No. 802,961. PATENTED OCT. 31, 1905.

M. BAKER.

JOGGING CART.

APPLICATION FILED APR. 1, 1905.

Fig. 1.

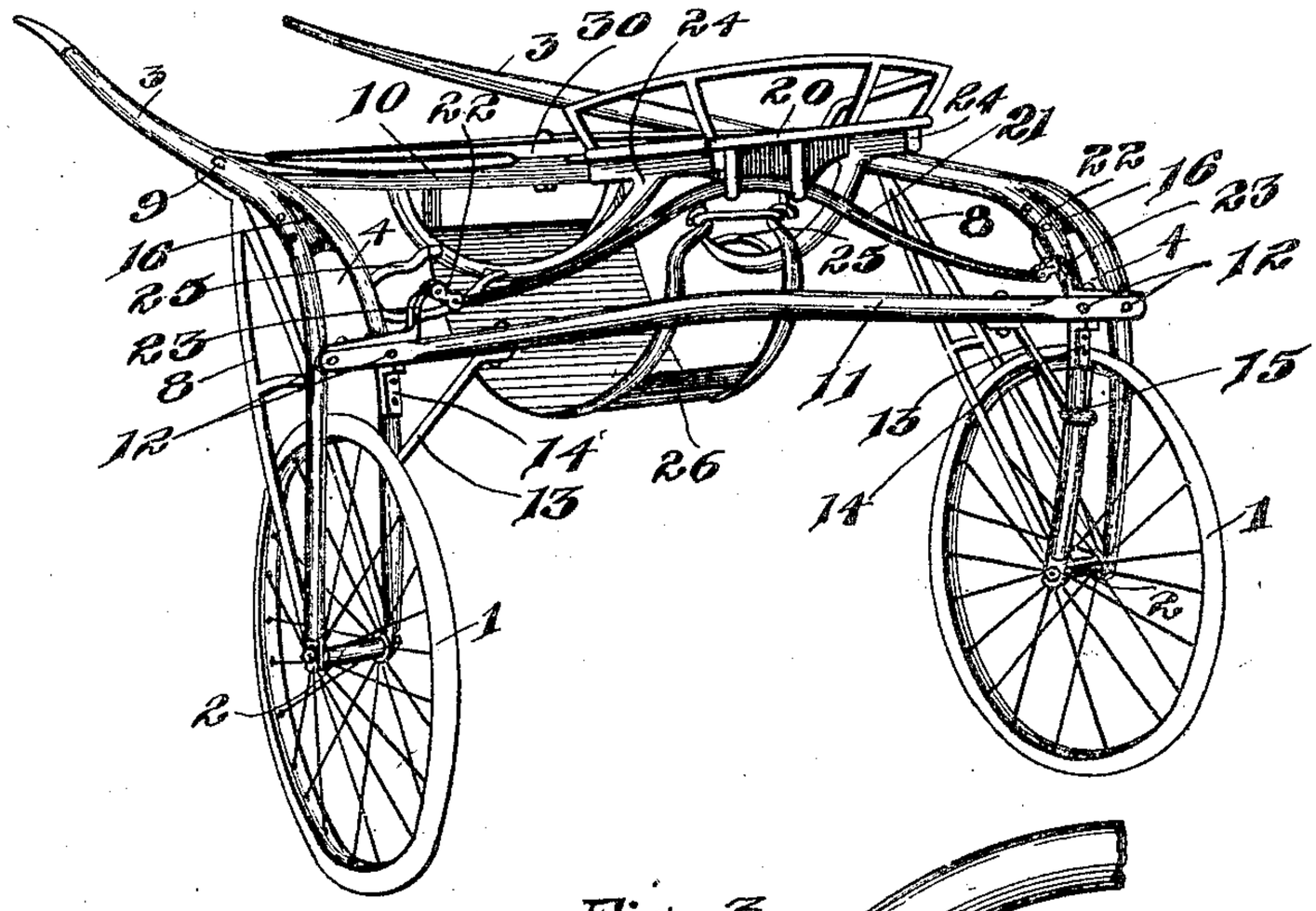


Fig. 3.

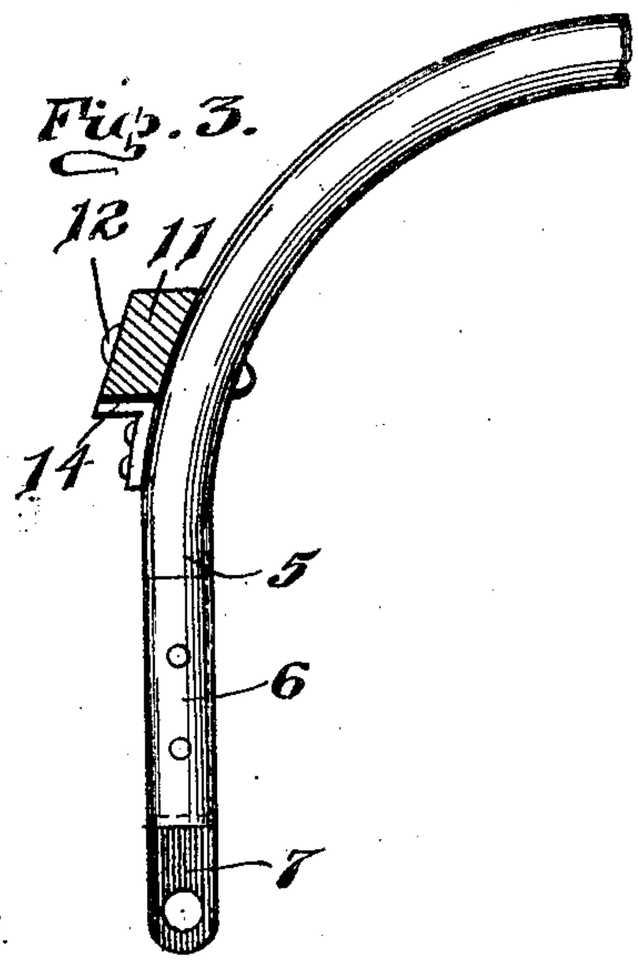
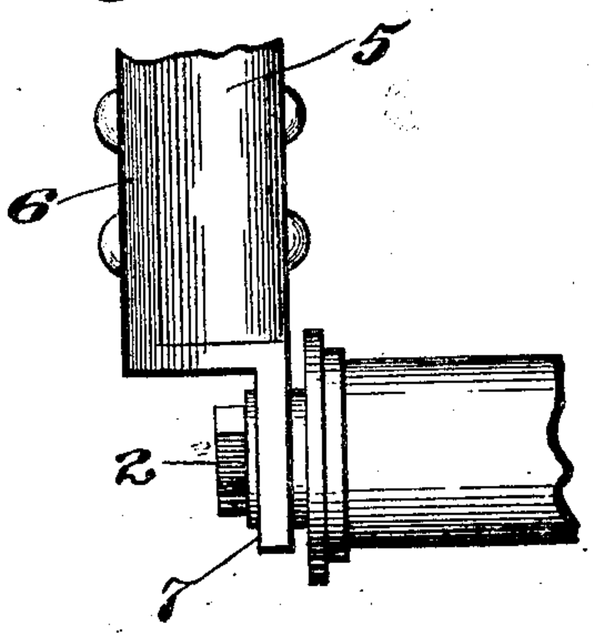


Fig. 2.



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UNITED STATES PATENT OFFICE.

MICHAEL BAKER, OF LYONS, NEW YORK.

JOGGING-CART.

No. 802,961. Specification of Letters Patent. Patented Oct. 31, 1905.

Application filed April 1, 1905. Serial No. 253,210.

To all whom it may concern:

Be it known that I, MICHAEL BAKER, a citizen of the United States, residing at Lyons, in the county of Wayne and State of New York, have invented certain new and useful Improvements in Jogging-Carts, of which the following is a specification.

This invention relates to carriages and wagons, and more especially to that class thereof known as "jogging-carts," which are commonly used for exercising, training, and matinee purposes; and the object of the same is to produce a very light frame, and yet one which will be exceedingly durable, even though it be made of wood.

To this end the invention consists, essentially, in splitting the heels of the thills, so that the forked and downturned ends thereof shall straddle the pneumatic wheels, and in the provision of devices which will hold the arms of the fork separated and will yet prevent them from splitting individually, all as shown in the accompanying drawings, wherein—

Figure I is a perspective view of this entire jogging-cart, taken from the rear. Fig. II is an enlarged detail of the lower end of one fork-arm, showing how the axle is attached. Fig. III is a side view of the rear end of one thill.

Referring by reference-numeral to the drawings, 1 1 designate the wheels, which are usually of the pneumatic type and are mounted on axles 2, generally by the use of ball-bearings.

3 3 are the thills, each split or forked, as at 4, and bent downward at its rear end, so as to straddle one of the wheels. To its lower extremity 5 is bolted an L-shaped bracket 6, whose foot passes beneath the extremity, so as to support the superimposed weight, and depending from the inner end of said foot is a toe 7, through which the axle 2 is bolted. This bolt also pierces the extremities of a crutch-shaped brace 8, whose arms straddle the wheel and whose body leads obliquely upward and forward and is bolted, as at 9, to the front portion of the thill 3, thereby bracing the entire thill where it is curved.

10 is the front brace, extending laterally across between and connecting the two thills, and 11 is the rear brace, connecting them at points just above the wheels and bolted at 12 to both arms of the fork, so as to hold these arms from relative lateral movement in either direction. There may be oblique braces 13 connecting the inner arm of each fork with the rear brace 11, as shown. By preference I employ a metal bracket 14, bolted to the rear face of the inner arm of each fork and having its upper end turned outward, so as to support said rear brace 11 and prevent the bolts 12 from splitting the arms of the fork individually by reason of the superimposed weight. One of these brackets may carry the step 15.

Into the crotch between the arms of each fork 4 is placed a wedge-shaped block 16, held in place by bolts passing through it and through both arms, by which means the latter are held properly spaced at all times. Thus it will be seen that the various braces and bolts coöperate with these blocks to retain the thills in their proper shape and the arms of the forks thereof at their proper relative distance, and this I consider an essential feature, because in the strain of long use and under varying climatic conditions such thills are liable to become bent, warped, or broken.

The superstructure consists of a seat 20, mounted on a spring 21, whose ends are hung on links 22, which latter are pivotally supported in brackets 23, bolted upon the rear brace 11. From the sides of the said seat two arms 24 extend forward to the front brace 10, and these arms may carry foot-rests 25 of bent metal rods, or a flexible foot-rest 26 may be hung beneath the seat and brace, or both. 30 is the whiffletree, pivoted on the front brace.

In so far as possible the parts are preferably of wood, excepting the spring, wheels, and bolts; but I consider it within the scope of my invention to make all parts of metal, in which case the thills would be tubing, which could be split at its rear end into half-tubes and possibly flattened at the lower ends for the reception of the axle 2. In that case the spacing-block 16 would be replaced by a block of slightly-conical exterior configuration, as will be understood by any skilled mechanic.

What is claimed as new is—

1. In a jogging-cart, the combination with the thills having forked and downturned rear ends, spacing-blocks bolted within the crotches of such forks, and wheels having axles bolted within the extremities of the forks; of a rear brace bolted at each end to both arms of a fork, brackets bolted to said inner arms and having outturned upper ends to support said cross-brace, and a superstructure mounted on the latter.

2. In a jogging-cart, the combination with a cycle-wheel and its axle; of a wooden thill forked and bent downward at its rear end, means for holding the arms of such fork at their proper relative position, and a metal bracket having an L-shaped body bolted to the outer side and extending under the lower end of each arm of the fork and thence downward in a downturned toe through which the axle-bolt extends.

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

MICHAEL BAKER.

Witnesses:
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