

No. 620,107.

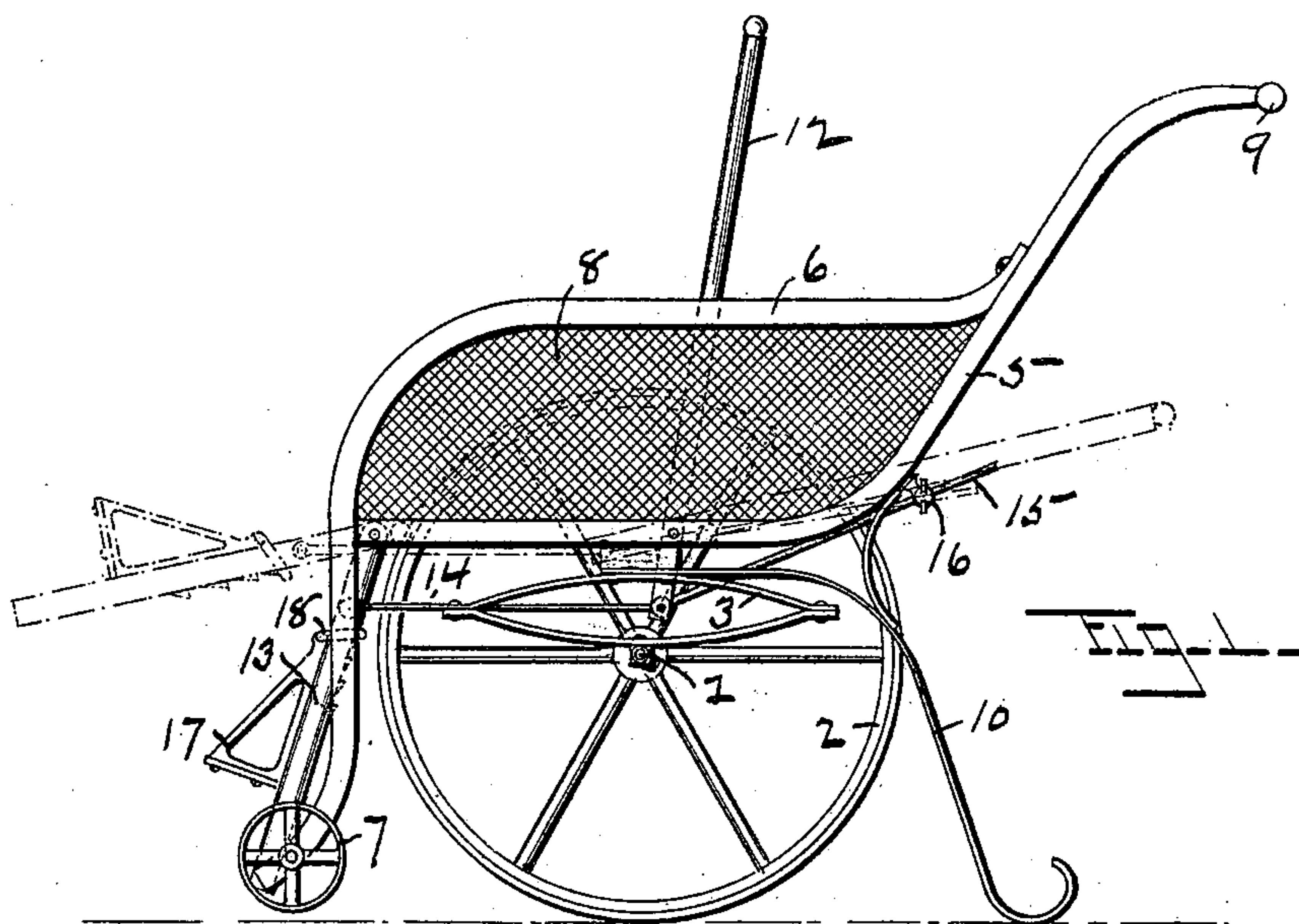
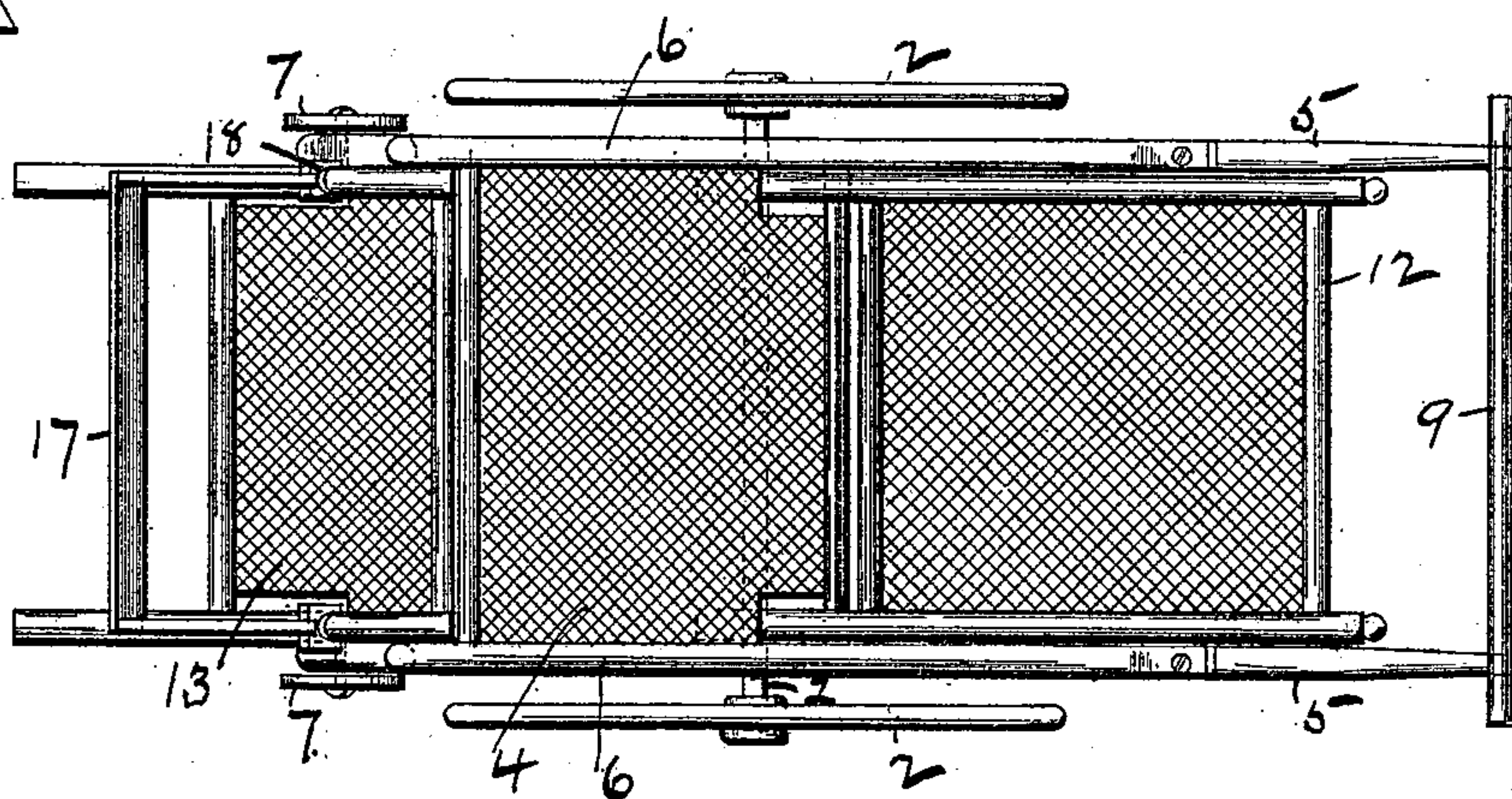
Patented Feb. 28, 1899.

I. N. DANN.
CHILD'S CART.

(Application filed Oct. 7, 1897.)

(No Model.)

Fig. 2



Witnesses.

Geo. E. Dann.
J. Peter Lepin

Inventor.

Irene K. Dann
By Chapman & Hall

Attorneys.

UNITED STATES PATENT OFFICE.

ISAAC N. DANN, OF NEW HAVEN, CONNECTICUT.

CHILD'S CART.

SPECIFICATION forming part of Letters Patent No. 620,107, dated February 28, 1899.

Application filed October 7, 1897. Serial No. 654,389. (No model.)

To all whom it may concern:

Be it known that I, ISAAC N. DANN, a citizen of the United States, residing at New Haven, in the county of New Haven and State of Connecticut, have invented certain new and useful Improvements in Children's Go-Carts; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to that class of vehicles known as "children's go-carts;" and it has for its object to provide a vehicle of this nature so constructed that it can be quickly and readily converted from a go-cart adapted to carry a child of sufficient age to sit upright into a wheeled crib adapted to carry a very young child in a reclining position, and vice versa.

To this end my invention consists in the go-cart constructed and operating as hereinafter fully described, and particularly pointed out in the claims.

Referring to the drawings, in which like numerals designate like parts in both views, Figure 1 is a side view of a go-cart embodying the invention, with the rear wheel removed. Fig. 2 is a plan view thereof.

Upon the axle 1 of the two wheels 2 is supported, through suitable springs 3, the frame of the go-cart, consisting of two side bodies and an intermediate connecting-seat 4. Each of the side bodies is preferably composed of a rail 5, extending horizontally along one side of the seat 4 to the rear of the vehicle and thence curved upwardly and rearwardly to form the propelling-handle, a rail 6, connected at its rear end to the rail 5 at the proper height to secure the desired width of side and extending thence forwardly parallel with the horizontal portion of rail 5 to the front end of the vehicle and thence curved downwardly nearly to the floor-line, where it carries a small wheel or roller 7, and suitable intermediate wicker-work 8 or other material filling the space between said rails 5 6. A handle-bar 9 unites the projecting ends of the rails 5, and two braces 10, extending rearwardly and downwardly from the frame nearly to the floor-line,

retain said frame in a position when the vehicle is at rest in which the seat 4 is substantially horizontal, while the depending ends of the rails 6 and their wheels 7 serve to prevent any undue forward tilting of the frame. At the rear end of the seat 4 a back 12 is pivotally connected to the frame at a point a short distance above its lower end, and at the front end of said seat a foot-rest 13 is similarly connected at its upper end to the frame, whereby said back and foot-rest are adapted to be moved to an angular position to the seat, and connecting-rods 14, connecting the lower end of the back with the foot-rest, cause the movements of said parts to be simultaneous. A rod 15, projecting rearwardly from the back 12 at its lower end, has a sliding movement through a clamping-hub 16 on the frame, said hub having a set-screw, by tightening which against said rod the back and foot-rest are locked in any position of adjustment.

I prefer to provide the foot-rest with an adjustable step or footboard 17, which can be set at different heights upon said rest, and, as herein shown, such adjustment is secured by means of links 18, which embrace the side rods of the foot-rest, and a series of teeth projecting from the under side of said rods, with which the links are adapted to successively engage to hold the footboard at any desired height.

When the vehicle is to be used as a go-cart, the back 12 and foot-rest 13 are locked in a substantially vertical position, as shown by full lines in Fig. 1, whereupon the vehicle is adapted for all of the uses to which a go-cart is usually put.

To convert the vehicle into a crib, it is necessary simply to loosen the set-screw of the clamping-hub 16 and tilt the back and, through the latter, the foot-rest to the position indicated by broken lines in Fig. 1, locking them in such position by again tightening the set-screw. A mattress or other bedding can now be placed in the vehicle, being retained therein by the side bodies of the frame, and it is adapted to answer all of the purposes of the ordinary crib, with the added advantages that it is on wheels and takes up much less floor-space than the latter.

By making the side bodies of the frame in the manner described I secure great strength with little weight, give to the frame a pleasing and graceful appearance, and reduce the cost of manufacture to a minimum.

My invention is applied to go-carts having a single axle with a wheel at either end thereof, the seat and back being arranged so that when the go-cart is being used as a vehicle the weight of the body will be balanced over the axle.

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

1. In a go-cart, the combination with a frame mounted between two wheels and supported above the axle of said cart, and having a stationary seat and rearwardly-projecting handle, of a back pivotally connected to said frame at the rear end of said seat substantially midway between the ends of the sides of said frame and in substantially a direct line above the said axle, a foot-rest pivotally connected to the frame at the front end of said seat, intermediate connections between said back and foot-rest for causing them to move in unison, and means, as a rod and clamping-hub, for locking said back and foot-rest at any angle to said seat, substantially as described.

2. In a go-cart, the combination with the axle and wheels, of a body supported above the said axle substantially midway of its length, intermediate springs between the said axle and body, the said body comprising a stationary seat, side frames projecting substantially the same distance to the front and rear of said axle, rearwardly-projecting handles forming part of the side frames, a tilting back pivoted to the said body in substantially a direct line above the said axle, a foot-rest and

lever connections between said back and foot-rest, substantially as described.

3. In a go-cart, the combination with the stationary seat, pivotally-supported back and foot-rest, and means for communicating the motion of one of said latter parts to the other, of a footboard, as 17, adjustably mounted upon said foot-rest, and means, as the links 18 and series of teeth on the foot-rest, for securing said footboard at different heights upon the foot-rest, substantially as described.

4. In a go-cart, the combination with the frame and the back and foot-rest pivotally supported upon said frame, of the clamping-hub 16 on said frame, and the rod 15 projecting rearwardly from said back and adapted for a sliding movement through said clamping-hub, substantially as and for the purpose described.

5. In a child's go-cart, the combination with the two wheels and their axle, of the frame supported upon the said axle and having two side bodies, each of which is composed of a single rail 5 forming the bottom boundary thereof and bent upwardly and rearwardly to form a handle, a single rail 6 forming the upper boundary of said side body, secured to said rail 5 above the level of the seat and extending in a plane substantially parallel therewith nearly to the front end of the vehicle where it is curved downwardly nearly to the floor-line and carrying a wheel 7 at its front end, and suitable intermediate filling material between said rails, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

ISAAC N. DANN.

Witnesses:

W. H. CHAPMAN,
GEO. E. DANN.