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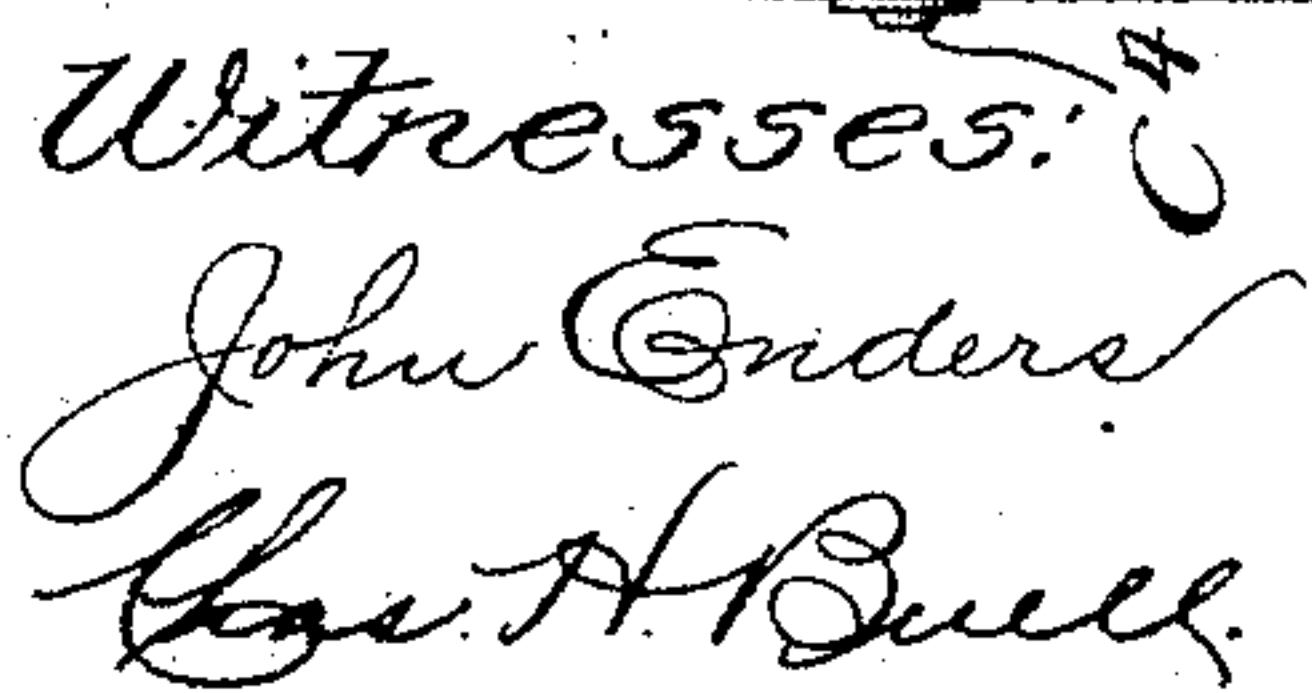
2 SHEETS—SHEET 1.



By Dymond, Lee, Britton & Miles  
Attys.

**918,250.**

2 SHEETS--SHEET 2.



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# UNITED STATES PATENT OFFICE.

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## GO-CART OR BABY-CARRIAGE.

No. 918,250.

Specification of Letters Patent.

Patented April 13, 1909.

Application filed May 7, 1908. Serial No. 431,312.

*To all whom it may concern:*

Be it known that I, ARTHUR J. ADAMS, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Go-Carts or Baby-Carriages, of which the following is a specification.

My invention relates particularly to folding go-carts or baby carriages which are adapted to be folded into compact space.

The present invention constitutes an improvement on the go-cart shown in my Patent No. 789,310, granted May 9, 1905, the improvement relating particularly to the construction of the back for the seat and the manner of adjusting the same.

My primary object is to provide an improved back and attendant parts for baby carriages and improved means for facilitating the adjustment of the back, whereby the back may be more readily adjusted to a position corresponding with a sitting posture or to a position corresponding with a reclining posture.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 represents a side-elevational view of a cart constructed in accordance with my invention, with the back in the upright position and the foot-rest in a lowered position; Fig. 2, a longitudinal sectional view, showing the foot-rest elevated and the back in a reclining position; Fig. 3, a section through the back and the side-flaps connected therewith, the section being taken as indicated at line 3 of Fig. 1; Fig. 4, a sectional view taken as indicated at line 4 of Fig. 2 and showing a detail of the back-supporting means employed; and Fig. 5, a view taken approximately as indicated at line 5 of Fig. 2, and showing the seat-back and handle-bars brokenly.

In the construction illustrated, A represents a running-gear frame; B, pairs of wheels journaled on brackets B<sup>1</sup> connected with the running-gear frame by pivots B<sup>2</sup> and adapted to fold beneath the running-gear frame in a well-known manner; C, a handle connected by hinges c with the rear portion of the running-gear frame; D, foldable brace-bars connecting the upper portion of the handle with the front portion of the running-gear frame and forming with the running-gear frame and the handle a triangular structure, said brace-bars serving

also as a means from which the seat may be suspended; E, a seat having its front portion suspended by links E<sup>1</sup> from the bars D and having connected with its lateral edges side-flaps E<sup>2</sup> which are permanently secured to the bars D; F, a back having its lower portion flexibly joined to the rear portion of the seat; F<sup>1</sup>, F<sup>2</sup>, side-flaps connected with the lateral edge-portions of the back F and equipped at their free lateral edge-portions with hooks F<sup>3</sup> adapted to engage the bars D when the back is in reclining position; G, an automatically-locking, self-releasing foot-rest adjustably connected with the lower portions of the bars D; and H, a folding top mounted on the bars D.

The running-gear frame A may be of any suitable construction. Preferably, it comprises horizontally disposed longitudinally extending side-members a connected by cross-members a<sup>1</sup> in a well understood manner.

The pair of wheels B at each side of the cart is adapted to fold together beneath the running-gear frame in a well understood manner, and the brackets B<sup>1</sup> are connected crosswise, in the extended position, by mechanism B<sup>3</sup> which forms no part of the present application, and which need not be described in detail herein.

The handle C comprises side-members c<sup>1</sup>, whose lower ends are connected with the hinges c, and whose upper ends are connected by a handle-round c<sup>2</sup>. Each side-bar c<sup>1</sup> of the handle is equipped with a back-supporting hook c<sup>3</sup> which is pivotally joined to the bar at c<sup>4</sup>, as shown in Fig. 5.

Each handle-brace and seat-supporting device D comprises an upper link, or bar, d, connected by a pivot d<sup>1</sup> with the upper portion of the corresponding side-bar of the handle; a lower bar, or link, d<sup>2</sup>, is connected at its front end, by a pivot d<sup>3</sup>, with the front portion of the adjacent side member of the running-gear frame and connected near its rear end, by a pivot d<sup>4</sup>, with the front end of the bar d.

The bars d and d<sup>2</sup> are equipped, near the pivot d<sup>4</sup>, with devices d<sup>5</sup> adapted to permit a certain amount of yielding under load, this feature forming, however, no portion of the invention herein claimed, and therefore not shown and described in detail herein.

The bars d are equipped with hooks d<sup>21</sup> which comprise sheet-metal stampings whose shanks are secured to the bars d by the rivets



$d^{10}$ , the shanks of said hooks having their upper ends turned laterally to form flanges  $d^{22}$  which engage the upper edges of the bars  $d$ .

The seat E may be formed in any suitable manner. It is shown as comprising a seat-board  $e$ , cushioning material  $e^1$ , and leather or fabric covering  $e^2$ . The covering  $e^2$  may be extended at the lateral edges of the seat to form side-flaps  $E^2$ . As shown in Fig. 2, the upper edges of the side-flaps  $E^2$  are cut on an incline and the upper margins are joined by rivets  $e^3$  to the bars  $d^2$ .

The back F comprises preferably two plies  $f$  of flexible material, such as leather or imitation leather, and a U-shaped marginal rod  $f^1$  serving as a binding and stiffening member connected with the top margins and the upper portions of the lateral margins of the back, the plies of material forming the back being formed with a seam or welt  $f^2$  in which said U-shaped member is housed. The arms or side members of the U-shaped member  $f^1$  are provided with lateral loops or offsets  $f^3$  adapted to engage the hooks  $d^{21}$  carried by the bars D, or the hooks  $c^3$  carried by the side-bars of the handle, according to whether the back is in a standing or a reclining position. The flaps  $F^1$ ,  $F^2$ , are provided at their free lateral edges, as has been indicated, with hooks  $F^3$  adapted to engage the bars D when the back is in a reclining position. Said flaps  $F^1$ ,  $F^2$  are incised or cut near their junctions with the back F to afford small flaps  $f^4$ , which may be swung from their position to permit the offset  $f^3$  to extend therethrough and engage the hooks  $c^3$  on the handle-bars when the back is in a reclining position and the front edges of the flaps are connected with the bars D. The side-flap  $F^2$  is equipped on its outer surface with the loop  $f^5$  with which the hook  $F^3$  of the flap  $F^1$  engages, as shown in Fig. 3, when the side-flaps are folded behind the back F, as shown in Fig. 1.

The foot-rest G is adjustably supported on the lower sections  $d^2$  of the foldable brace-bars D, and as this device forms the subject-matter of my application No. 471,025 filed January 6th, 1909, the same need not be described in detail herein.

The collapsible top, or cover, H is pivotally and adjustably supported on the seat-supporting and handle-bracing bars D, and in combination with a folding baby-carriage, is made the subject matter of my application No. 431,311, filed of even date herewith.

The manner of use of the improved baby-carriage or go-cart will be readily understood from the foregoing detailed description. When it is desired to allow the child to assume a sitting posture, the foot-rest may be lowered and the back may be connected with the seat-supporting and handle-bracing members, or devices, D, in the manner shown in Fig. 1. When it is desired to

allow the child to recline, the back may be disengaged from the hooks  $d^{21}$  and brought into engagement with the hooks  $c^3$  on the handle-bars, the side-flaps  $F^1$ ,  $F^2$  being first unfolded from the condition shown in Fig. 3 and finally connected with the brace-bars D.

When it is desired to fold the cart, assuming it to be in the condition shown in Fig. 1, the top may be collapsed and the locking-devices of the brace-bars D may be released in a well-known manner, whereupon the handle may be folded forwardly to the position substantially parallel with the running-gear frame, the braces D folding upon themselves in this operation, and finally assuming a position substantially within the plane of the running-gear frame and between the side-members  $a$  thereof.

The foregoing detailed description has been given for clearness of understanding only, and no undue limitation is to be understood therefrom.

What I regard as new, and desire to secure by Letters Patent, is—

1. The combination of a running-gear frame, a handle, seat-supporting members, a seat suspended therefrom, a seat-back equipped with permanently attached connecting means, and connecting members on both the seat-supporting members and on the handle adapted to support said first-named connecting members, according to the position of said back.

2. In a folding go-cart, the combination of a running-gear frame, a handle foldable with relation to the running-gear frame, foldable seat-supporting handle-bracing bars connecting the upper portion of the handle with the front portion of the running-gear frame, a seat suspended from said bars, hooks carried by said bars, hooks carried by said handle, a back connected with the rear portion of the seat, and hook-engaging members permanently connected with the lateral portions of said back and adapted for connection with the hooks carried by said bars or with the hooks carried by said handle, according to whether the back occupies a standing or a reclining position.

3. In a folding go-cart, the combination with a running-gear frame, a handle foldable with relation thereto, seat-supporting means foldable with relation to the running-gear frame, a seat carried thereby, a back flexibly connected with the rear portion of said seat and equipped at its lateral edges some distance beneath its upper end with attaching members, and two pairs of attaching members carried by said go-cart structure and adapted to engage said first-named attaching members, according to whether said back occupies a standing or reclining position.

4. In a folding go-cart, the combination of a running-gear frame, a handle foldable



with relation thereto, foldable brace-bars connecting the upper portion of the handle with the running-gear frame, a seat suspended from said bars, a flexible back connected with the rear portion of said seat and having its upper end-portion equipped with a U-shaped binding member provided with offsets affording eyes, hooks carried by said bars adapted to engage said eyes, and hooks carried by said handle adapted to engage said eyes.

5. In a folding go-cart, the combination of a running-gear frame, a handle foldable with relation thereto, foldable brace-bars connecting the upper portion of the handle with the running-gear frame, a seat suspended from said bars, a flexible back con-

nected with the rear portion of said seat and having its upper end-portion equipped with a U-shaped binding member provided with offsets affording eyes, hooks carried by said bars adapted to engage said eyes, hooks carried by said handle adapted to engage said eyes, and side-flaps connected with the lateral edges of said back and provided at their lateral edges with bar-engaging means, said side-flaps having openings therethrough through which said eyes may project when the back occupies a reclining position and said side-flaps are connected with said bars.

ARTHUR J. ADAMS.

In presence of—

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R. SCHAEFER.