

No. 724,740.

PATENTED APR. 7, 1903.

C. R. DE LA SABLIERE.
CHILD'S GO-CART OR CHAIR.
APPLICATION FILED APR. 9, 1902.

NO MODEL.

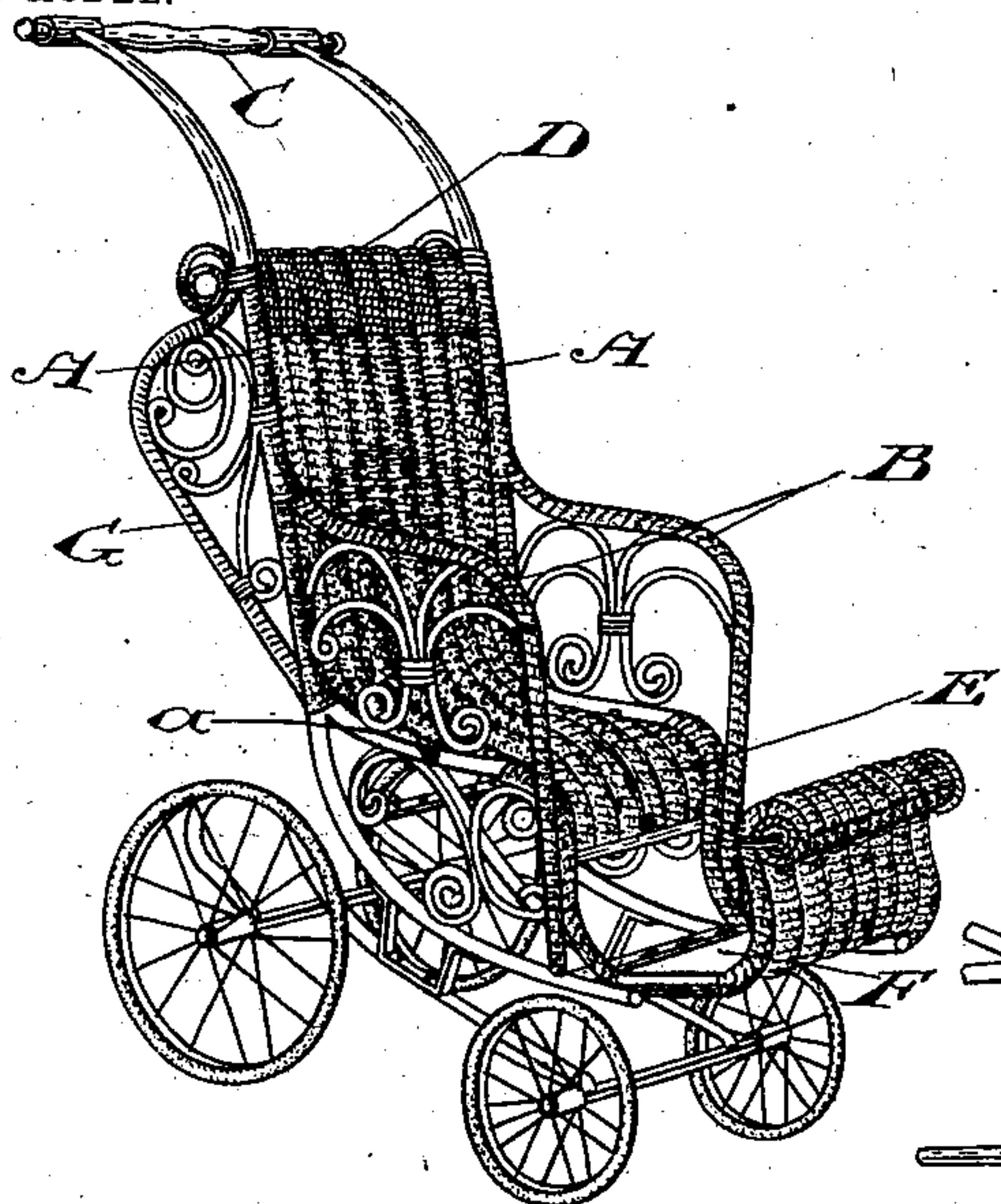


Fig. 1.

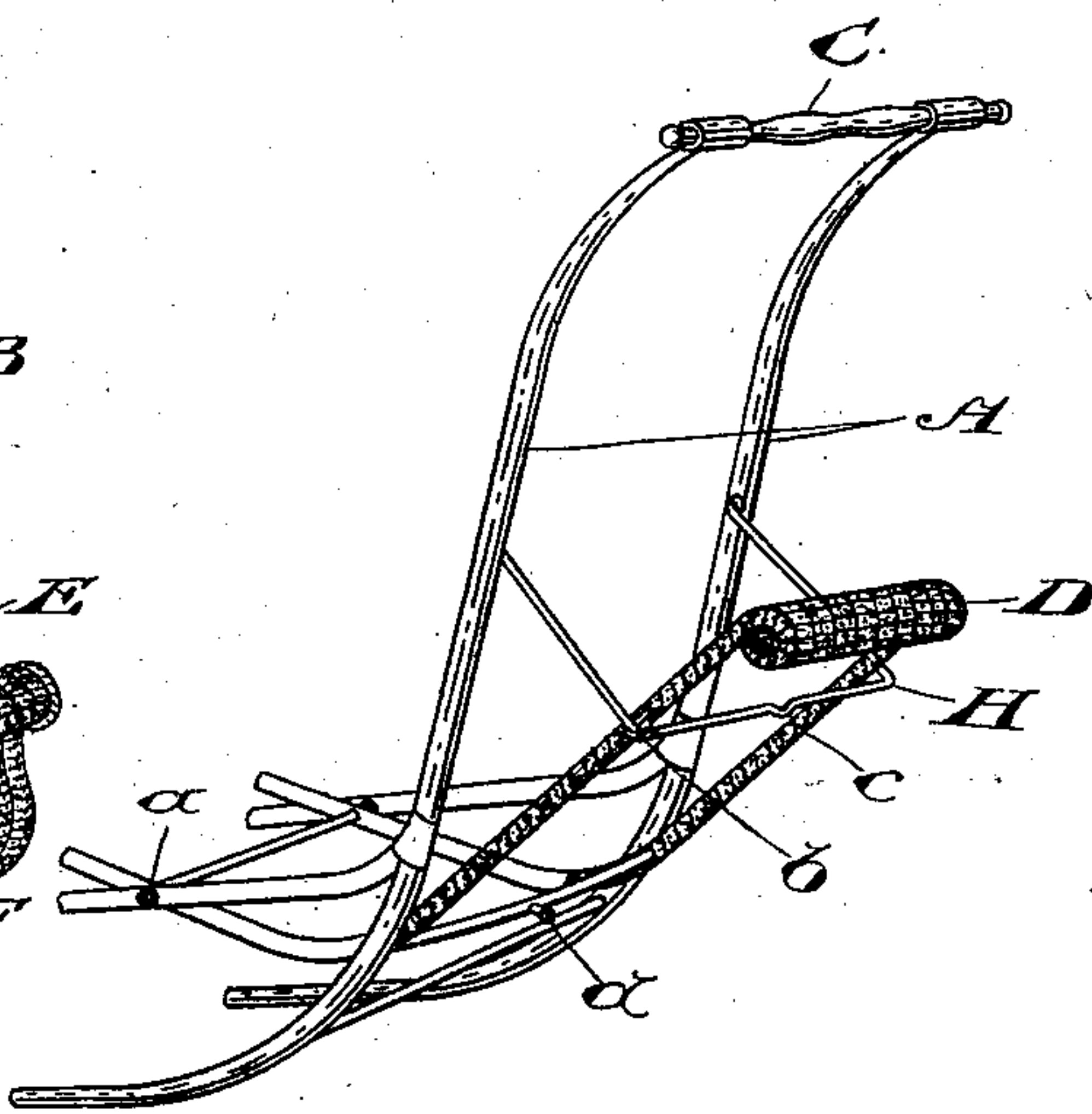


Fig. 4.

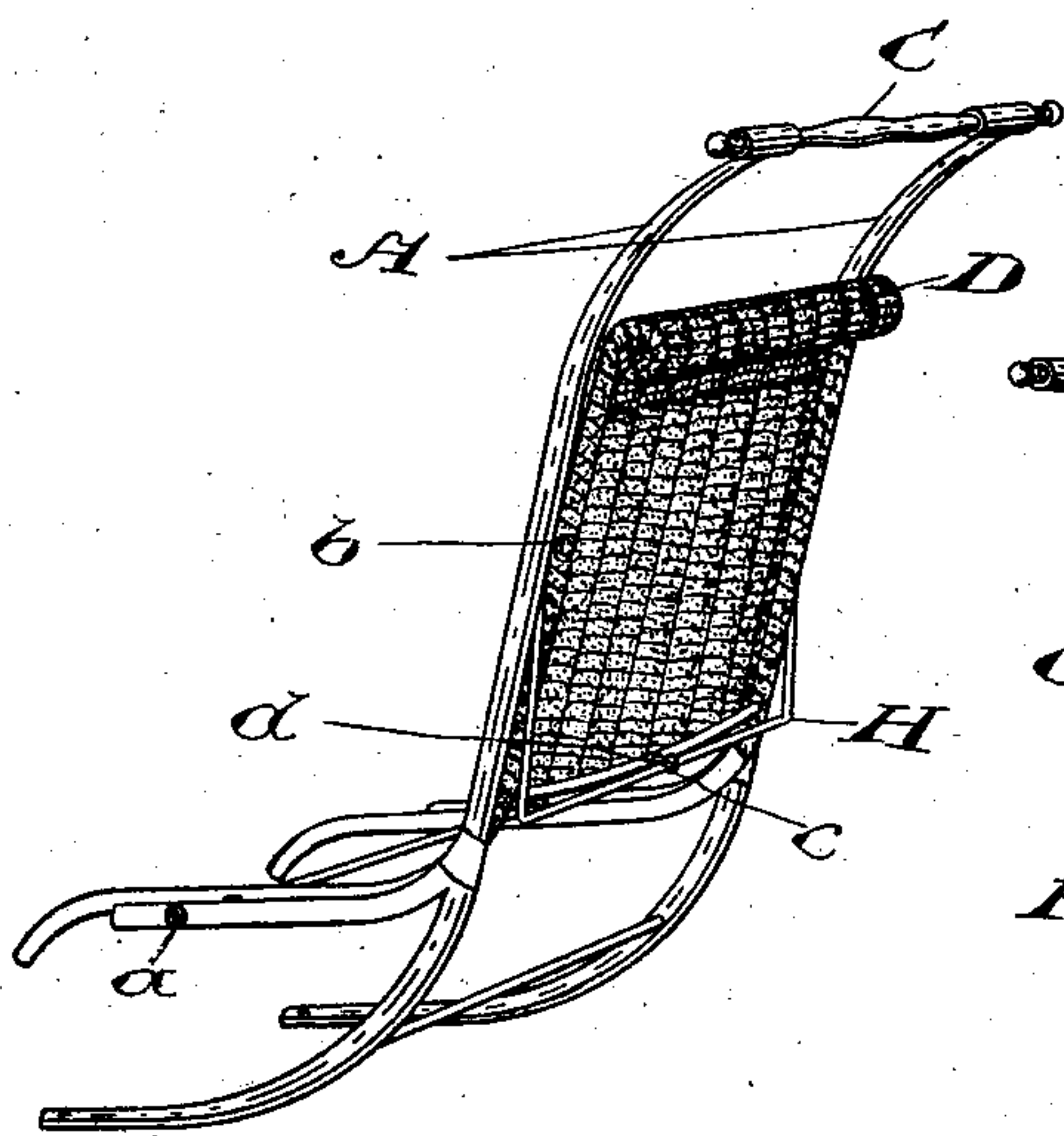


Fig. 3.

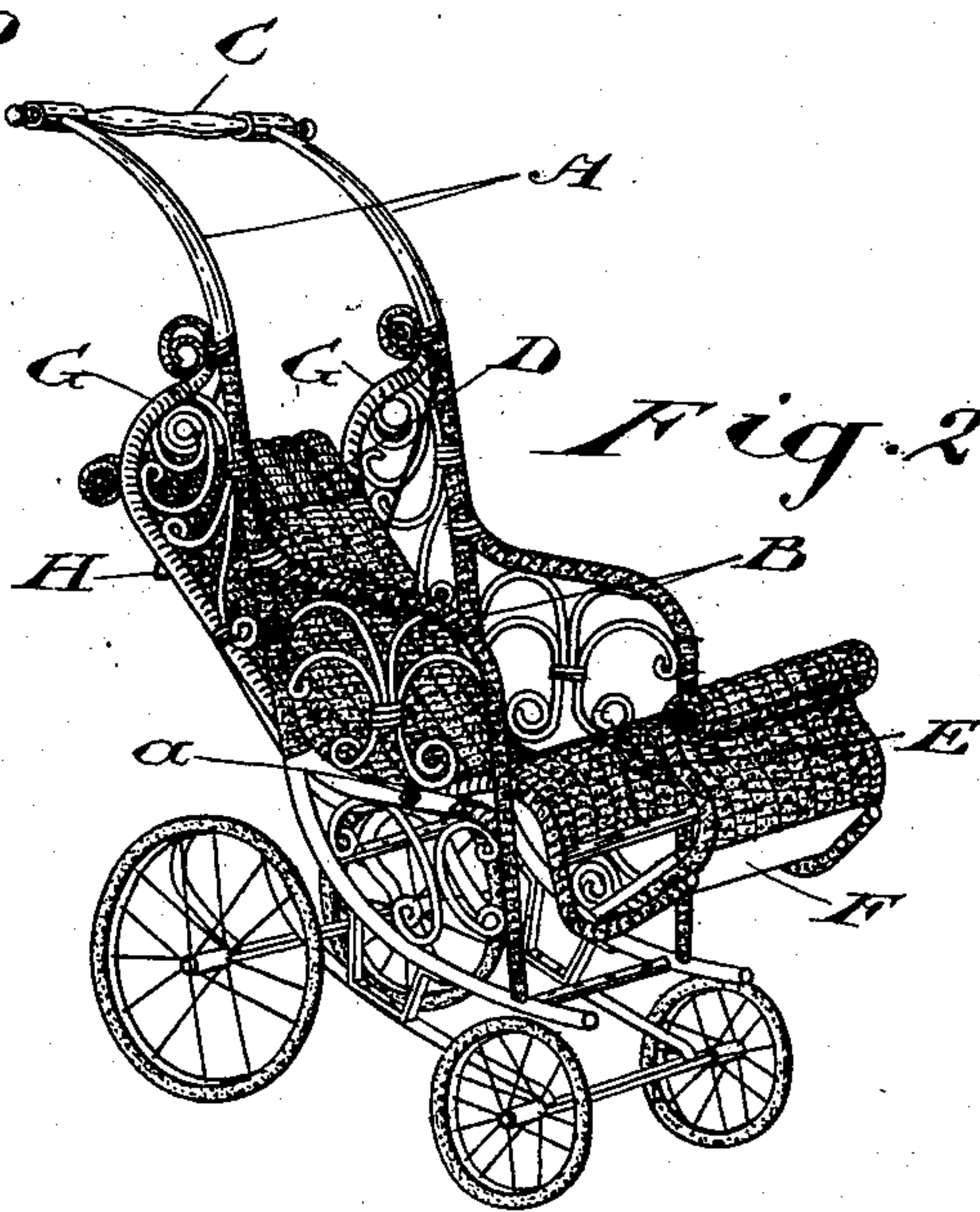


Fig. 2.

Witnesses

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UNITED STATES PATENT OFFICE.

CHARLES ROCHEREAU DE LA SABLIERE, OF TORONTO, CANADA.

CHILD'S GO-CART OR CHAIR.

SPECIFICATION forming part of Letters Patent No. 724,740, dated April 7, 1903.

Application filed April 9, 1902. Serial No. 102,053. (No model.)

To all whom it may concern:

Be it known that I, CHARLES ROCHEREAU DE LA SABLIERE, of the city of Toronto, in the county of York, Province of Ontario, Canada, have invented certain new and useful Improvements in Children's Go-Carts or Chairs, of which the following is a specification.

The object of my invention is to devise a chair or go-cart in which a child may sit upright and which may be adjusted to allow the child to sleep in a reclining position; and it consists, essentially, in forming the chair or go-cart with a connected seat and back, which are pivoted between the sides, provided with rearward extensions to close the gap which would otherwise appear between the sides and back when the latter is tilted, substantially as hereinafter more specifically described and then definitely claimed.

Figure 1 is a perspective view of my invention, showing the parts in their normal position. Fig. 2 is a similar view showing the seat and back tilted. Figs. 3 and 4 are perspective views of parts of the sides and back, showing the back in its normal and in its tilted position.

In the drawings like letters of reference indicate corresponding parts in the different figures.

My invention is shown as applied to a go-cart, being supplied with the usual running-gear. If the invention be applied to a chair, the running-gear is of course omitted and legs supplied instead.

The body of the cart comprises the sides A, provided with the usual arms B and handle C. The back D, the seat E, and the foot-rest F are rigidly connected together and are pivoted at the point *a* on the sides A at or above the level of the seat. Secured to the sides A are the rearward extensions G, formed in such a shape as to close the triangular gap which would otherwise be left when the back of the cart is tilted to the position shown in Figs. 2 and 4.

In order to hold the back, seat, and foot-rest in their normal and inclined position, I pivot on the sides A the bail H, which when the back is inclined rests upon the hooks *b*, secured to the back. When the parts are in their normal position, a loop *c* in the center

of the bail is engaged with the headed pin *d*, secured to the back near the seat. While the arrangement just described answers the purpose admirably, I do not wish to confine myself to its use, as various constructions might be devised which would hold the parts in their normal or tilted positions equally well.

The construction of the various parts is immaterial, as they may be made in various ways and with greater or less elaboration of ornament. The cart may of course be provided with the usual accessories, such as parasol, cushions, retaining-strap, &c.

It is an important feature of my invention that the angles of the back, seat, and foot-rest relative to one another are not altered, any change of position being of the body as a whole.

Another point of importance is the fact that the tilting parts have their pivot at or above the level of the seat and not below it, so that the position of the center of gravity is shifted only to a very small extent and the weight on the gear is not shifted back and forth from the front wheels to the rear, and vice versa.

This chair is readily shipped "knocked down" by not gluing up the cross-bars and handle and not riveting the pivots, so that much economy of space results in shipping.

I am aware that tilting chairs are not new; but I am not aware that a back and seat have hitherto been pivoted to swing between stationary sides or at the point described.

What I claim as my invention is—

1. In a go-cart a seat and back rigidly connected together so that their relative positions do not alter, in combination with suitably-supported sides between which the seat and back are pivoted, the pivot for the seat and back being located at the level of the seat, and the sides projecting above said pivot and forming arms for the cart or chair when the parts are in their normal position; and means for holding the back and seat in a normal or in a tilted-back position, substantially as described.

2. In a go-cart a seat, back and foot-rest rigidly connected together so that their relative positions do not alter, in combination

with suitably-supported sides between which the seat, back and foot-rest are pivoted, the pivot for the seat, back and foot-rest being located at the level of the seat, and the sides
5 projecting above said pivot and forming arms for the cart or chair when the parts are in their normal position; and means for holding the back and seat in a normal or in a tilted-back position, substantially as described.
10 3. In a go-cart a seat and back rigidly connected together so that their relative positions do not alter, in combination with suitably-supported sides between which the seat and back are pivoted, the pivot for the seat and back
15 being located at the level of the seat, the sides being shaped to form rearwardly and upwardly extending handles, and projecting above said pivot and forming arms for the cart or chair when the parts are in their normal position; and means for holding the back

and seat in a normal or in a tilted-back position, substantially as described.

4. In a chair or go-cart, sides provided with arms and rearward extensions, in combination with a seat, back and foot-rest, pivoted 25 so that they may be swung back, the said seat, back and foot-rest being rigidly connected together and movable with each other whereby their relative positions are not altered, the said rearward extensions closing 30 the gap which would otherwise exist between the back and the sides; and means for holding the swinging parts in their normal or in their tilted position, substantially as described.

Toronto, February 28, 1902.

CHARLES ROCHEREAU DE LA SABLÈRE.

In presence of—

JOHN G. RIDOUT,

J. M. WEBSTER.