

No. 658,123.

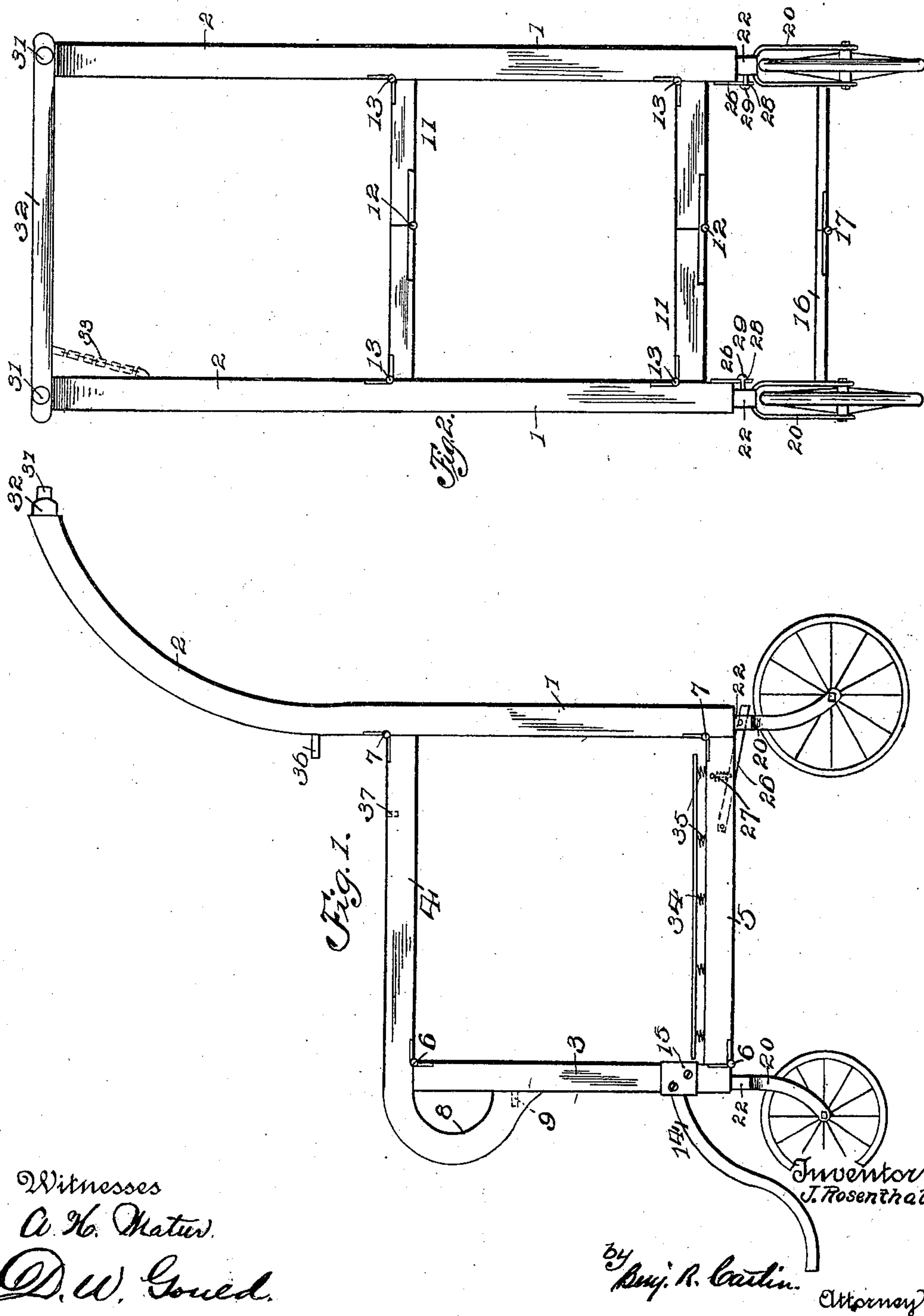
Patented Sept. 18, 1900.

J. ROSENTHAL.  
FOLDING GO-CART.

(Application filed Mar. 29, 1900.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses  
A. H. Matur.  
D. W. Gould.

Inventor  
J. Rosenthal,  
by R. C. Carter, Attorney

No. 658,123.

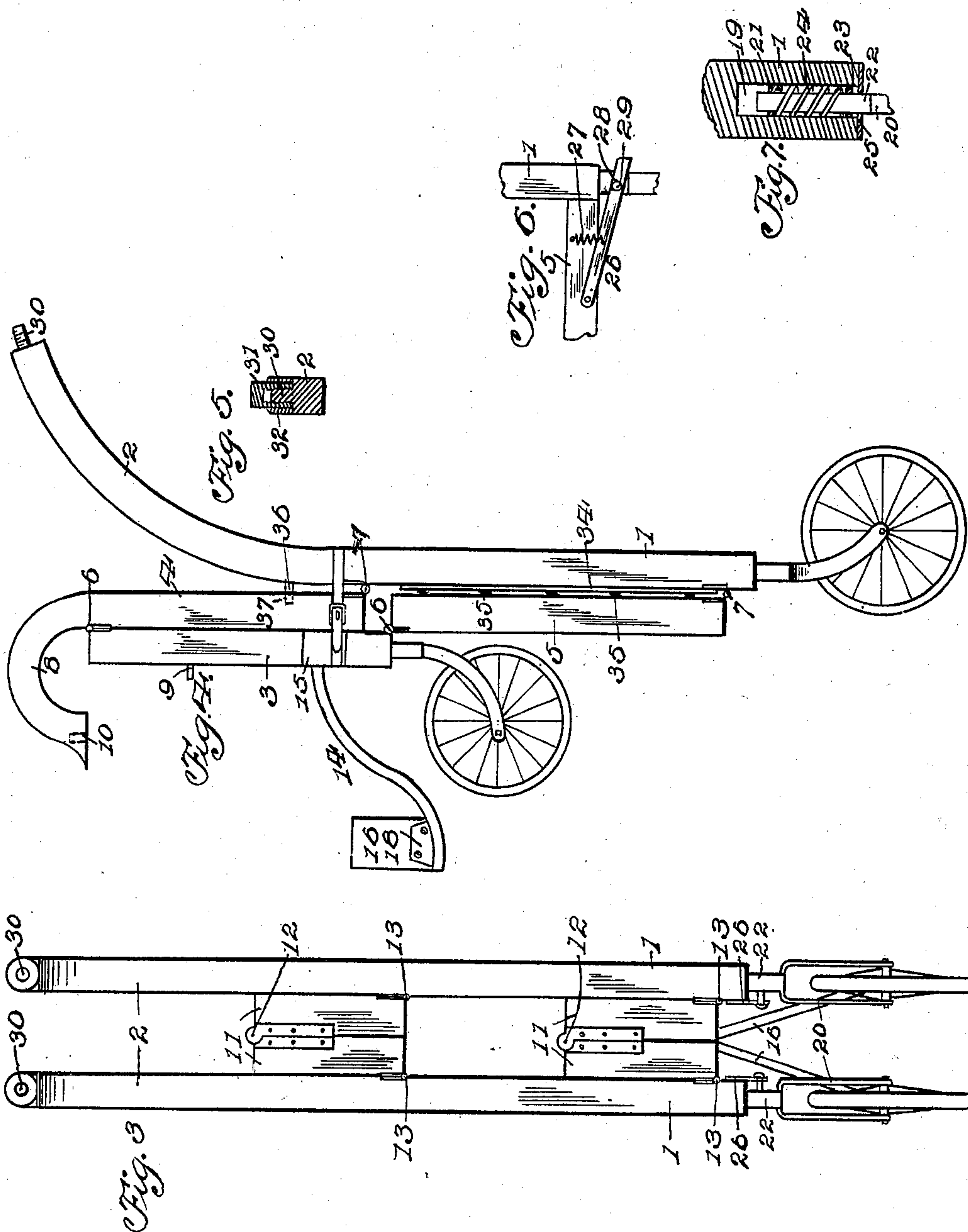
Patented Sept. 18, 1900.

J. ROSENTHAL.  
FOLDING GO-CART.

(Application filed Mar. 29, 1900.)

(No Model.)

2 Sheets—Sheet 2.



Witnesses  
A. H. Matur  
D. W. Gould.

Inventor  
J. Rosenthal,  
by Bay. R. Catlin  
Attorney



# UNITED STATES PATENT OFFICE.

JACOB ROSENTHAL, OF ROCHESTER, NEW YORK.

## FOLDING GO-CART.

SPECIFICATION forming part of Letters Patent No. 658,123, dated September 18, 1900.

Application filed March 29, 1900. Serial No. 10,689. (No model.)

*To all whom it may concern:*

Be it known that I, JACOB ROSENTHAL, a resident of Rochester, in the county of Monroe and State of New York, have invented certain new and useful Improvements in Folding 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 pertains to make and use the same.

The invention relates to an improvement in children's go-carts, its object being the production of a folding go-cart of few parts and simplified construction.

The invention consists in the construction herein described and pointed out.

In the accompanying drawings, Figure 1 is a side elevation of the go-cart. Fig. 2 is a rear elevation of the same. Figs. 3 and 4 are rear and side elevations, respectively, of the go-cart folded. Fig. 5 is a broken sectional view showing the attachment of the handle. Fig. 6 is an elevation of a detail. Fig. 7 is a broken sectional view to show the spring-support for the go-cart.

In the drawings, 1 represents the rear frame-bars, preferably of one piece with the curved handle-bars 2, and 3 the front frame-bars.

4 and 5 are respectively the upper and lower side bars, which are lock-hinged at 6 and 7, respectively, to the front and rear frame-bars, the forward ends of the side bars being hinged on the lower side and the rear ends hinged on the upper side to permit necessary movement in folding. The forward ends of the upper side bars are formed with curved extensions 8, the ends of which bear against the front wall of the front frame-bars when the go-cart is opened for use, pins 9 on the frame-bars, taking into holes 10 in the ends of the extensions, rendering the structure firm. These extensions afford space for the usual holding-strap, and may be suitably designed to present an ornamental appearance.

11 are cross-pieces equal in length to the desired width of the go-cart and joining the rear frame-bars on a level with the side bars. The cross-pieces are centrally divided and

hinged at 12 to permit folding upward and are also hinged at their respective ends at 13 to the frame-bars.

Arms 14, secured to brackets 15, fixed to the front frame-bars, support at their lower ends a footboard 16, which is centrally divided and hinged at 17 and also hinged at 18 to the arms similar to the hinging of the cross-pieces 11.

In the lower end of each of the frame-bars 1 and 3 are formed sockets 19, into which the pintles of the wheel-brackets 20 fit. The sockets are square in section, and each has a fixed washer 21 near its upper end. The pintles 22 of brackets 20 have near their lower ends square washers 23, snugly fitting the interior of sockets 19. Coil-springs 24 encircle the pintles, bearing at one end against the fixed washers 21 and at the lower end against the pintle-washers 23. The brackets 20 are supported by wheels, the front pair being of less diameter than the rear pair, as is usual. By this construction the go-cart frame has a spring-support on the wheels and the wheel-brackets are prevented from turning in their sockets. A cap 25 on the ends of the frame-bars prevents the pintles from dropping out of sockets 19.

Braces 26 are pivoted to the lower side frame-bars 5 and are also supported by springs 27, fixed to the frame-bars and to the braces. The rear or free ends of the braces are provided with upwardly-opening notches 28, adapted when the go-cart is opened to engage with studs 29, fixed in the wheel-bracket pintles 22. In opening the go-cart the ends of the braces ride beneath the studs, putting springs 27 under tension, the movement continuing until the notches are in register with the studs, when the springs 27 cause the engagement of the notches and studs and prevent subsequent accidental disengagement.

The upper ends of the curved handle-bars 2 are provided with projecting screw-studs 29, with which sockets 30, revolvably mounted in an ornamental handle 31, may be engaged when the go-cart is opened. A chain connection 32, between the handle and one of the handle-bars, prevents loss of the handle



when the carriage is folded. To the lower side bars 5 I secure seat-bars 34, supported on springs 35.

Assuming the parts to be in the positions indicated in Fig. 1 and it is desired to fold the go-cart to reduce its length the operation is as follows: The braces 26 are sprung from the studs 29 and the side bars 4 and 5 through their hinged connections 6 and 7 folded upward against the rear frame-bars 1, the front frame-bars 3 fitting against the upturned side bars and the remaining parts assuming the positions shown in Fig. 4. If it is desired to reduce the width alone of the go-cart, the handle 31 is removed, the cross-pieces 11 and the footboard 16 are folded upward through their respective hinged connections, and the front and rear frame-bars are brought closely together, the various parts of the go-cart assuming the positions shown in Fig. 3. If complete collapse or folded condition of the go-cart is desired, both the above-described operations are effected, when the parts will assume the positions indicated in Figs. 3 and 4, an ordinary strap encircling the whole to prevent unfolding. To aid in preventing movement of the parts when the go-cart is folded, I provide the handle-bars with pins 36, which enter holes 37 in the upper side bars 4.

While I have shown and described but two cross-pieces 11, both at the rear of the go-cart, it is evident that a similar cross-piece may be used to connect the front frame-bars and that a plurality of cross-pieces may connect the lower side bars 5. The invention also contemplates the use of a permanent seat centrally divided and hinged similar to the cross-piece 11.

I am aware that collapsible go-carts have been proposed, and I do not claim such matter, but the construction hereinafter particularly pointed out.

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

1. In a folding go-cart, a bottom, rear frame-bars, front frame-bars, and side bars hinged immediately to the front frame-bars

and to the rear frame-bars to permit folding the side bars and bottom against the rear frame-bars and the front bars against the side bars, and the sectional folding cross-pieces.

2. In a folding go-cart, rear and front frame-bars, side bars joining the rear and front frame-bars, and cross-pieces joining the rear frame-bars, said cross-pieces being divided centrally and the sections hinged to each other and to the frame-bars.

3. In a folding go-cart, rear and front frame-bars, side bars joining the rear and front frame-bars, and cross-pieces joining the rear frame-bars, said cross-pieces being divided centrally and the sections hinged to each other and to the frame-bars, and the side bars having hinged connection with the rear and with the front frame-bars.

4. In a folding go-cart, the side bars and front and rear frame-bars hinged together, cross-pieces having sections hinged to each other and to the front and rear frame-bars, and a sectional footboard having sections hinged to each other and medially hinged to frame-bars.

5. In a folding go-cart, rear and front frame-bars, upper and lower side bars having hinged connection with the frame-bars, curved extensions projecting from the upper side bars adapted in use to bear against the front frame-bars, and means to prevent lateral movement of the extensions when the go-cart is opened.

6. In a folding go-cart, front and rear frame-bars, side bars hinged to the frame-bars, collapsible cross-pieces, handle-bars projecting from the rear frame-bars, and pins projecting from said handles, said pins being adapted to enter openings in the upper side bars when the go-cart is folded, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JACOB ROSENTHAL.

Witnesses:

GEORGE W. LEWIS,  
MORIS ROSENTHAL.