

No. 776,665.

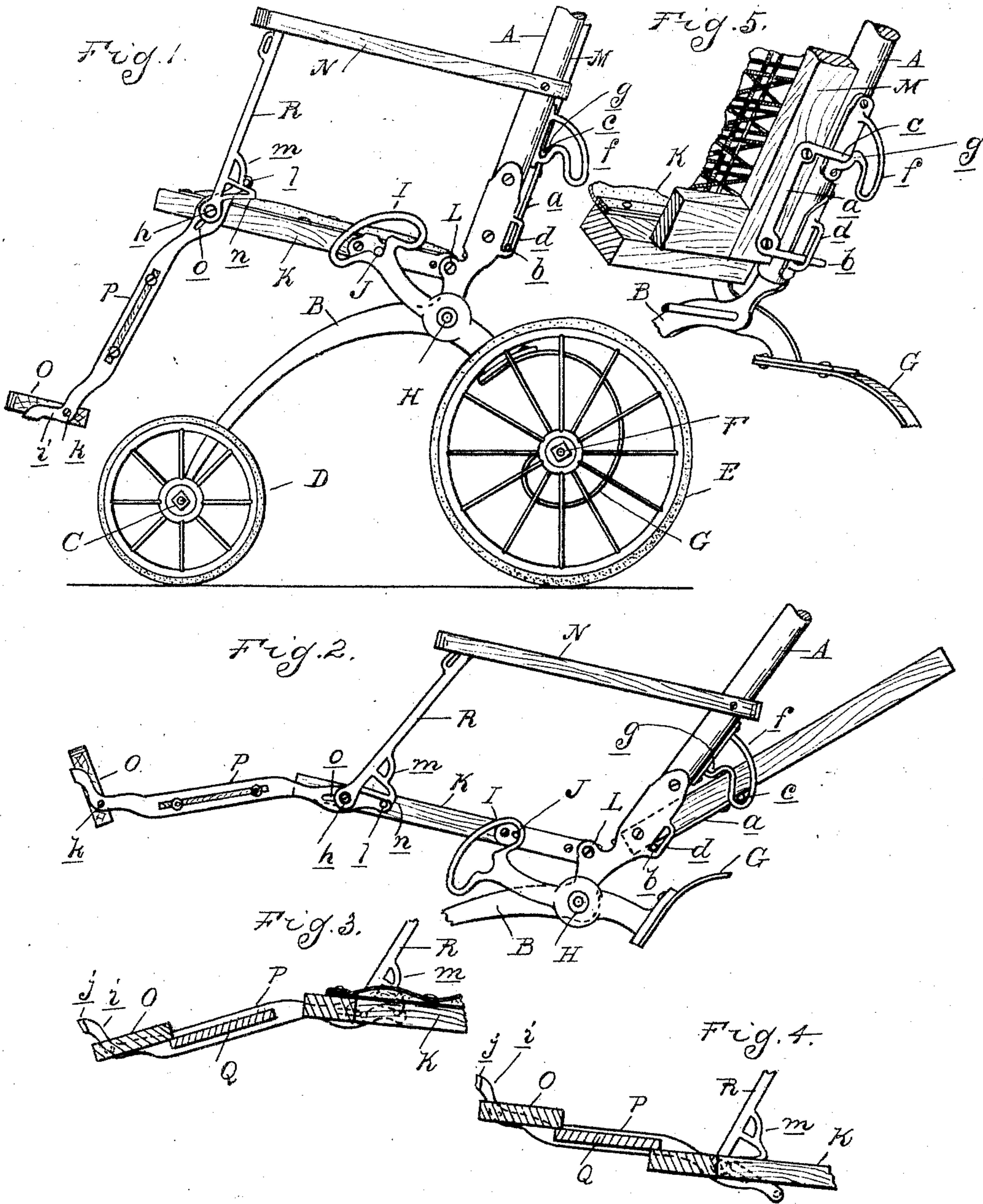
PATENTED DEC. 6, 1904.

G. D. LEADBETTER.  
PERAMBULATOR.

APPLICATION FILED SEPT. 8, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 6.

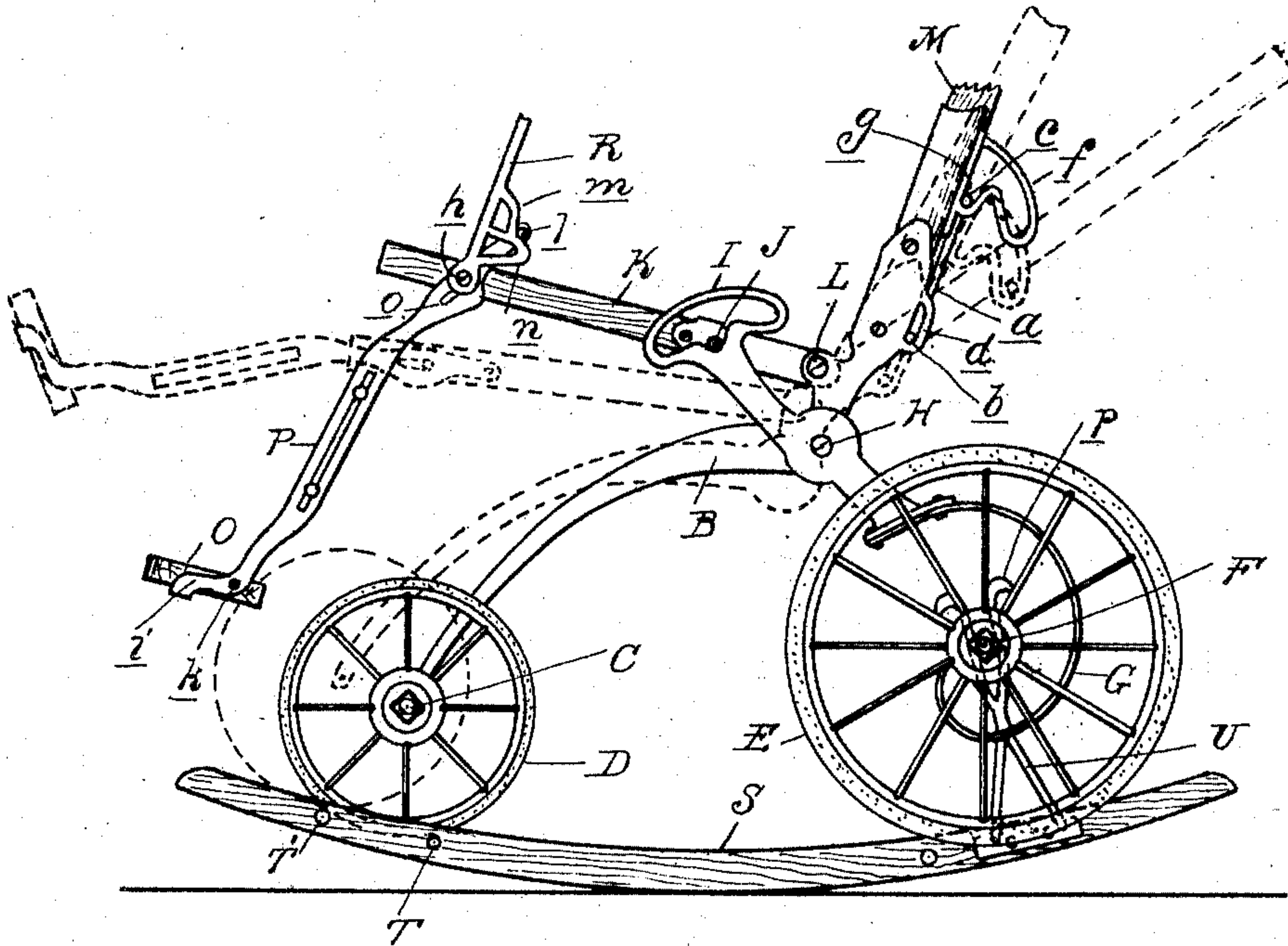


Fig. 7.

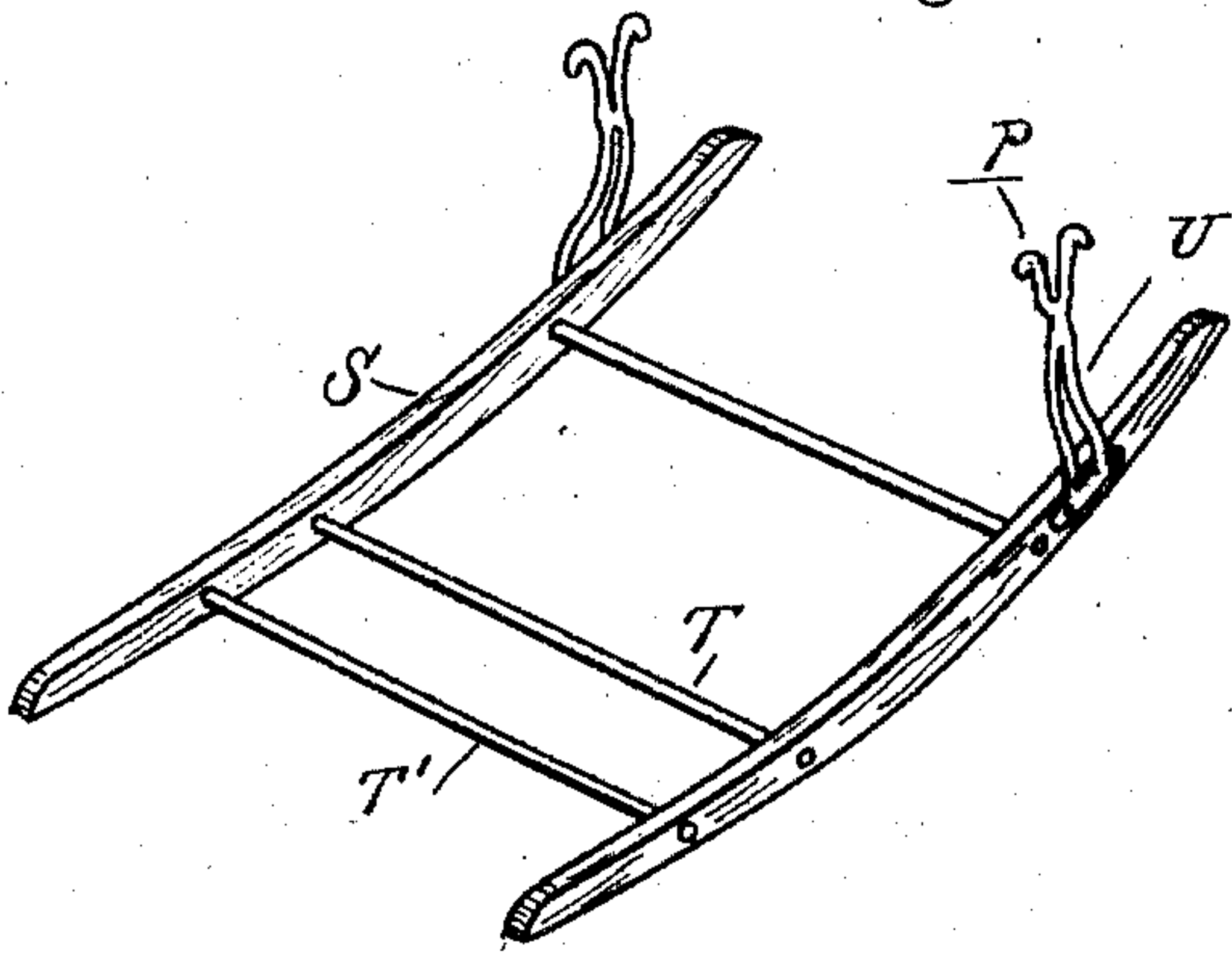
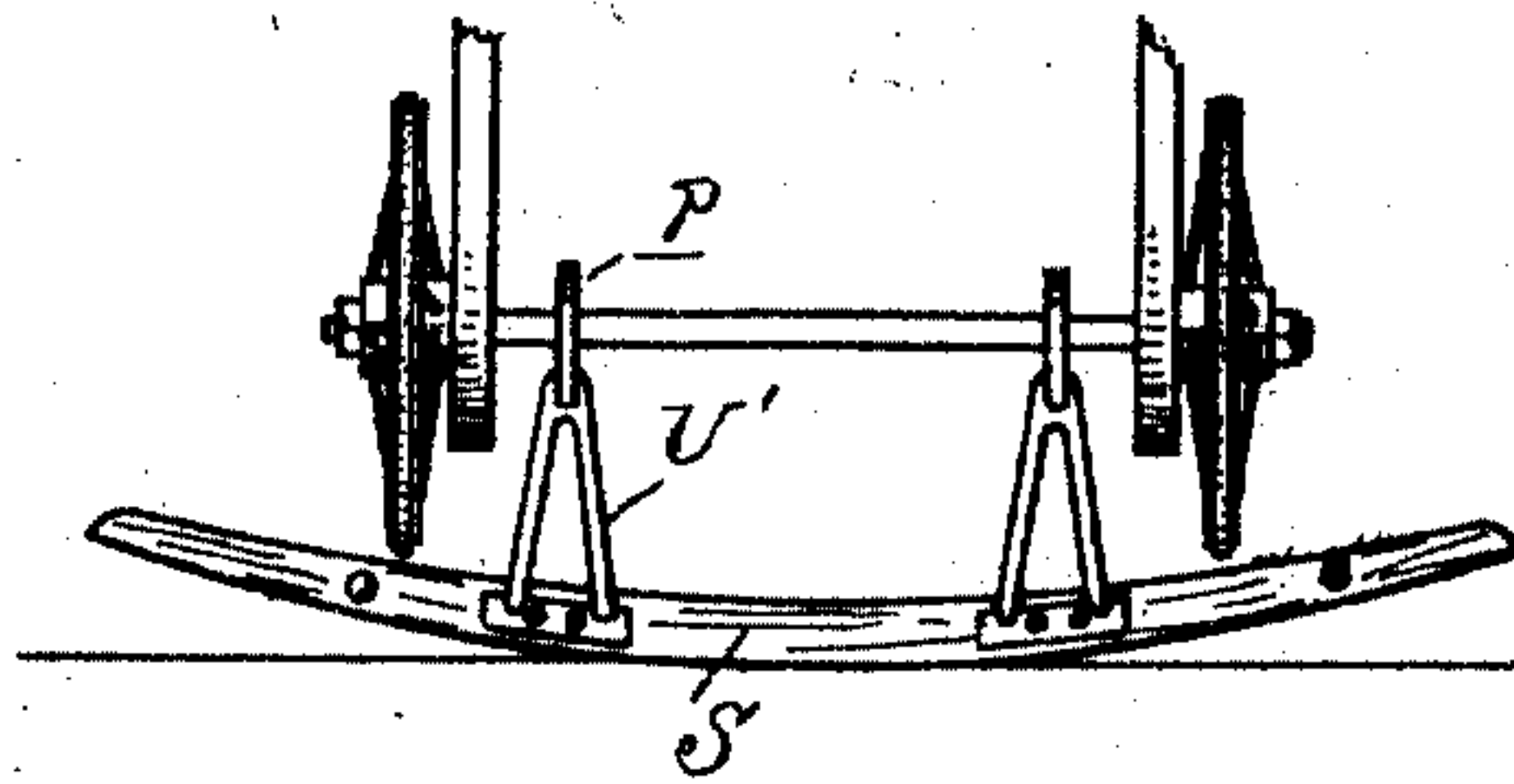


Fig. 8.



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# UNITED STATES PATENT OFFICE.

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DETROIT FOLDING CART COMPANY, OF DETROIT, MICHIGAN, A  
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## PERAMBULATOR.

SPECIFICATION forming part of Letters Patent No. 776,665, dated December 6, 1904.

Application filed September 8, 1903. Serial No. 172,403. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE D. LEADBETTER, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Perambulators, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention relates to go-carts, and has particular reference to certain features of construction, as will be hereinafter set forth.

In the drawings, Figure 1 is a side elevation of the cart. Fig. 2 is a similar view showing the parts adjusted for a reclining position. Fig. 3 is a section with the parts in the position shown in Fig. 2. Fig. 4 is a similar view showing a different adjustment of parts. Fig. 5 is a perspective view illustrating the securing and adjusting means for the back. Fig. 6 is an elevation illustrating the cart as when converted into a rocker. Fig. 7 is a detail view of the rocker attachment, and Fig. 8 shows a modified construction of Fig. 7.

The cart in general construction may be of any suitable form; but, as shown, A is a handle-frame, which at its lower end has the brackets B, connecting with the axle C of the front wheels D.

E represents rear wheels on the axle F, which latter is connected to the spring-arms G. These arms are pivotally connected at H to the brackets B and have segments I projecting forwardly therefrom, which adjustably engage with a pin J on the seat K. This seat is hinged to the handle-frame at L, and the engagement between the pin J and the segment I is such that two positions of adjustment may be obtained. Thus, as shown in Fig. 1, the handle-frame is substantially upright, while in the position shown in Fig. 2 it is dropped into a more reclining position. To permit of a further adjustment of the back M when the parts are in position shown in Fig. 2, said back is hinged to the handle-frame A and may be swung downward in relation thereto. The connection between the back and handle-frame preferably comprises the U-shaped member *a*, which is secured to

the back and has its ends *b* and *c* projecting laterally therefrom. The lower projection *b* engages a slotted bearing *d*, formed on the bracket B at its juncture with the handle-frame. The upper projecting pin *c* engages with the segment *f*, which is secured to the handle and has a notch *g* therein, with which the pin *c* normally engages to hold the back in parallelism to the handles. When it is desired to recline, the back by lifting both pins *b* and *c* may be raised until the latter disengages from the notch *g* and is free to swing in the slot of the segment *f*.

As is usual in carts of this type, it is provided with arm-rests N and foot-rest O. The latter is supported by hangers P, which are pivotally connected at *h* to the seat K. The hangers P are provided at their lower ends with the laterally-projecting portions *i*, which have inwardly-projecting lugs *j* passing beneath the foot-board O. This board is hinged or pivoted to the hangers at *k*.

Extending between the hangers P and between the foot-board O and the seat is the panel Q, which is secured to said hangers at its opposite ends.

R represents links secured to the seat, preferably to the pins *h*, and extending to the arm-rests N, to which they are also pivotally secured.

It is one of the objects of the construction to permit of swinging the foot-rest and the panel P into a position where they form a continuance of the seat, as shown in Figs. 2 and 3. For accomplishing this the hangers P are formed separate from the links R and have an adjustable engagement with the latter, by which they may assume either the position shown in Fig. 1 or the position shown in Figs. 2 and 3. In the former position a projecting lug or pin *l* on the hanger engages with the notch-bearing *m* on the link R. In the position shown in Fig. 2 this lug is shifted into engagement with the projecting shoulder *n* on the link, which holds the hangers extending substantially in line with the seat K. This adjustment of the hangers is permitted by slots *o*' therein, which engage with the pivot



h. Thus by lifting upon the hangers the lugs *l* will be disengaged from the notch-bearing *m*, and the hangers may then be swung upon the pivots *h* until they are engaged with the shoulders *n*.

In the position shown in Fig. 2 the foot-board *O* remains in the same relative position to the hangers as in Fig. 1; but in Fig. 3 this board has been turned down to rest upon the panel *Q*. If desired, the hangers may be still further lifted, so as to lift the panel *Q* above the seat *K*, and then by moving the hangers inward the edge of the said panel *Q* will rest upon the seat and support the parts in the position shown in Fig. 4.

The construction and adjustment thus far described will permit of converting the cart into a bed. To further increase its usefulness, I preferably provide means for converting it into a rocker. For this purpose a pair of detachable rockers *S* are provided, which are cross-connected by rods or braces *T*. *U* represents brackets projecting upward from said rockers and having at their upper ends the bifurcated portion *p* for embracing the rear axle *F* of the cart. When thus engaged and when the cart is in the position shown in Fig. 6, the forward wheels *D* will rest upon the cross-bar *T* in the position shown in full lines in Fig. 6. If desired, the parts may be adjusted into the position shown in Fig. 2 and will then assume the position shown in dotted lines in Fig. 6, the wheels *D* being adjusted forward and bearing upon the cross-bar *T'*.

As a modification of the construction just described the rockers may be provided with a pair of brackets *U'* on the same side, so that the cart when in engagement therewith will be arranged to extend transversely of the rockers. This will impart a rocking movement to the seat, which is similar to that of a cradle.

It is to be observed that while the hangers for supporting the foot-rest are free to be adjusted independently of the seat they are nevertheless normally locked to the links connecting the seat with the arm-rest. Thus when the back and seat are adjusted in relation to each other the arms and links will automatically adjust the hangers and the foot-rest correspondingly.

What I claim as my invention is—

1. In a go-cart the combination with a handle-frame, of a back of U-shaped fittings secured to said back, with their separated ends projecting beyond the opposite edges of the back, near the lower end thereof, the slotted bearings on said handle-frame, with which the lower projecting ends of said fittings engage, and segments secured to said handle-frame, with which the upper ends of the fittings engage in different positions of adjustment.

2. In a go-cart the combination with a seat and footboard, of hangers for the footboard having an adjustable pivotal connection ad-

jacent their upper ends with the respective sides of the seat, said connection including pivots at the forward end of the sides of the seat having a slotted engagement with said hangers.

3. In a go-cart, the combination with the seat, back and foot-rest, of connections therebetween whereby the adjustment of the angle of the back in relation to the seat will correspondingly adjust the angle of the foot-rest and means for independently adjusting the angle of the foot-rest, including an adjustable connection between the hangers for the foot-rest and the seat.

4. In a go-cart the combination with the seat, back, and foot-rest of arm-rests connecting with the back, the connection between said arm-rests, seat and foot-board whereby a relative adjustment of the back and seat will correspondingly adjust, the foot-rest, and means for independently adjusting the foot-rest, including an adjustable connection between the hangers for the foot-rest and the seat.

5. In a go-cart the combination with the back, seat foot-rest and arm-rests connected to the back of links pivotally connecting said arm-rests with hangers depending from said seat and supporting said foot-rest; and means for adjustably locking said hangers to said links.

6. In a go-cart the combination with a seat, of a leg-rest, hangers for the leg-rest adjustably connected to the forward end of the sides of the seat, said connection including a pivot upon one of the members having a slotted engagement with the other whereby said leg-rest may be adjusted to a position in substantial alinement to the seat, and a foot-rest pivoted to the lower ends of the hangers.

7. In a go-cart, the combination with a seat, of an arm-rest pivoted to the seat, a leg-rest, hangers for the leg-rest having an adjustable pivotal connection intermediate their ends to the sides of the seat, a foot-rest hinged to the lower ends of said hangers whereby the latter may form a continuation of said leg-rest in substantial alinement therewith, and means associated with the upper end of the hangers and the arm-rest for locking the hangers in adjusted position relative to the seat.

8. In a go-cart the combination with the seat, back and arm-rests of links pivotally connecting said arm-rests, and seat-hangers depending from said seat, having slotted bearings engaging the pivots of said links, a foot-rest secured to said hangers locking-lugs on said hangers, and notch-segments on said links, with which said lugs adjustably engage.

9. The combination with a go-cart of a rocker-frame, means thereon for engaging the rear axle of said cart, and a bearing extending between the rockers for loosely supporting the front wheels of the cart.

10. The combination with a go-cart of a rocker-frame, brackets on said frame, adapted



for engagement with the axle of the cart to hold the latter on the rocker, and rails extending between the rockers for supporting the front wheels of the cart.

5 11. The combination with a go-cart having a wheeled frame adjustable to vary the inclination of the back, of the rocker-frame, brackets thereon for engaging the rear axle of the cart, and bearings on said frame for supporting the  
10 front wheels of the cart in either position of adjustment.

12. In a go-cart, the combination with the handle-frame, of a back, rearwardly-extended slotted bearings and segments upon the frame,  
15 and outwardly-extended separated lugs upon the back arranged to engage respectively said slotted bearings and segments.

13. In a go-cart, the combination with the handle-frame, of a back, rearwardly-extended  
20 slotted bearings and segments upon the frame, and outwardly-extended separated lugs upon the back arranged to engage respectively said slotted bearings and segments, and said segments having a notched portion adjacent the

frame whereby the back is normally locked 25 in upright position relative thereto.

14. In a go-cart, the combination with a seat and foot-board, of hangers for supporting the foot-board adjustably connected to the seat and  
30 pivoted to the foot-board, said hangers terminating at their lower ends in inwardly-turned flanges engaging the lower surface of the foot-board.

15. In a go-cart, the combination with a seat, of a leg-rest, a reversible foot-rest having un- 35 interrupted flat upper and lower surfaces, and hangers operatively associated with said leg and foot rests, said hangers having an adjustable connection with the seat, whereby said  
40 leg and foot rests may be positioned in substantial alinement to form continuations of one another.

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

GEORGE D. LEADBETTER.

Witnesses:

JAS. P. BARRY,  
H. C. SMITH.