

No. 641,658.

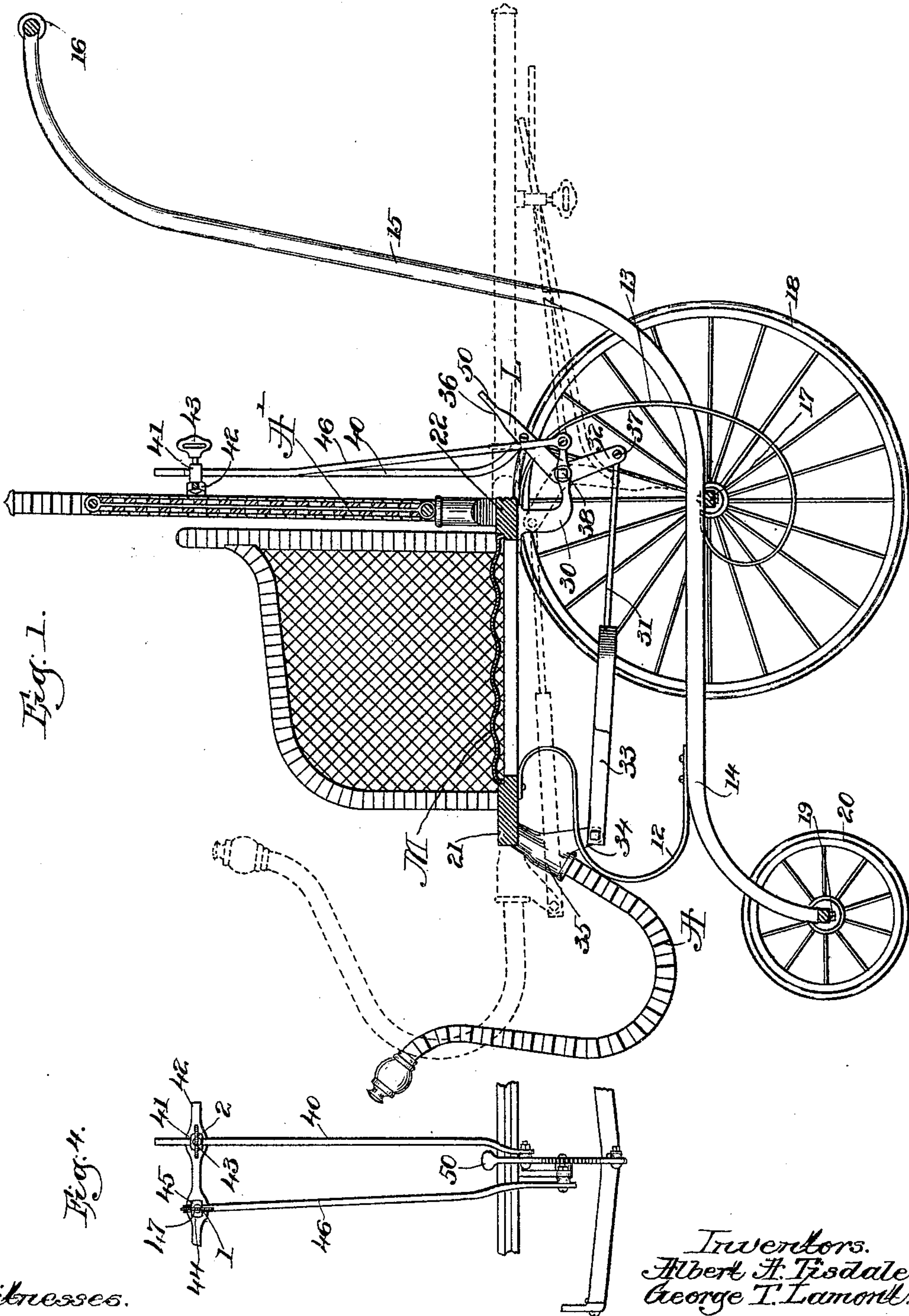
Patented Jan. 16, 1900.

A. A. TISDALE & G. T. LAMONT.
GO-CART.

(Application filed Sept. 11, 1899.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses.
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Gustave F. Magnitzky.

Inventors.
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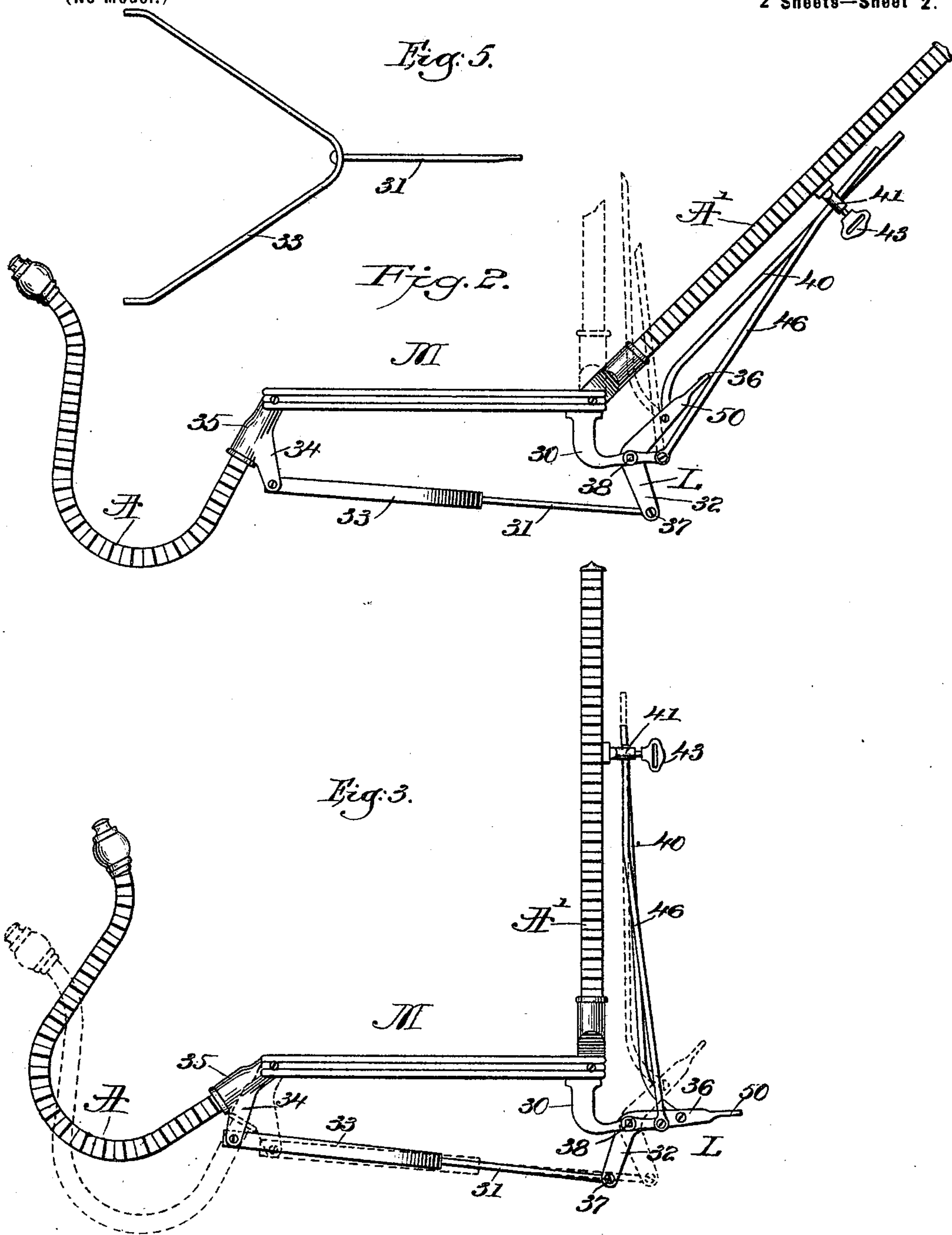
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UNITED STATES PATENT OFFICE.

ALBERT A. TISDALE AND GEORGE T. LAMONT, OF LEOMINSTER, MASSACHUSETTS, ASSIGNORS TO THE WHITNEY-REED CHAIR COMPANY, OF SAME PLACE.

GO-CART.

SPECIFICATION forming part of Letters Patent No. 641,658, dated January 16, 1900.

Application filed September 11, 1899. Serial No. 730,094. (No model.)

To all whom it may concern:

Be it known that we, ALBERT A. TISDALE and GEORGE T. LAMONT, residing at Leominster, county of Worcester, State of Massachusetts, have invented an Improvement in Go-Carts, of which the following description, in connection with the accompanying drawings, is a specification, like letters and numerals on the drawings representing like parts.

10 This invention relates to go-carts; and the object of the invention is to provide an improved vehicle of this character having either its dash or back adjustable, or both adjustable simultaneously, and means operative there-
15 with for rapidly shifting said parts individually or simultaneously and for firmly securing them in desired positions.

The invention includes as one of its essential features a go-cart consisting of a body, a
20 dasher, and a back, one of said parts being shiftable relatively to the body, and self-locking means operable with said shiftable part, and these several members may be of any suitable construction.

25 The locking means represented includes in its construction a toggle the members of which are so mounted that when thrown over a dead-center the part to which said toggle is connected will be tightly locked in its shifted
30 position.

For the purpose of securing the simultaneous operation of the body, the back, and the dasher and for also automatically locking the same in their extreme shifted positions they
35 are both connected with the self-locking mechanism.

In the drawings, Figure 1 is a longitudinal sectional side elevation of a go-cart constructed in accordance with our invention in a simple and convenient embodiment thereof, showing
40 by full and dotted lines, respectively, the normal and extreme shifted positions of the dasher and back. Figs. 2 and 3 are side elevations of the upper part of the cart and showing the dasher and back in certain adjusted
45 positions. Fig. 4 is a rear view of a part of the adjusting and locking mechanism herein-after more particularly described, and Fig. 5 is a plan view of a link constituting part of
50 the self-locking mechanism.

The cart may be of any suitable type. It is represented as consisting of a main section or seat M and two auxiliary sections A and

A', constituting, respectively, a dasher or foot-rest and a back, and in the present instance
55 said parts A and A' are pivotally connected to the seat for swinging movement and are shown occupying what might be termed their "normal" positions by full lines in Fig. 1.

The springs 12 and 13, of suitable kind, are
60 fastened to the under side of the seat M and also to the body or running-gear 14, the latter consisting of parallel side bars, as customary in this sort of a vehicle, extending rearwardly and upwardly, as at 15, to form a
65 pusher and connected by the handle 16.

The rear axle is denoted by 17, and it is furnished with suitable wheels, as 18, while the front axle 19 is equipped with small guide-wheels 20 and is connected to the downturned
70 front end of the framing 14.

The dasher A is pivotally connected at its opposite rear ends, as at 21, to the seat M, while the back is likewise united thereto, as
75 at 22.

In the organization illustrated the dasher and back are independently adjustable or simultaneously adjustable to suit different cases, it being desirable at some times to elevate the dasher without disturbing the back,
80 or lowering the back without moving the dasher, or for simultaneously changing the positions of both said parts, and for effecting the functions set forth we have illustrated mechanism of a novel type, now to be described in
85 its simple embodiment.

The bearing 30 is shown fixed to the under rear side of the body M substantially midway between its opposite edges, and it is shown as being of approximately L shape,
90 and the lever L, (shown as being of the angle type,) constituting an element of the shifting and self-locking mechanism, is fulcrumed at its elbow to the horizontal portion of the bearing or bracket 30. The bifurcated link
95 31 is pivoted at one end to the lower arm 32 of the said lever. The arm 32 of the lever and the link 31 cooperate to form a dead-locking toggle for the dash and back. The link 31 is bifurcated, as at 33, and its branches
100 are pivoted, as at 34, to irons or brackets 35, secured to the opposite inner sides of the dasher, only one of said brackets being shown, however.

In Fig. 1 the dasher A is shown occupying
105 its initial position by full lines. Let it be as-

sumed that it is desired to move the same to the dotted-line position. To accomplish this, the upper or operating arm 36 of the lever will be swung downward either by hand or foot, (the foot being usually employed to accomplish this operation,) which results in swinging the toggle-arm 32 to the left and upward, the motion being continued until the pivotal point 37, between the parts 31 and 32, has crossed a dead-center line intersecting the pivots 34 and 38, at which time the dash will have reached its extreme shifted positions, and it will be understood that the act of drawing the pivotal point 37 over the dead-center line locks the dasher automatically against return movement.

The bar 40 is pivoted to the actuating-arm 36 of the lever L between its ends, while its upper end slides through the enlargement or bearing 41 of the horizontal cross-bar 42, secured at its opposite ends to the rear face of the back A' at a suitable place in the height thereof. The enlargement or bearing 41 carries the set-screw 43, adapted to bear against the slidable rod 40, thereby to lock the same in an adjusted position. The cross-bar 42 is provided with a second bearing or enlargement 44, which slidably receives the vertical rod 46, against the upper end of which the set-screw 47, carried by said bearing 45, is adapted to bear. The lower end of the rod 46 is pivoted to the outer end of the horizontal arm of the bearing 30.

By the construction previously set forth it is possible to adjust either the dash or the back independently to any extent within certain limits and to shift them in unison, and to also automatically or individually lock them in desired positions.

In Fig. 1 the back and dash are shown as occupying their normal positions, and it will be assumed that it is desired to simultaneously adjust them. This may be accomplished as follows: The set-screw 43 will be tightened, thereby operatively connecting the back to the lever L, and the set-screw 47 will be loosened. The widened foot-piece 50 at the end of the upper arm 36 of the actuating-lever L can be engaged and thrown down, which operation will result in moving the back down and the dasher up, and this motion can be continued until the toggle-joint 37 crosses a dead-center line, as shown by dotted lines in Fig. 1, at which time the dash and back will occupy their extreme adjusted positions; or the said parts may be locked in any intermediate position simply by tightening the screw 47.

Should it be desired to lower the back separately, both screws 43 and 47 will be loosened, whereby said back can be swung down, and when in the proper position the screw 47 will be tightened, it not being necessary to tighten the screw 43.

During the letting down of the back it will be understood that the rods slide through their bearings.

To elevate the dash without changing the position of the back, the set-screw 47 will be tightened and the set-screw 43 will be loosened, after which the lever L can be worked to adjust the dash to the proper angle, at which time the screw 43 will be tightened, unless, of course, the dead-center line is crossed, in which case the use of the screw to hold the dasher is unnecessary.

Having described the invention, what we claim is—

1. In a go-cart a seat, a back and a dash, both shiftable relatively to the seat, and means coöperative with both the back and the dash for effecting the simultaneous movement of said parts or the independent action of each of them relatively to the other, and for locking the same in their different adjusted positions, said means including a self-locking device.

2. In a go-cart a seat, a back and a dash, both shiftable relatively to the seat, and means coöperative with both the back and the dash for effecting the simultaneous movement of said parts or the independent action of each of them relatively to the other, and for locking the same in their different adjusted positions, said means including a toggle.

3. In a go-cart a seat, a dash and a back, shiftable mounted relatively to the seat, two rods, a fixed bearing for supporting one of the rods, a lever to which the other rod is connected, a connection between said lever and the dash, two bearings upon the back adapted to receive said rods, and holding devices mounted upon the bearings and located to engage and hold the rods.

4. In a go-cart a seat, a dash and a back shiftable mounted relatively to the seat, two rods adjustably connected to the back, a fixed bearing for supporting one of the rods, a lever to which the other rod is connected and a link connected respectively with said lever and the dash and constituting with one arm of the lever, a toggle.

5. In a go-cart a seat, a dash and a back shiftable mounted relatively to the seat, a self-locking toggle connected with the dash and adjustably connected with the back, a rod also adjustably connected with the back and a fixed bearing upon which said rod is mounted.

6. In a go-cart, a seat, a dash and a back shiftable mounted relatively to the seat, two rods adjustably connected to the back, a fixed bearing for supporting one of the rods, a lever to which the other rod is connected, and a connection between said lever and the dash.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

ALBERT A. TISDALE.
GEORGE T. LAMONT.

Witnesses:

A. L. BURDITT,
F. J. LOTHROP.