No. 676,741. Patented June 18, 1901.

J. J. FLANNERY.

GO-CART.

(Application filed Apr. 4, 1901.)

(No Model.) 2 Sheets—Sheet 1.

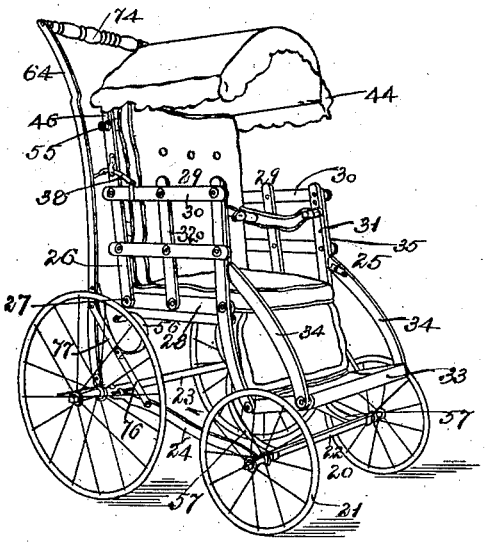

Fig. 1.

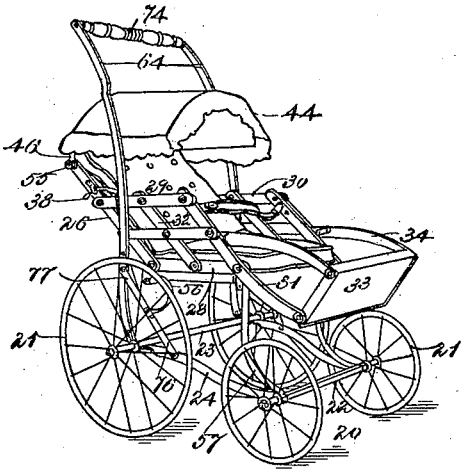

Fig. 2.

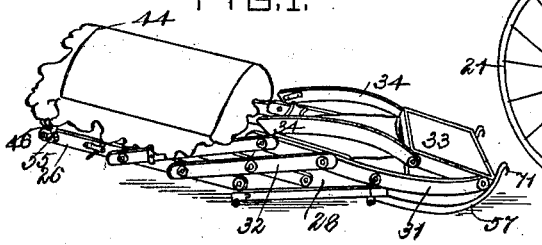

Fig. 3.

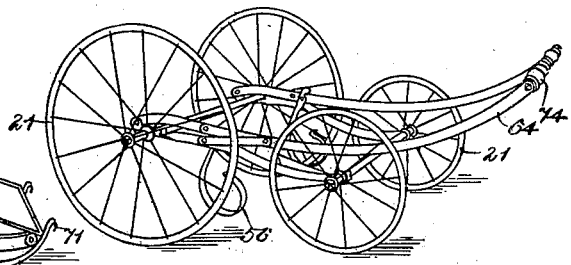

Fig. 4.

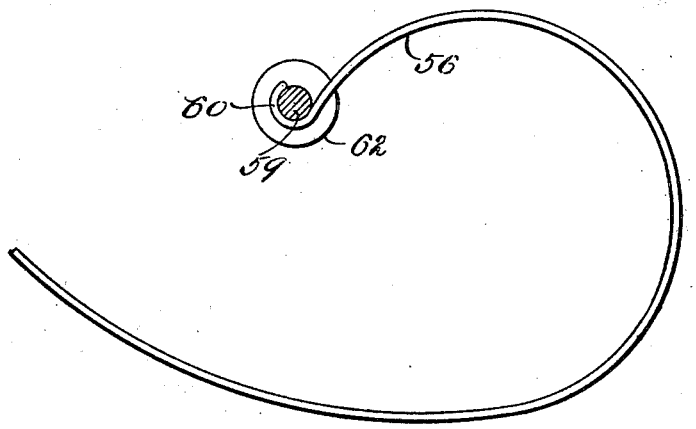

Fig. 5.

Witnesses:
Louis A. Jones.
Sydney E. Taft.

Inventor:
John J. Flannery.
by his Attorney, Charles S. Goodhue

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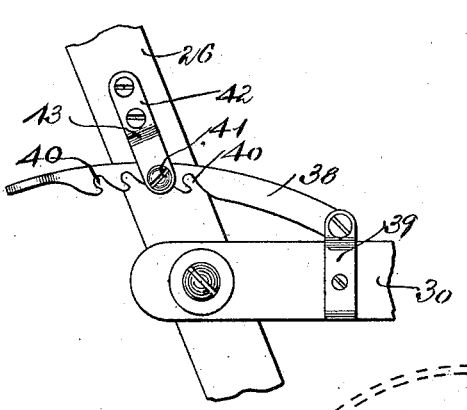

Fig. 7.

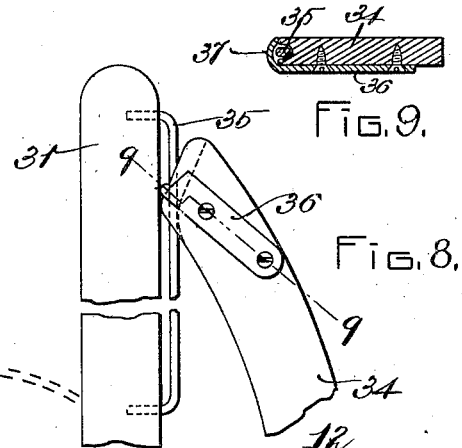

Fig. 9.

Fig. 8.

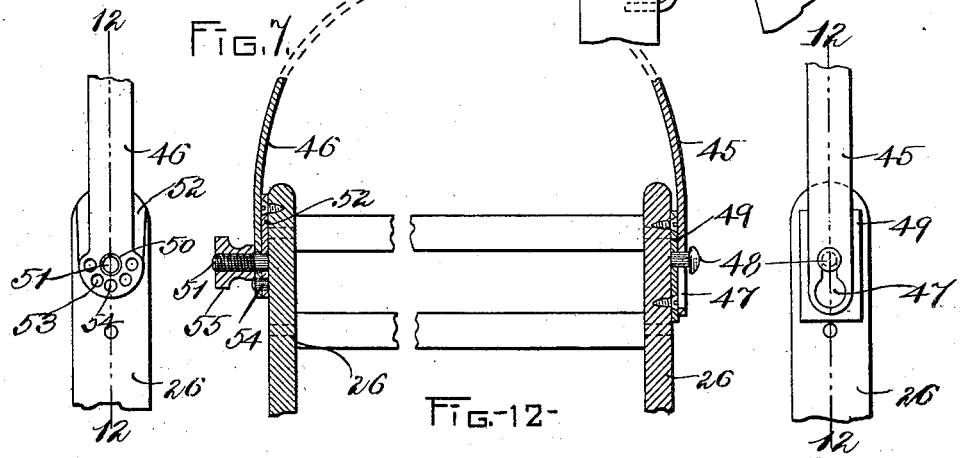

Fig. 10.

Fig. 12.

Fig. 11.

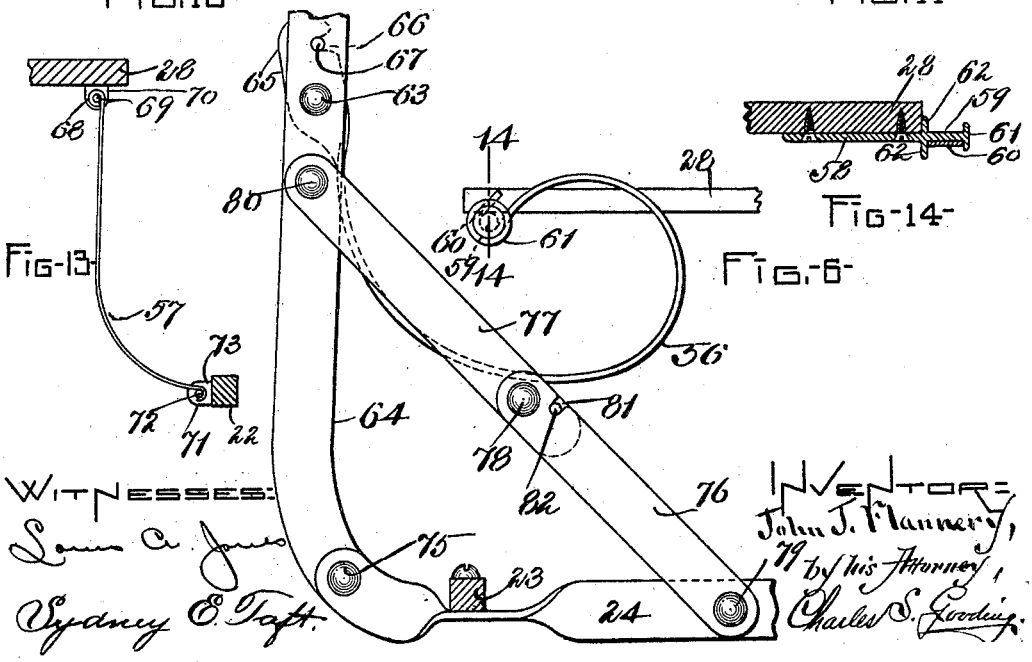

Fig. 13.

Fig. 6.

Fig. 14.

Witnesses:
Louis A. Jones
Sydney E. Taft.

Inventor:
John J. Flannery,
By his Attorney,
Charles S. Fearing.

UNITED STATES PATENT OFFICE.

JOHN J. FLANNERY, OF EAST CAMBRIDGE, MASSACHUSETTS.

GO-CART.

SPECIFICATION forming part of Letters Patent No. 676,741, dated June 18, 1901.

Application filed April 4, 1901. Serial No. 54,253. (No model.)

To all whom it may concern:

Be it known that I, JOHN J. FLANNERY, a citizen of the United States, residing at East Cambridge, in the county of Middlesex and State of Massachusetts, have invented new and useful Improvements in Go-Carts, of which the following is a specification.

The object of this invention is to provide a convenient, comfortable, and cheap go-cart for infants and children.

The object of this invention is, further, to provide a go-cart in which the back and foot-rest can be set at different angles and locked in position.

The object of the invention is, further, to provide a practical and convenient hood which can also be adjusted to different angles and locked securely in position.

The object of the invention is, still further, to provide a go-cart which can be taken apart and collapsed, so that the same may be stored away in a small space and also that it may be easily shipped from one point to another.

The invention consists in a go-cart having a seat, a back, and two sides thereto, said sides formed of slats pivotally joined to each other and to said back and seat, and means for locking said parts of the body together.

The invention further consists in means for adjusting said parts at different angles to each other and locking them together.

The invention again consists in a foot-rest pivotally supported upon the body of the go-cart and means for adjusting said foot-rest at different angles to said body, and, further, in locking said foot-rest in the different positions to which it is adjusted.

The invention again consists in a hood supported upon the back of said go-cart, means for adjusting said hood at different angles to said back, and means for locking said hood firmly in position at different angles.

The invention still further consists in detachably attaching the body to springs, said springs being pivotally supported upon the running-gear of the cart, the whole structure being so constructed and arranged as to be taken apart and collapsed, as fully set forth in the following specification, and particularly pointed out in the claims thereof.

Referring to the drawings, Figure 1 is a perspective view of my improved go-cart, showing the same adjusted and locked with the back in substantially a vertical position. Fig. 2 is a perspective view of the same, showing the back, sides, and foot-rest adjusted to stand at an angle of about forty-five degrees, and thus allow the occupant to assume a partly-reclining position. Fig. 3 is a perspective view of the body portion of the cart and hood entirely collapsed and formed into a compact bundle. Fig. 4 is a perspective view of the running-gear, with the handle side bars thrown forward in a substantially horizontal position. Fig. 5 is a detail side elevation of a portion of one of the rear body-springs with one of the body-supporting pins in connection therewith shown in section. Fig. 6 is a side elevation of a portion of one of the handle side bars, showing the manner of pivoting and locking the same to the running-gear and also showing one of the rear body-supporting springs attached thereto. Fig. 7 is a side elevation of the means whereby the back of the body of the cart is locked to one side thereof. Fig. 8 is a side elevation of a portion of one of the front slats and of one of the foot-rest slats, illustrating the manner in which said foot-rest slat is connected to said front slat. Fig. 9 is a detail section taken on line 9 9 of Fig. 8. Fig. 10 is a side elevation of a portion of the hood-frame, showing the manner of locking said frame to the back of the cart-body. Fig. 11 is a side elevation from the opposite side of the cart to that from which Fig. 10 was viewed, illustrating the manner of attaching the hood-frame to that side of the cart-body. Fig. 12 is a central longitudinal section taken on line 12 12 of Figs. 10 and 11, partly broken away to save space in the drawings. Fig. 13 is a detail sectional side elevation showing one of the front springs and the manner of attaching the body to the running-gear at the front thereof. Fig. 14 is a detail section taken on line 14 14 of Fig. 6.

Like numerals refer to like parts throughout the several views of the drawings.

In the drawings, 20 is the running-gear, consisting of wheels 21, front and rear axles 22 23, and side bars 24. The body 25 consists of a back 26, pivotally connected at 27 to the seat 28. The sides 29 each consist of two horizontal slats 30 30, pivotally connected

to the back 26 and to the front slat 31. A central slat 32, parallel to the front slat 31 and to the back 26, is pivotally connected to the seat 28 and to the horizontal slats 30 30. The front slats 31 are projected downwardly below the seat 28 and have a foot-rest 33 pivotally connected thereto. Another slat 34 is pivotally connected to the foot-rest 33 and projects upwardly and backwardly at an angle to engage a guide-wire 35, fast to the front slat 31.

The foot-rest slat 34 is connected to the guide-wire 35 by a plate 36, screwed thereto and having an inwardly-projecting finger 37, which partly encircles the wire 35 and holds the foot-rest slat 34 in connection with said wire as the foot-rest 33 is tipped at different angles upon its pivot. As the foot-rest 33 is tipped at different angles it will be seen that the foot-rest slat 34 will slide up and down on the guide-wire 35 and be held in position by the frictional contact of the finger 37 with the front edge of the front slat 31.

The back 26 of the body 25 may be set at different angles with the seat 28 and locked in position by a catch-lever 38. Said catch-lever is pivotally connected to a clip 39, fast to the upper horizontal slat 30, and is provided with notches 40, adapted to engage a pin 41, fast to a plate 42, said plate 42 being fastened by screws to the back 26 and being bent outwardly from said back at 43 to guide the lever 38 as it slides backward and forward between the plate 42 and the back 26.

The hood of the cart forms a very convenient and desirable feature of this invention and consists, preferably, of a metal frame 44, covered with cloth or lace of any desirable pattern, said metal frame having two arms 45 and 46 extending downwardly from the main portion of the frame and provided with means whereby said hood is supported and locked upon the back of the cart-body. The arm 45 is slotted at 47, said slot being circular at the lower part thereof and narrowed down to engage the shank of a pin 48, fast to a plate 49, which in turn is fastened to one side of the back 26 of the cart. The arm 46 has a hole 50 therein, which engages a screw-threaded pin 51, fast to a plate 52, which in turn is fast to the back 26. Said arm 46 is provided with a series of holes 53, concentrically arranged about a pin 54, fast to said plate 52. The arms 45 46 and the hood-frame 44 as a whole are locked in position by means of the pin 54 being set in any one of the holes 53 and screwed thereto by a thumb-nut 55. The body of the cart is supported upon the pair of springs 56 56 at the rear of said body and another pair of springs 57 57 at the front of said body.

In Figs. 5, 6, and 14 I have illustrated in detail the rear spring 56 and the manner of supporting the body of the cart thereon. Said body is supplied upon each side thereof with a plate 58, screwed to the under and rear portion of the cart-seat and having a pin 59 integral therewith and projecting outwardly therefrom to engage the hooked end 60 of the spring 56. Flanges 61 62 upon the plate 58 prevent any side motion of said spring upon the pin 59. The spring 56 is pivoted at 63 to a handle side bar 64 and has an extension 65 thereon, having notches 66 therein, which engage a pin 67, fast to said handle side bar 64. The front springs 57 are each provided with an eye 68 at the upper end thereof, which engages a pin 69, fast to an ear 70 upon the under side of the seat 28. The lower ends 71 of each of the springs 57 are shaped like a hook to engage a pin 72, fast to an ear 73 upon the front axle 22.

A handle 74 is fast to a pair of handle side bars 64, each of said side bars being pivoted at 75 to the rear ends of the side bars 24. Said handle-bars are locked in position by two links 76 and 77, pivoted together at 78, the link 76 being pivoted at 79 to the side bars 24 and the link 77 being pivoted at 80 to the handle side bars 64. The link 76 is notched at 81 to engage a pin 82, fast to the link 77, and when the links 76 and 77 are in line, as shown in Fig. 6, the handle side bars 64 are locked against rotation upon their pivots 75.

The operation of the cart is as follows: Assuming the parts to be in the position shown in Fig. 1, if it is desired to place the body of the cart so that the infant can partly recline the catch-lever 38 is raised until the notches 40 clear the pin 41 and the cart tipped back to the position shown in Fig. 2 and the catch-lever dropped into the position shown in Fig. 7, with one of the notches 40 in engagement with the pin 41. It will be seen that the body is now locked in its newly-adjusted position. The angle of the foot-rest may be changed by tipping said foot-rest 33 upon its pivot, and the foot-rest slats 34 will slide up or down, as the case may be, the upper ends thereof being guided by the spring-guide 35, engaged by the finger 37 upon the plate 36, fast to said foot-rest slats. To adjust the hood, the thumb-nut 55 is loosened by unscrewing the same, the arm 46 sprung outwardly until the hole 53 is out of engagement with the pin 54, and the hood is then tipped to the angle desired, when the arm 46 is released and another one of the holes 53 engages the pin 54, whereupon the thumb-nut 55 is screwed up and the hood firmly locked in its new position.

To take the cart apart and entirely collapse the same in order that it may be shipped or packed away in small space, the hood is first removed by removing the thumb-nut 55, springing the arms 45 and 46 outwardly until they disengage the pins 48 and 51, respectively. The body of the cart is removed from the running-gear by lifting the rear portion of the body until the pins 59 are disengaged from the hooked ends 60 of the rear springs 56. Said body is then dropped downwardly, and the hooked ends 71 of the front springs 57 are disengaged from the pins 72 upon the front axle 22. The cart is then folded into

a flat position, the pivotal sides, back, seat, and foot-rest assuming the respective positions shown in Fig. 3. The links 76 and 77 are then tipped upon their pivots 79 and 80, respectively, and the handle side bars 64 thrown forwardly as soon as the lock formed by the links 76 and 77 being in a straight line is broken and the parts are placed in the respective positions shown in Fig. 4. The collapsed body portion and hood may now be placed upon the running-gear and handle side bars, if desired, and the whole structure wheeled into a closet or beneath a bed out of the way, or, if desired, the wheels 21 may be removed and placed with the other portions of the running-gear and with the body and hood portions, making a very small bundle, which may be conveniently shipped or packed away.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a go-cart a body comprising a seat, a back, two sides, each side formed of slats pivotally joined to each other and to said back and seat, means for adjusting said parts at different angles to each other, and means for locking said parts together.

2. In a go-cart a body comprising a seat, a back, two sides, each of said sides formed of slats pivotally joined to each other and to said back and seat, a pin fast to one of said parts, a catch-lever having a plurality of notches therein pivoted to another of said parts and adapted to engage said pin and lock said parts together at different angles.

3. In a go-cart a body comprising a seat, a back, two sides, each of said sides formed of slats pivotally joined to each other and to said back and seat, the front slat of each of said sides extended downwardly below the seat, a foot-rest pivoted to said front slats, means for adjusting said parts at different angles to each other, and means for locking said parts together.

4. In a go-cart a body comprising a seat, a back, two sides, each of said sides formed of slats pivotally joined to each other and to said back and seat, the front slat of each side extended downwardly below the seat, a foot-rest pivoted to said front slats, a guide fast to each of said front slats, and a slat one end pivoted to said foot-rest, the other end connected to and arranged to slide upon said guide.

5. In a go-cart a body comprising a seat, a back, two sides, each of said sides formed of slats pivotally joined to each other and to said back and seat, means for adjusting said parts at different angles to each other, and means for locking said parts together, in combination with a running-gear and springs fast to said running-gear and detachably attached to said body.

6. In a go-cart, a body comprising a seat, a back, two sides, each of said sides formed of slats pivotally joined to each other and to said back and seat, the front slat of each of said sides extended downwardly below the seat, a foot-rest pivoted to said front slats, means for adjusting said parts at different angles to each other, and means for locking said parts together, in combination with a running-gear, a handle, handle side bars fast to said handle and pivotally connected to said running-gear, and means for locking said side bars in a fixed relation to said running-gear.

7. In a go-cart a running-gear, a handle, handle side bars fast to said handle and pivotally connected to said running-gear, means for locking said side bars in a fixed relation to said running-gear, a pair of springs pivotally connected to said handle side bars, a pair of springs pivotally connected to said running-gear, and a body detachably connected to and supported by said springs.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN J. FLANNERY.

Witnesses:
CHARLES S. GOODING,
LOUIS A. JONES.