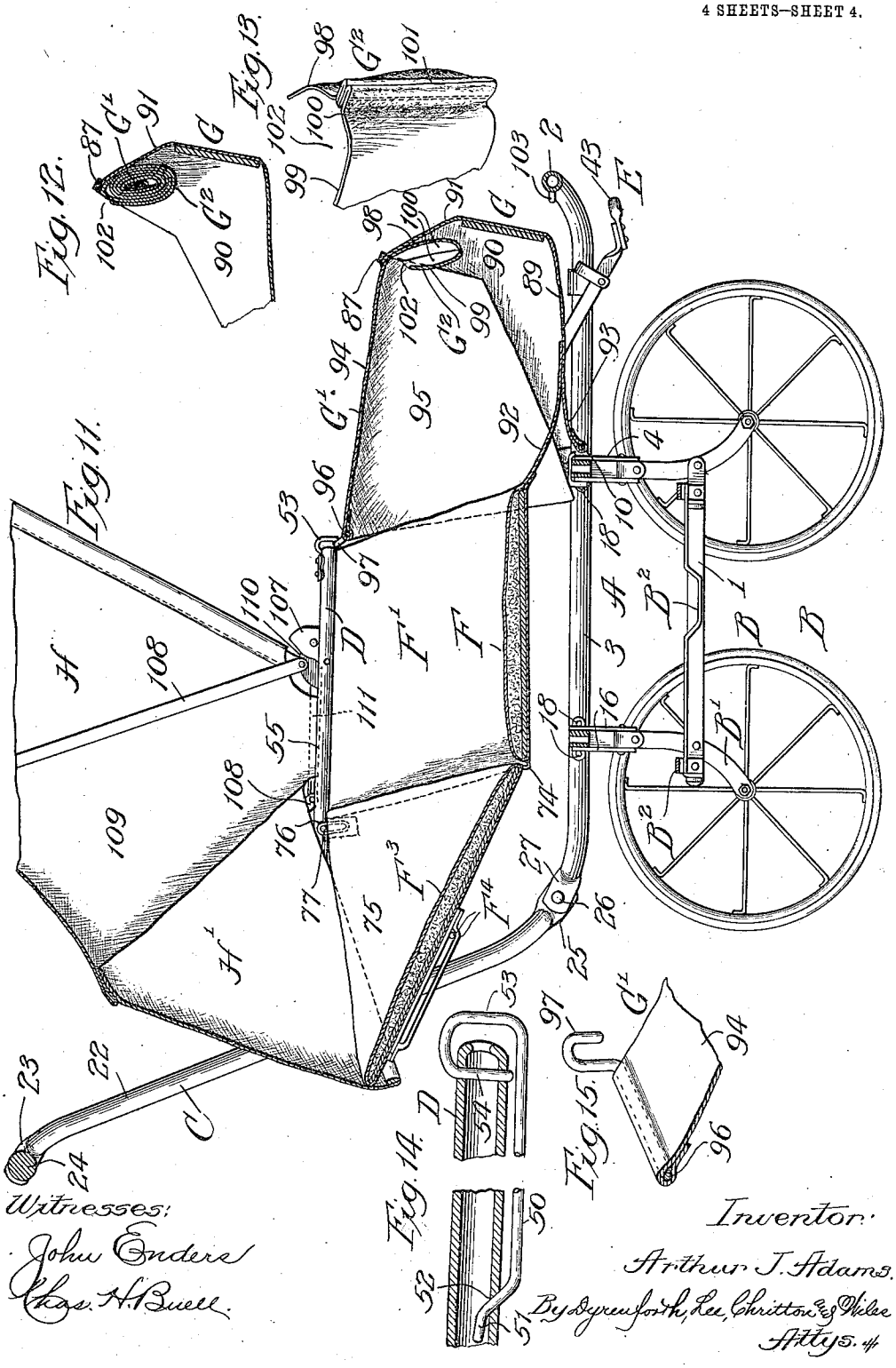
4 SHEETS—SHEET 4.



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Inventor:
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UNITED STATES PATENT OFFICE.

ARTHUR J. ADAMS, OF CHICAGO, ILLINOIS, ASSIGNOR, BY MESNE ASSIGNMENTS, TO WILLIAM S. FERRIS, OF ELKHART, INDIANA, AND ALEXANDER B. LEITH, OF CHICAGO, ILLINOIS, TRUSTEES.

GO-CART OR PERAMBULATOR.

1,093,094. Specification of Letters Patent. Patented Apr. 14, 1914.

Application filed March 2, 1910. Serial No. 546,927.

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 Go-Carts or Perambulators, of which the following is a specification.

My invention relates particularly to folding perambulators, go-carts or baby carriages; and my primary object is to provide such a go-cart of improved general construction and operation and possessing many features of advantage over the constructions heretofore known.

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

Figure 1 represents a side elevational view of a baby carriage constructed in accordance with my invention, one of the flexible side pieces flanking the seat being shown brokenly to illustrate the manner of suspending the seat; Fig. 2, a broken sectional view taken as indicated at line 2 of Fig. 1 and showing a detail of the connection between the handle-bar and arm pivotally connected therewith; Fig. 3, a broken vertical sectional view taken as indicated at line 3 of Fig. 2 and showing a detail of the supporting means for the adjustable back; Fig. 4, a side elevational view showing the superstructure of the cart in a partially collapsed condition; Fig. 5, a broken sectional view taken as indicated at line 5 of Fig. 4 and showing a detail of means for automatically folding the flexible side-pieces which depend from the carriage arms; Fig. 6, a broken section taken as indicated at line 6 of Fig. 5; Fig. 7, a plan section taken as indicated at line 7 of Fig. 1 and showing details of the running-gear frame, the foot-support frame and the U-shaped locking-lever employed for locking the superstructure in the extended position; Fig. 8, a broken front inner perspective view showing the details of construction at the junction of the front wheel-fork and running-gear frame; Fig. 9, a vertical sectional view taken as indicated at line 9 of Fig. 8; Fig. 10, a broken sectional view taken as indicated at line 10 of Fig. 7 and showing a detail of the means for locking the superstructure in the extended position; Fig. 11, a longitudinal sectional view, showing the foot-rest in the elevated position and the back in the reclining position; Fig. 12, a broken sectional view showing a detail of the foot-support, or boot, of the carriage and the manner in which the cover for said boot is carried in a pocket provided therefor, when desired; Fig. 13, a broken perspective view showing one end of the pocket, or pouch, referred to; Fig. 14, a broken vertical longitudinal sectional view through one of the arms of the carriage and showing a detail of the means employed for suspending the flexible side-piece from the arm; and Fig. 15, a broken sectional perspective view showing a detail of the means whereby the cover for the boot, or foot-rest, may be connected with the front portions of the arms of the carriage when the foot-rest is in the elevated position.

In the preferred construction, which is that illustrated, A represents a running-gear frame; B, wheels journaled on forks B′ which are connected in pairs at opposite sides of the cart by longitudinal bars 1, so that the wheels are adapted to fold in pairs beneath the running-gear frame; B^2, foldable link-mechanism serving to brace the pairs of wheel-forks with relation to each other when the wheel-forks are in the upright position; C, a handle foldably connected with the rear portion of the running-gear frame and adapted to fold forwardly upon the running-gear frame; D, arms or links having their rear ends pivotally connected with the handle-bars and their front ends connected, by links D′, with the running-gear frame adjacent the points of connection with the front wheel-forks; E, a U-shaped locking member adapted to lock the superstructure in the extended position; F, a seat suspended from the front portions of the arms D by flexible side-pieces, or flaps, F′; F^2, means for automatically folding the medial longitudinal portions of the side-pieces F′ inwardly during the operation of collapsing the superstructure; F^3, a back flexibly connected with the rear portion of the seat; F^4, back adjusting and supporting means; G, an adjustable foot-support,

or boot, pivotally connected with the running-gear frame adjacent the points of connection with the front wheel-forks; G′, a cover for said boot, or foot-support, adapted for connection with the front ends of the arms D when the foot-support is in the elevated position; G², a pocket, or pouch, adapted to contain the cover G′ when the latter is folded and rolled, as indicated in Fig. 12; and H, a collapsible carriage-top mounted on the arms D and equipped at its rear portion with a flexible hood H′ adapted to cover the back when the latter is in the reclining position.

The running-gear frame A preferably comprises a tubular member which is bent into U-form to afford a web, or front cross-piece, 2 and side-members 3, the side members 3 being curved upwardly at their front ends, so that the cross-piece 2 will be supported somewhat above the plane of the members 3; wheel-fork attaching brackets 4 connected with the side-members 3; pairs of cross-bars 5 and 6 connecting the side-members 3 and the brackets 4; and bracket-members 7 connected with the cross-bars 5 and corresponding brackets 4 at the points of junction thereof, said brackets 7 having upwardly and rearwardly inclined arms 8 with which the lower ends of the links D′ are pivotally connected, and having forwardly turned lugs, or ears, 9 which carry a cross-rod 10 with which a flap of the bottom member of the foot-rest, or boot, G is connected. The bars 5 are spaced a short distance apart and connected at their central portion by a web, or member, 11. The ends of the bars are turned away from each other to afford attaching flanges 12 which are secured to the tubular side-members 3 by rivets 13. Each bracket 4 is preferably stamped from sheet metal and comprises a vertical web, or plate, 14 whose upper end is equipped with a portion 15 which conforms to the curvature of the tubular member 3 and is connected thereto by the rivets 13; and inturned flanges 16 which have ears, or extensions, 17 connected by rivets 18 with the cross-bars of the running-gear frame. Each wheel-fork, or support, B′ fits between the inturned flanges 16 of the corresponding bracket and is foldably connected with said flanges by a pivot 19.

The bracket-members 7 which are located at the front wheel-fork attaching brackets 4 comprise plates 20 having downturned flanges 21 which embrace the cross-bars, the brackets 7 being located adjacent the end flanges 12 of the cross-bars. The flanges 21 fit over the extensions 17 of the flanges 16, and the rivets 18 pass through the flanges 21 as well as through the extensions 17. The front flange 21 of each bracket-member 7 is extended inwardly and bent forwardly to afford the ear, or lug, 9. It may be added that when the wheel-forks are in the upright position and secured in said position by the link-mechanism B², the outer surfaces of the upper portions of said wheel-forks bear against the inner surfaces of the lower portions of the webs 14 of the wheel-fork attaching-brackets 4. The brackets 4 are firmly braced or secured by reason of the attachment of the flanges 16 to the cross-bars, as explained.

The wheel-forks, or wheel-supports, B′ may be of any desired form and construction. Any desired means for bracing the pairs of wheel-forks transversely may be employed. The link-mechanism B² illustrated for the purpose is described in detail in my Patent No. 913,345, granted February 23, 1909.

The handle C preferably comprises tubular handle-bars 22 whose upper ends are flattened, as indicated at 23, and joined to a cross-round 24. The lower ends of the handle-bars 22 are flattened, as indicated at 25, and connected by pivots 26 with the flattened rear ends 27 of the tubular side-bars 3 of the running-gear frame.

The arms D of the carriage preferably comprise tubular members which are flattened at their rear ends, as indicated at 28 and joined at said flattened portions, by pivots 29, to bracket-members 30 and 31 (Figs. 1 and 2) attached to the handle-bars 22 some distance above the pivots 26. The bracket-member 30 may comprise a sheet metal stamping having a curved portion 32 adapted to embrace the rear outer portion of the handle-bar, an obliquely extending shank 33, and a forwardly turned flange 34. The inner bracket-member 31 is similarly shaped, but is shorter, and the flattened portion 28 of the carriage-arm is pivoted between the forwardly turned flanges of the bracket-members. The curved portion 32 of the bracket-member 30 is secured to the handle-bar by rivets 35 and 36. The rivet 36 also serves to secure the handle-bar embracing portion 37 of the bracket-member 31.

The upper end of each link D′ is connected by a pivot 38 to a bracket, or clip, 39 which is secured to the front portion of the tubular arm. The lower end of each link D′ is joined by a pivot 40 to the arm 8 of the corresponding bracket-member 7. The intermediate portions of the links D′ are equipped with downwardly and forwardly extending arms 41 with which are connected, by pivots 42, the rear ends of the arms of the U-shaped locking-lever E.

The locking-device E comprises a U-shaped member having a cross-rod, or web, 43 and rearwardly extending arms 44 which are connected with the pivots 42. The cross-member 43 is preferably in the form of a rod having rearwardly turned flattened extremities which are connected with the bar-

form arms 44, by rivets 45. To facilitate the connection, the front end portions of the bars 44 are twisted or turned through an angle of approximately ninety degrees and also bent at an angle to the plane of the arms, so that the cross-rod 43 is offset somewhat from the plane of the arms 44 and lies beneath and adjacent the cross-bar 2 of the running-gear frame. As shown in Fig. 10, each arm, or bar, 44 is provided near its front end at its lower edge with a locking-notch 46 adapted to engage a locking-stud 47 at the lower portion of a guide 48 which is carried by the side-member 3 of the running-gear frame. The side-bar 44 extends through the guide 48, and a spring-pressed follower 49 in the upper portion of said guide serves to force the locking-notch 46 into engagement with the locking-stud 47 when the super-structure of the carriage is moved to the extended position.

The flexible side-pieces F′ which support the seat F are suspended from rods 50 which lie beneath and extend parallel with the arms D. The preferred manner of connecting the rods 50 with the arms D is illustrated in Fig. 14, from which it appears that each rod 50 has an offset rear extremity 51 which passes through a perforation 52 in the lower wall of the arm D, and the front end of the rod 50 is bent upwardly, rearwardly and downwardly to afford an eye, or loop, 53 at the front end of the arm D. The downturned extremity 54 passes through a vertical perforation in the front end of the arm and is riveted beneath the arm.

The upper edge of each side-piece F′ is formed with a welt, or loop, 55 which engages the rod 50. As best shown in Fig. 5, it is preferred to make the flexible side-piece F′ of fabric, leather, or the like, which is folded upon itself to form two plies, the fold of the material affording the loop 55 and the lower edges of the plies constituting the lower edge of the flap, or side-piece. Between the plies and some distance above the lower edges thereof is secured a welt, or loop, 56 through which extends the web 57 of a U-shaped rod, or member, having downturned arms 58 provided with inturned eyes 59. Through the eyes 59 extend the upturned arms 60 of a U-shaped rod, or member, whose web 61 engages a welt, or loop, 62 provided at the lateral edge of the seat F. The upper portions of the arms 60 are equipped with collars, or studs, 63 between which and the eyes 59 are confined springs 64. Thus, it will be understood that the seat is spring-supported from the lower portions of the flexible side-pieces F′. The means F^2 for automatically folding said side-pieces F′ inwardly comprise, at each side of the carriage, a link 65 whose front end is joined by a pivot 66 with the upper portion of the arm-supporting link D′ and whose rear end is fashioned to afford a cam, or wedge, 67; a guide 68 depending from the arm D and provided with a slot 69 through which the wedge portion 67 of the link 65 extends; and a link, or arm, 70 the upper end of which is connected by a pivot 71 with the guide 68 above the inner end of the slot 69, as shown in Fig. 5, the lower end of the bar, or link, 70 being equipped with a head 72 which is located in a pocket 73 with which the outer surface of the side-piece F′ is equipped. The arrangement and disposition of parts are such that when the superstructure of the carriage is folded the cam, or wedge, 67 will engage the link 70 beneath its pivot and force the lower end of the link inwardly, thereby flexing the side-piece F′ in the manner illustrated in Fig. 5. This action occurs at each side of the carriage in the folding operation.

The back F^3 may be of any suitable construction. Its lower edge is usually connected with the rear edge of the seat F by a flexible connection 74, and the lateral edges of the back are equipped with triangular side-flaps 75 the free corners of which are provided with eyes, or loops, 76 adapted to engage hooks, or studs, 77 with which the arms D are equipped at their inner sides. It will be understood that the side-flaps 75 are brought into use when the back F^3 is in the reclining position, as shown in Fig. 11, but when desired, the side-flaps may be folded inwardly against the front surface of the back, as illustrated in Fig. 1.

The means F^4 for supporting and adjusting the back will be understood by reference to Figs. 1, 3 and 11. Said means comprise bent levers 78 pivotally connected with the lower walls of the arms D, as indicated at 79; spring-supports 80 through which said levers extend; bearings 81 for the levers 78; springs 82 supporting the bearings 81; a U-shaped link 82^a the arms of which are pivotally connected, as indicated at 83, with the eyes 84 with which the rear ends of the levers 78 are equipped; and loops, or guides, 85 connected with the rear surface of the back F^3, said loops, or guides, 85 receiving the web portion, or cross-member, 86 of the link 82^a. It will now be understood that when desired the U-shaped link 82^a may be swung upwardly and rearwardly about the pivotal connections 83, in which operation the cross-member 86 will slide in the guides 85, so that the back may be dropped to the reclining position shown in Fig. 11. In the reverse movement, that is, the movement of raising the back to the position shown in Fig. 1, a reverse movement of the U-shaped link 82^a occurs. It will be understood that by reason of the fact that the levers 78 are spring-supported, the back will be spring-supported when in the reclining position, and will also be yieldingly supported to a

considerable extent when in the standing position.

The foot-support G comprises a frame of general U-form, which may be formed by bending a bar to afford a cross-member, or web, 87 and rearwardly extending arms 88 which are connected at their rear ends with the pivots 40; and a pouch, or boot-fabric comprising a bottom 89, side-pieces 90 and a front piece 91, said pouch being connected with and suspended from the foot-rest frame. The bottom piece 89 has a flap 92 connected with the front edge of the seat and a flap 93 connected with the cross-rod 10 of the running-gear frame.

The apron, or cover, G′ comprises a top-piece 94 connected with the cross-member 87 of the foot-support frame; side-flaps 95 connected with the lateral edges of the top-piece 94; and a cross-rod 96 connected with the rear edge of the top-piece 94 and equipped at its ends with hooks 97 adapted to engage the loops, or eyes, 53 at the front ends of the arms D when the foot-support is in the elevated position. When desired, the side-flaps 95 may be folded inwardly beneath the top-piece 94 and the apron, or cover, may be rolled up and inserted in the pouch, or holder, G^2. Said pouch comprises a front member 98 the upper edge of which is connected with the top-piece 94 near the point of connection with the cross-member 87 of the foot-support frame; and a rear member, or upturned flap, 99. The front member 98 and rear member 99 have end-flaps 100 which are joined by a vertical seam 101. As thus described, the pouch G^2 has an open upper end 102 into which the boot, or cover, G′ may be thrust after being rolled up.

In the lowered position of the foot-support, the cross-member 87 of the foot-support frame is adapted to be supported upon short studs 103 which project rearwardly from the inner surface of the cross-member 2 of the running-gear frame. The arms 44 of the U-shaped locking-member E are equipped a short distance in front of their pivotal supports with inwardly projecting headed studs, or buttons, 104. The arms 88 lie at the inner sides of the arms 44. The arms 88 are struck outwardly, or offset, as indicated at 105, thus affording bearings adapted to be supported on the studs 104 when the foot-support is in the elevated position. In front of the offsets 105 the arms 88 are curved inwardly to afford spaces 106, so that in the operation of collapsing the superstructure of the cart the bearings 105 will ride off the studs 104 and the foot-rest will be automatically dropped to rest upon the studs 103 of the front member of the running-gear frame. In the operation of elevating the foot-support when the superstructure is in the extended position, the arms 88 may be sprung past the studs 104, so as to rise above and rest upon said studs. In the collapsing operation, the offsets 105 ride off the studs and permit the foot-support to drop.

The carriage-top H is mounted on clips 107 secured to the arms D, and comprises bows 108, a cover 109 stretched over said bows, a clip 110 to which the lower ends of the arms of the front and intermediate bows are pivoted, and arms 111 rigidly secured at their front ends to the clips 110 and provided at their rear ends with slots 112 which receive the pivotal studs 113 of the rear bow 108. The carriage-top is adapted to be held in the uncollapsed, or distended, position by toggle-links 114 connecting the front and rear bows. The arms 111 are so disposed that they will rest upon the arms D of the carriage. The clips 110 are connected with the clips 107 by rivets 115 which afford a sufficiently close connection to support the carriage-top in any desired position, and still permit of pivotal action, when desired. When the toggle-links are straightened, the pivots 113 move to the rear ends of the slots 112, but when it is desired to collapse the cart, the pivots 113 may move forward in said slots. The hood H′ is connected with the carriage-top at the rear bow thereof and is adapted to embrace the back in the reclining position thereof. When desired, the hood may be folded within the carriage-top in a now well understood manner, as illustrated, for instance, in my Patent No. 925,152, granted June 15, 1909.

The operation will be readily understood. When it is desired to collapse the carriage, the top H is first collapsed and laid down so as to extend between the handle-bars. The operator then grasps the handle of the cart with one hand and the front member of the running-gear frame and the cross-member 43 of the locking-device E with the other hand, and by closing the second-named hand effects a release of the locking-device, whereupon the handle may be swung forwardly to a position parallel with the running-gear frame, in which operation the links D′ swing forwardly about the pivots 40 and the arms D are lowered by a parallel motion to a position adjacent the side members of the running-gear frame. In the folding operation, the back of the seat swings rearwardly and downwardly, as illustrated in Fig. 4. Also, during the collapsing operation the wedge portions 67 of the links 65 are thrust through the slots 69 of the guides 68 and contacting with the links 70 beneath the pivots 71 swing said links 70 inwardly, thereby folding the flexible side-pieces F′ inwardly, as illustrated in Fig. 5. After the superstructure has been collapsed, the link mechanism B^2 may be collapsed and the wheels swung inwardly in pairs beneath the

running-gear frame, in a well understood manner. In unfolding the carriage, the wheels may be first turned to the operative position, and the handle may then be swung upwardly to the standing position, whereupon the locking-notches 46 of the arms 44 are automatically forced into engagement with the studs 47 to lock the superstructure in the extended position. When desired, the foot-support may be swung upwardly to the elevated position, in which position it will rest upon the studs 104; and the apron, or cover, G′ may be unfolded and detachably connected with the loops 53 of the carriage-arms D through the medium of the rod 96. When desired, the foot-support cover, or apron, G′ may be disconnected from the arms D, the flaps 95 thereof folded inwardly and the cover rolled up about the rod 96 and deposited in the pocket G^2. Thus it will be neatly housed within the upper portion of the foot-support pouch.

The construction provides for the yielding support of both the seat and the back. Moreover, the construction affords a very secure connection between the side members of the running-gear frame and the wheel-forks, or wheel-supports. Also, while the cart is complete in its appointments and provided with all the necessary features for the comfort and protection of the child, the structure may nevertheless be very readily folded into compact form to be carried on a sleeping-car or other conveyance where compactness of form is a necessary consideration.

The foregoing detailed description has been given for clearness of understanding only, and no undue limitation is to be understood therefrom, but the appended claims are 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—

1. In a structure of the character set forth, the combination of a running-gear frame, a handle pivotally connected with the rear portion thereof and adapted to fold forwardly thereon, arms foldably connected with said handle, links connecting the front portions of said arms with the running-gear frame some distance in the rear of the front end of said frame, a seat, a foldable back, arms rigidly connected with the intermediate portions of said links and extending forwardly and downwardly, a U-shaped locking-lever having arms pivotally connected with said second-named arms and provided at their lower edges with locking-notches, and locking-studs carried by the front portion of the running-gear frame and co-acting with said locking-notches.

2. In a structure of the character set forth, the combination of a running-gear frame, a handle pivotally connected with the rear portion thereof, arms foldably connected with said handle, links connecting the front portions of said arms with the running-gear frame, a U-shaped locking-member having arms pivotally connected with said links, and a cross-member located adjacent the front cross-member of the running-gear frame, a U-shaped foot-support frame having arms lying adjacent the arms of said U-shaped locking-member, and means carried by the arms of said U-shaped foot-support frame and said U-shaped locking-member, whereby the foot-support may be maintained in an elevated position.

3. In a structure of the character set forth, the combination of a running-gear frame, a handle pivotally connected with the rear portion thereof, arms foldably connected with said handle, links connecting the front portions of said arms with the running-gear frame, a seat, a foot-support having a frame with rearwardly extending arms pivotally connected with the running-gear frame adjacent the lower end of said links, a locking-member having arms pivotally connected with said links and lying adjacent the arms of the foot-support frame, and studs carried by the arms of said locking-member and upon which the arms of said foot-support member rest in the elevated position of the foot-support.

4. In a structure of the character set forth, the combination of a running-gear frame, a handle adapted to fold forwardly thereon, arms foldably connected with said handle, links connecting the front portions of said arms to the running-gear frame, a seat, a locking-member having arms pivotally connected with said links and equipped with inwardly extending studs, and a foot-support having arms pivotally connected with the running-gear frame and provided with offsets adapted to engage said studs.

5. In a structure of the character set forth, the combination of a running-gear frame having a front cross-member, a handle pivotally connected with the rear portion of said running-gear frame, arms pivotally connected with said handle, links connecting the front ends of said arms with said running-gear frame, a U-shaped locking-member having arms pivotally connected with said links and a cross-member adjacent the front cross-member of the running-gear frame, a foot-support having a U-shaped frame with its arms pivotally connected with the running-gear frame, means of engagement between the arms of said locking-member and the arms of said foot-support frame, and means of engagement between the front member of the foot-support frame and the front member of the running-gear frame.

6. In a structure of the character set forth, the combination of a running-gear frame, a handle pivotally connected with the rear

portion thereof, arms foldably connected with said handle, links connecting the front portions of said arms with the running-gear frame, a foot-support pivotally connected with the running-gear frame near the lower ends of said links, and a foot-support cover equipped with means for attachment at the front portions of said arms when the foot-support is in the elevated position.

7. In a structure of the character set forth, the combination of a running-gear frame, a handle pivotally connected with the rear portion thereof, arms foldably connected with said handle, links connecting the front portions of said arms with the running-gear frame, a foot-support pivotally connected with the running-gear frame near the lower ends of said links, a foot-support cover equipped with means for attachment at the front portions of said arms when the foot-support is in the elevated position, and a pouch carried by the foot-support and adapted to contain said foot-support cover.

8. In a structure of the character set forth, the combination of a running-gear frame, a handle foldable with relation thereto, arms foldable with relation to said handle and running-gear frame, and a foot-support comprising a pivotally mounted frame, a pouch depending therefrom, a flexible foot-support cover adapted for connection with the superstructure near the front ends of said arms when the foot-support is in the elevated position, and a flexible holder located in the upper front portion of said pouch and adapted to contain said foot-support cover when the latter is in the rolled condition.

9. In a structure of the character set forth, the combination of a running-gear frame, a handle foldable with relation thereto, seat-supporting means foldable with relation to said handle and running-gear frame, a pivotally mounted foot-support frame, a pouch connected therewith, a flexible foot-support cover connected at its front portion with the front upper portion of said foot-support, and a flexible holder for said cover connected with the front upper portion of said foot-support and contained therein, said holder being open at its upper portion, for the purpose set forth.

10. In a structure of the character set forth, the combination of a running-gear frame, a handle foldable with relation thereto, seat-supporting means foldable with relation to said handle and running-gear frame, a pivotally mounted foot-support frame, a pouch connected therewith, a flexible foot-support cover having a top-member connected at its front edge with the front upper portion of said foot-support and having its lateral edges equipped with side-flaps, and means for connecting said cover with the superstructure of the go-cart.

11. In a structure of the character set forth, the combination of a running-gear frame, a handle foldable with relation thereto, seat-supporting means foldable with relation to said handle and running-gear frame, a pivotally mounted foot-support frame, a pouch connected therewith, a flexible foot-support cover having a top-member connected at its front edge with the front upper portion of said foot-support and having its lateral edges equipped with side-flaps, means for connecting said cover with the superstructure of the go-cart, and a flexible holder in the front upper portion of said foot-support adapted to receive said cover when the latter is in the folded and rolled condition.

12. In a structure of the character set forth, the combination of a running-gear frame, a handle foldably connected therewith, arms foldably connected with said handle and running-gear frame, flexible side-pieces depending from said arms, a seat interposed between the planes of said side-pieces, a pivotally mounted foot-support equipped with a pouch, a foot-support cover, means for supporting the foot-support in the elevated position, and means for connecting said foot-support cover with the superstructure adjacent the front portions of said arms.

13. In a structure of the character set forth, the combination of a running-gear frame comprising a U-shaped tubular member the arms of which afford side members for the running-gear frame and the web of which affords a front cross-member, the side members being curved upwardly near their front ends to elevate said cross-member, a handle pivotally connected with the rear portions of said arms and adapted to fold forwardly on the running-gear frame, arms foldably connected with said handle, links connecting the front portions of said arms with the running-gear frame, and a locking-member having arms pivotally connected with said links and a cross-member lying beneath and adjacent the cross-member of the running-gear frame.

14. In a structure of the character set forth, the combination of a running-gear frame comprising a U-shaped tubular member the arms of which afford side members for the running-gear frame and the web of which affords a front cross-member, the side members being curved upwardly near their front ends to elevate said cross-member, a handle pivotally connected with the rear portions of said arms and adapted to fold forwardly on the running-gear frame, arms foldably connected with said handle, links connecting the front portions of said arms with the running-gear frame, a locking-member having arms pivotally connected with said links and a cross-member lying

beneath and adjacent the cross-member of the running-gear frame, and a foot-support having arms extending between the arms of said locking-member and pivotally connected with the running-gear frame and having a front cross-member located adjacent the front cross-member of the running-gear frame and adapted to swing upwardly away therefrom.

ARTHUR J. ADAMS.

In presence of—
R. A. SCHAEFER,
J. G. ANDERSON.