

No. 673,031.

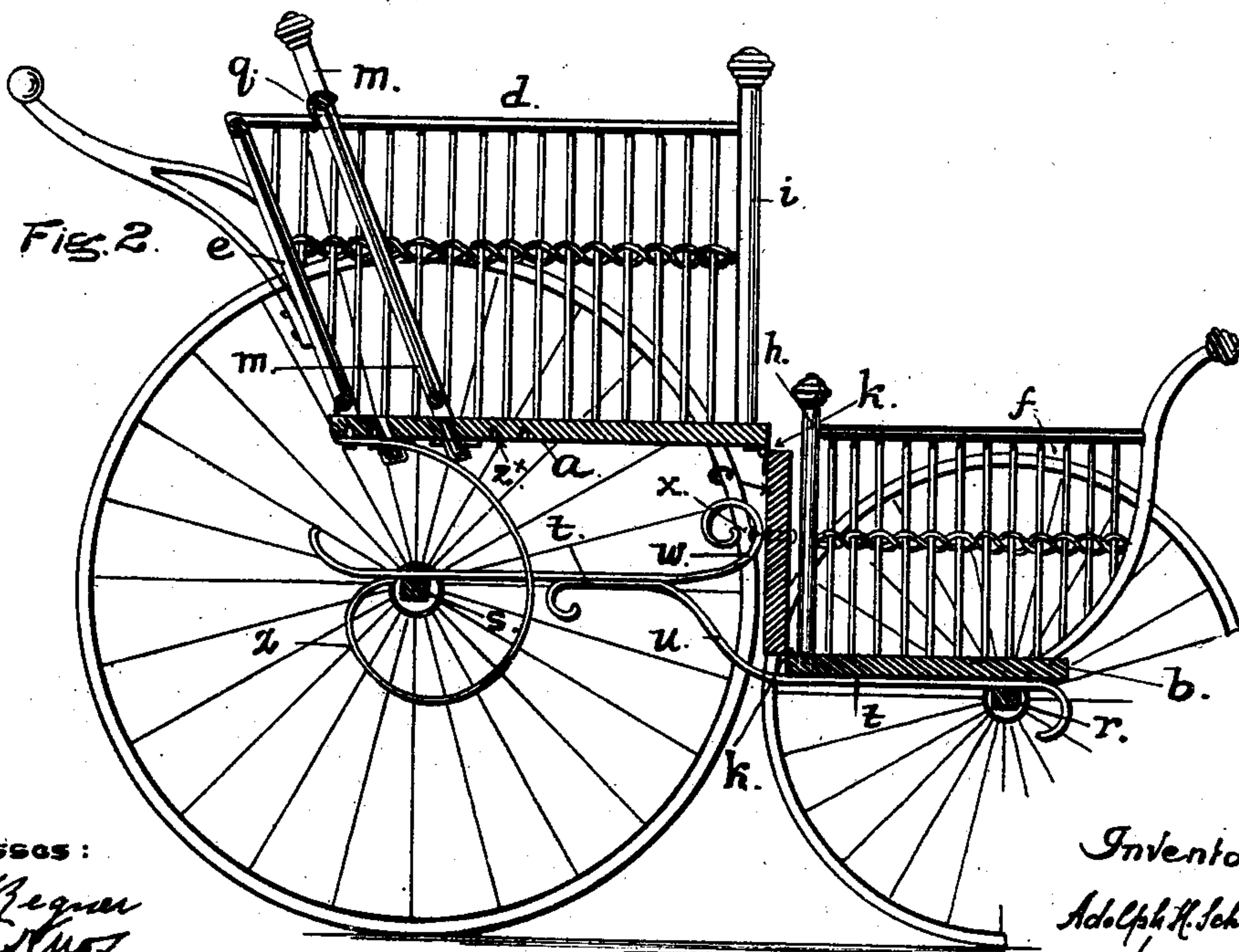
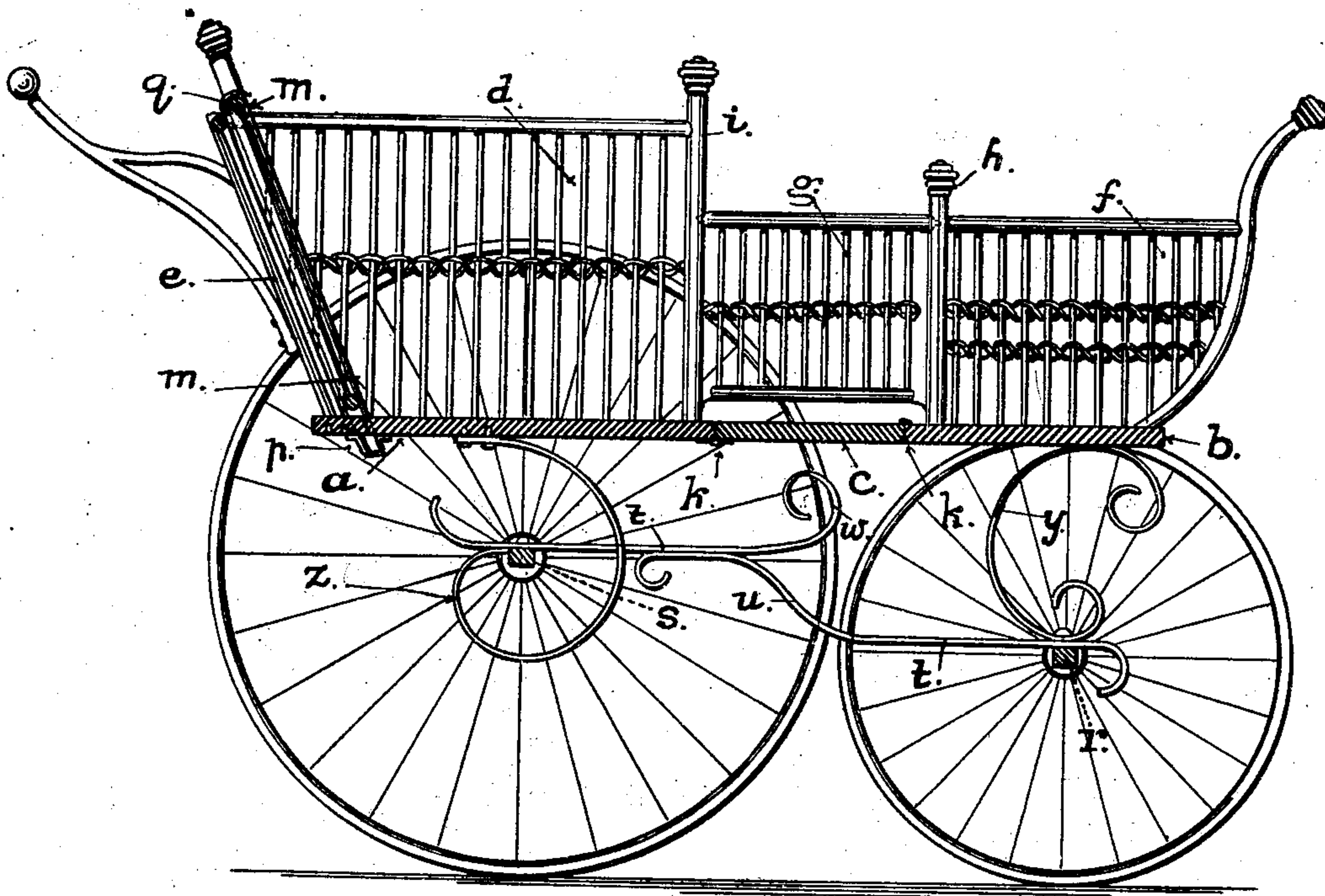
Patented Apr. 30, 1901.

A. H. SCHLUETER.
CONVERTIBLE BABY CARRIAGE AND GO-CART.

(Application filed Aug. 29, 1900.)

(No Model.)

Fig. 1.



Witnesses:

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UNITED STATES PATENT OFFICE.

ADOLPH H. SCHLUETER, OF OAKLAND, CALIFORNIA.

CONVERTIBLE BABY-CARRIAGE AND GO-CART.

SPECIFICATION forming part of Letters Patent No. 673,031, dated April 30, 1901.

Application filed August 29, 1900. Serial No. 28,474. (No model.)

To all whom it may concern:

Be it known that I, ADOLPH H. SCHLUETER, a citizen of the United States, and a resident of the city of Oakland, in the county of Alameda and State of California, have invented new and useful Improvements in Convertible Baby-Carriages and Go-Carts, of which the following is specification.

This invention relates to improvements made in baby-carriages of that kind or description in which provision is made for converting the vehicle at pleasure into a go-cart; and the said improvements comprise certain novel parts and combination of parts producing a vehicle in which strength and simplicity of construction and readiness of adjustment are obtained without materially increasing the cost of the single vehicle.

The following description explains at length the nature of my present improvements and the manner in which I proceed to construct, apply, and carry out the same, reference being had to the drawings that accompany and form part of this specification.

Figure 1 of the drawings is an elevation, principally in longitudinal section, of a convertible baby-carriage embodying my said improvements. Fig. 2 is similar view showing the parts adjusted to form a go-cart.

In the present improvement the bottom or bed of the carriage-body is formed of a rear section *a*, a front section *b*, and a middle section *c*, fitting together with close joints, so as to lie in the same plane in an extended position and form a continuous bottom for the carriage-body. The standing sides for the body are constructed in the usual manner of wicker-work of a more or less ornamental character, and the same is formed in separate sections corresponding to the divisions of the bottom or bed of the vehicle, the standing sides *d* and back *e* of the rear section being permanently fixed or united to the bottom section *a*, and the front being in like manner secured to the front section *b*. The intermediate open space between the two sections of the standing sides is closed on each side of the body by a removable panel *g*, provision being made for fastening the same to the standing post *h i* of the front and rear sections *e f* to hold the same securely in place when in use.

The middle section *c* is joined to the front section *b* and rear section *a* by hinges *k*, which are so placed that the middle section can be turned down perpendicularly, so as to stand substantially at right angles to the rear section, and the front section *b* will set or occupy a horizontal position extending forwardly from the lower end of the middle section. In such position the front section is dropped below, but in a plane substantially parallel with, the rear section, while the space between the two sections is closed by the middle section, which thus forms an apron to cover that opening and also a support for the rear end of the front section. As that adjustment, however, necessarily reduces the length of the body, the middle panel is removed, but the standing sides of the front section are brought in close relation to the depending section *c*, so as to shut in the sides.

In addition to the permanently-standing back *e* the rear section is provided with a shifting adjustable back-section *m* and means for securing it in place at varying distances in front of the permanent back-section for the purpose of reducing or regulating at will the length of the rear section when the same forms by adjustment of the other sections the seat of the go-cart. This adjustable back is a feature of advantage in these convertible vehicles in enabling the length of the seat portion to be graduated or reduced in degree according to the size of the child and afford proper support to its back while sitting upright. The means for supporting this movable back-section provided in the present construction consists of sockets *p* in the bottom of the rear section, adapted to receive the ends of the side posts of the back, and clamps or fastenings *q*, securing the posts to the top rail of the standing sides. The inclosed space between the stationary back and the shifting back when the latter is set forward also furnishes a convenient receptacle for carrying parcels. The running-gear with which these adjustable sections are combined to produce a convertible vehicle has the front axle *r* dropped below the level of the rear axle *s* and united by parallel side bars *t*, each constructed with a drop-bend *u* to bring that portion which lies directly under the front section at a proper level below the rear portion to receive the

front section when it is dropped down below the rear section. The higher rear section of the side bars is extended forwardly above the drop-bend, but in the same plane therewith, to a point perpendicularly under the end of the rear section *a* of the bottom, and the end of this extension is curled or bent upward to lie against the back face of the depending middle section *c* when that part is turned downward, and thus forms a brace *w* to hold that part in position. A hook *x* is usually provided on the depending section *c* to fasten the same to the brace. In this adjustment of the vehicle to connect the same into a go-cart the front springs *y* of the running-gear are taken off and the rear section of the body is shifted forward on the rear springs *Z*. For that purpose the upper members of the rear springs are secured to the body in such manner that they can readily be detached to shift the rear section and afterward secured in place. This is readily done by providing additional spaced holes or sockets for the bolts or screws by which the springs are secured. Having thus fully described my invention, what I claim as new therein, and desire to secure by Letters Patent, is—

1. In a convertible carriage and go-cart, a body composed of a rear section, a front section and an intermediate section uniting permanently said sections together, and having hinged connection therewith, said intermediate section being adjustable at right angles with relation to the rear section and the front section as described to close the opening between the said sections when the front section is dropped to form a footboard.

2. In a convertible carriage and go-cart, a body composed of a front section, a rear section and an intermediate section permanently uniting said sections together and adapted to close the opening between the rear section and the front section when the former section is dropped down to form a footboard in front of the rear section; in combination with standing sides on the front and rear sections, and removable panels adapted to fill in the opening between the standing sides when the three sections are extended.

3. In a convertible carriage and go-cart, a body having a front section, a rear section and an intermediate section permanently attached to the said sections by hinged joints and adapted to form a support for the rear end of the front section and an apron to close the open space between the rear section and the front section when the latter is dropped; in combination with a running-gear having its front and rear axles standing at different levels, springs supporting the seat-section on the rear axle, and springs between the front section and the front axle detachable from said parts to adjust the front section to the front axle.

4. In a convertible carriage and go-cart, the combination with a body composed of a front section, a rear section and an intermediate section permanently attached to said sections by hinged joints; of a running-gear having front and rear axles, side bars provided with a drop-bend between the said axles, and an extension of the higher member of the side bar beyond the drop-bend and adapted by its position to form a brace for the intermediate section when the latter is dropped at right angles to the rear section.

5. In a convertible carriage and go-cart a body composed of a front section, a rear section and an intermediate section uniting said sections together and permanently attached thereto by hinge-joints; in combination with a running-gear having a front axle and a rear axle and supporting-springs, the rear section of the body being shiftable on its springs to shorten the body for a go-cart.

6. In a convertible carriage and go-cart, the combination with a body having a rear section forming a seat for the vehicle, provided with standing sides and permanent back; of a shiftable back adapted when set forward to shorten the seat when the vehicle is converted into a go-cart.

In testimony that I claim the foregoing I have hereunto set my hand and seal.

ADOLPH H. SCHLUETER. [L. s.]

Witnesses:

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M. REGNER.