No. 871,608. PATENTED NOV. 19, 1907.

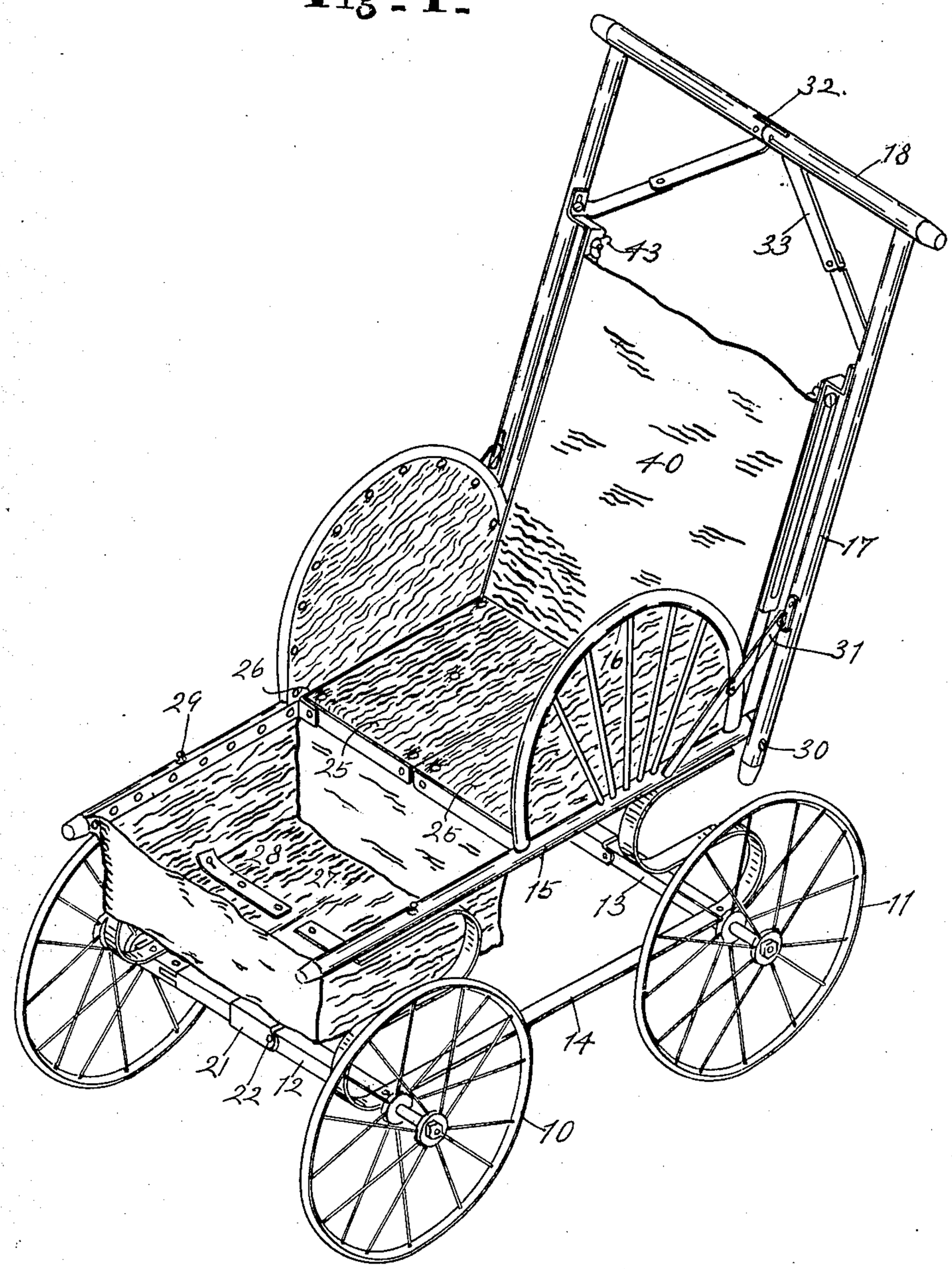
F. B. MORELAND.

FOLDING GO-CART.

APPLICATION FILED MAY 9, 1907.

3 SHEETS—SHEET 1.

Fig. 1.



WITNESSES:

W. M. Gentle.

Olive Breeden

INVENTOR.

Frank B. Moreland.

BY

F. H. Lockwood

ATTORNEY.

THE NORRIS PETERS CO., WASHINGTON, D. C

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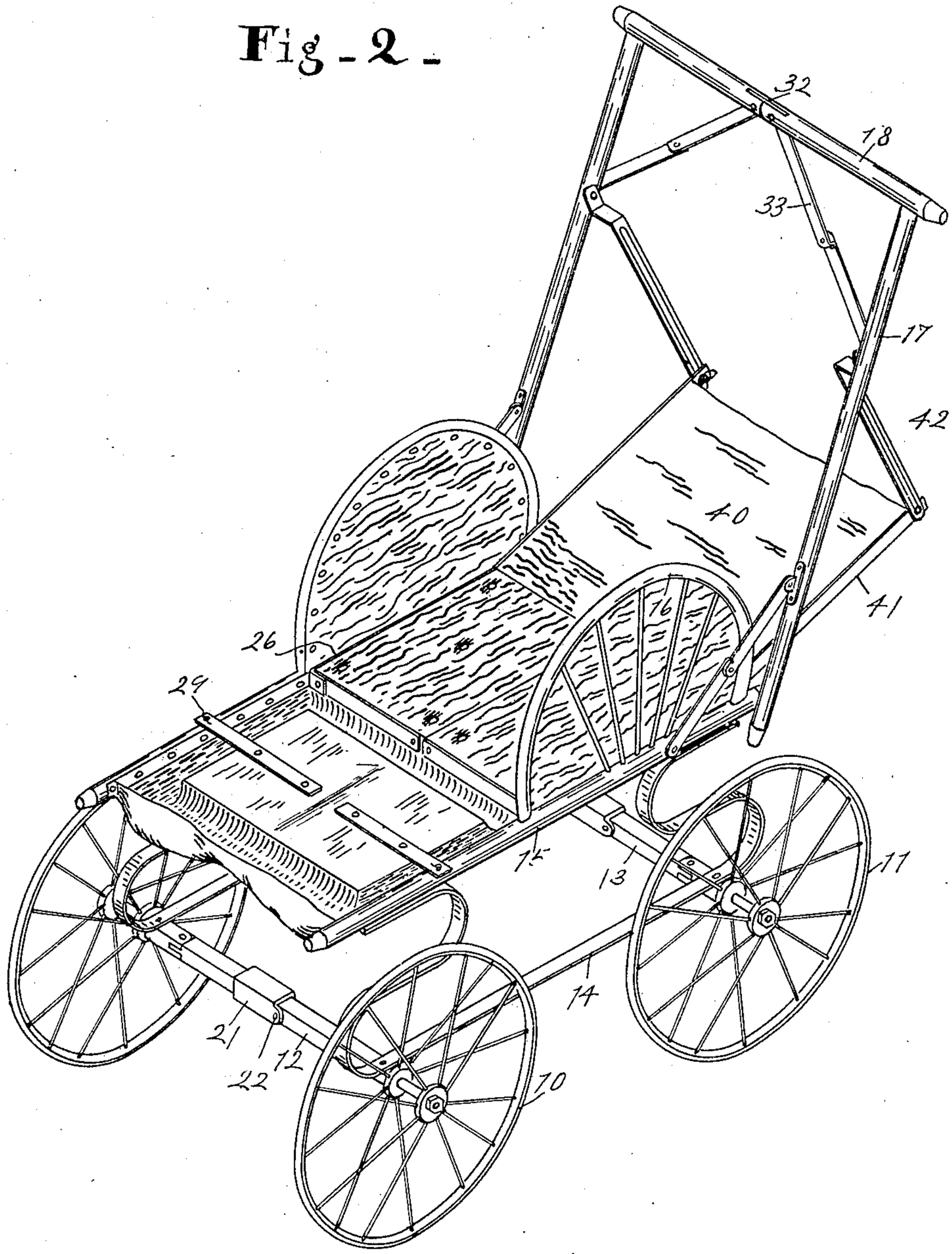
3 SHEETS—SHEET 2.

Fig-2-



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3 SHEETS—SHEET 3.

Fig - 3 -

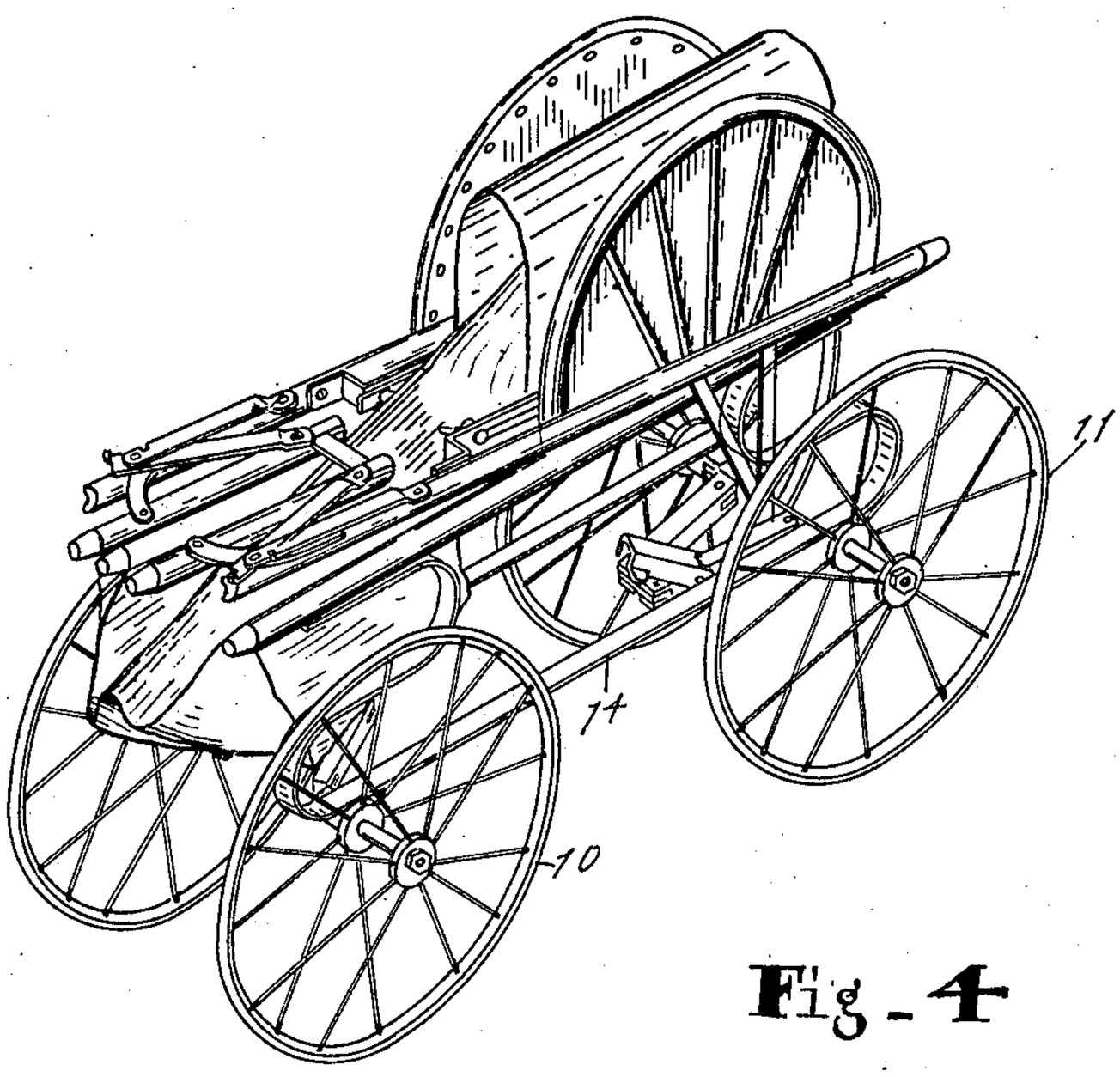
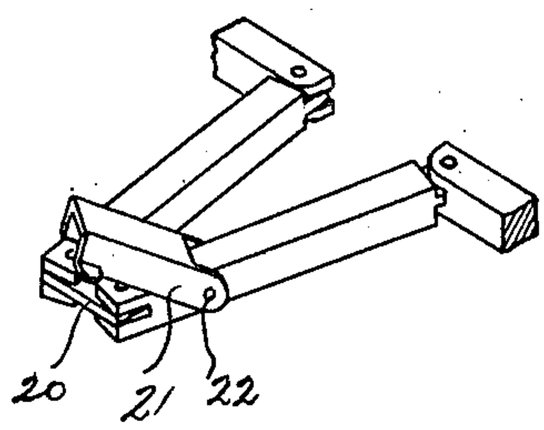


Fig - 4



WITNESSES:

W. M. Gentle.

Olive Breeden

INVENTOR.

Frank B. Moreland.

BY

V. H. Lockwood.

ATTORNEY.

THE NORRIS PETERS CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

FRANK B. MORELAND, OF INDIANAPOLIS, INDIANA.

FOLDING GO-CART.

No. 871,608. Specification of Letters Patent. Patented Nov. 19, 1907.

Application filed May 9, 1907. Serial No. 372,798.

To all whom it may concern:

Be it known that I, FRANK B. MORELAND, of Indianapolis, county of Marion, and State of Indiana, have invented a certain new and useful Folding Go-Cart; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which like letters refer to like parts.

The object of this construction is to improve the construction of folding gocarts, cabs and the like for children.

One feature of the invention consists in such a construction of the device as to enable it to be collapsed or folded laterally, that is the two sides of the gocart are brought considerably closer together when folded, so that it will be very compact and can be easily carried. In accomplishing this end both axles fold and also the seat, foot rest, back and handles. They are all jointed substantially midway between the two sides so that they can be folded, substantially as indicated.

The foregoing and the other features of the invention will be understood from the accompanying drawings and the following description and claims.

In the drawings Figure 1 is a perspective view of the gocart in condition for use while the child is sitting erect. Fig. 2 is a perspective view of the gocart in condition for the child to recline. Fig. 3 is a perspective view of the gocart folded or collapsed. Fig. 4 is a plan view of the axle folded.

In detail there is shown front wheels 10, rear wheels 11, front axles 12, rear axles 13, side springs 14, side bars 15 of the frame, sides 16 upon said side bars, side bars 17 of the handle and the top bars 18 of the handle. The springs 14 are rigidly secured on the axles near the wheels and the side bars 15 are rigidly secured upon said springs and the sides 16 are rigidly secured upon said side bars.

Both the front and rear axles are formed so as to centrally fold, as shown in Fig. 4. They consist of the two ends on which the wheels are mounted and two intermediate portions pivoted to said end portions and pivoted to each other by the pivot 20 midway. The joints of these axles are effected by the tongue and recess horizontally disposed and pivots vertically disposed so that the axles fold horizontally and when straight are held straight by the clasp 21 that is pivoted to one member of the axle at 22. When the clasp is down on the axle as shown in Fig. 1 it holds the axle straight and when it is desired to fold the axle the clasp is elevated as shown in Fig. 3.

The seat is formed of two halves 25 pivoted together midway to form an angle joint so that it may be folded upward but not downward. At the sides said seat members 25 are pivoted to the bars 26 so that the seat members can be folded up centrally. The foot portion 27 of the cart is formed of cloth so that it folds. To the bottom strips 28 are secured, which are adapted to be caught over the stubs 29 for holding the bottom up in the position shown in Fig. 2 to support the child's feet when the child is reclining.

The side bars 17 of the handles are pivoted at 30 to the side bars 15 of the frame and on the outside so that the handle can be folded forwards from the position shown in Fig. 1 to that shown in Fig. 3. They are held from being folded backward from a normal position by the folding brace bars 31 extending from the side bars 17 of the handle to the side bars 15 of the frame as seen in Fig. 1. The brace 31 is formed of two bars centrally pivoted so that they may be folded when the handle is folded forward. The top bar 18 of the handle is formed of two members centrally pivoted together at 32 so that it may fold downward and the outer ends of the handle bar 18 are fulcrumed to the upper ends of the side bars 17 so that they will fold as seen in Fig. 3. The members of the top bar 18 of the handle are held in position by braces 33 which extend from that bar to the bars 17 and are formed of two members centrally pivoted so they will fold. The braces 31 and 33 are at their midway joints provided with lugs and notches substantially as shown for holding them straight when straightened and permitting them to fold when desired.

The back 40 is formed of flexible material secured to the back bars 41 that are pivoted to the rear end of the side bars 15 at the lower ends and at their upper ends in longitudinal slots in bars 42 that are pivoted at their upper ends to the side bars 17 of the handle. There is a clamping connection between the bars 41 and 42 whereby they may be clamped together to hold them in the position shown in Fig. 1, said clamp being marked 43.

The operation of the clamp is as follows: When it is desired to fold the clasps from the

position shown in Fig. 1 to that shown in Fig. 3 the midway joints of the braces 31 and 33 are started by strokes of the hand and the handle folded forward to a horizontal position. Then the midway joints in the top bar 18 of the handle and of the two axles and of the seat are started by strokes of the hand, and then by placing the hands on the sides of the body of the carriage and pressing the sides towards each other the carriage will be forced or collapsed into the position shown in Fig. 3. This is a quick operation and when it is collapsed the carriage occupies a very small space and can be taken up under the arm and carried with no difficulty. In street cars it will go between the seats without annoyance.

When it is desired to open up the cart from the position shown in Fig. 3 to that shown in Fig. 1 the hands are applied to the two side springs 14 and the two sides of the cart drawn apart laterally and the clasps 21 pushed down to hold the axles straight, the seat members pushed down to a horizontal position and the brace bars 31 and 33 straightened and the top bar 18 of the handle likewise straightened. The carriage is then ready for use. For reclining, the clamps 43 are released so that the back 40 drops backward and the foot support 27 is elevated to the position shown in Fig. 2.

What I claim as my invention and desire to secure by Letters Patent is:

1. A vehicle provided with axles having midway joints, clasps for holding the members of the axles straight when desired, a seat with a joint midway between the sides thereof so it can be folded upward, and a handle with a joint midway between the sides thereof so it can be folded, said handle being pivoted at the lower end thereof to the frame of the vehicle so that the handle can be folded forward, whereby the vehicle can be collapsed by forcing the sides thereof towards each other.

2. A vehicle with axles provided with midway joints, clasps for holding the same, a frame mounted upon said axles, a seat formed of two members pivoted at their sides to the frame and in the middle to each other so that they will fold upward, a flexible foot support, a flexible back, and a handle pivoted at its lower end to the frame so it can fold forward and to the top bar thereof jointed midway so it may be collapsed, substantially as set forth.

3. A vehicle with axles provided with midway joints, clasps for holding the same, a frame mounted upon said axles, a seat formed of two members pivoted at their sides to the frame and in the middle to each other so that they will fold upward, a flexible foot support, a flexible back, a handle pivoted at its lower end to the frame so it can fold forward and to the top bar thereof jointed midway so it may be collapsed, substantially as set forth, slotted bars pivoted at their upper ends to the side bars of the handle, and clamps for holding the upper end of the back in connection with said slotted bars, whereby the back may be held in a position for use while sitting erect or reclining.

In witness whereof, I have hereunto affixed my signature in the presence of the witnesses herein named.

FRANK B. MORELAND.

Witnesses:
WILLIAM M. GENTLE,
N. ALLEMONG.