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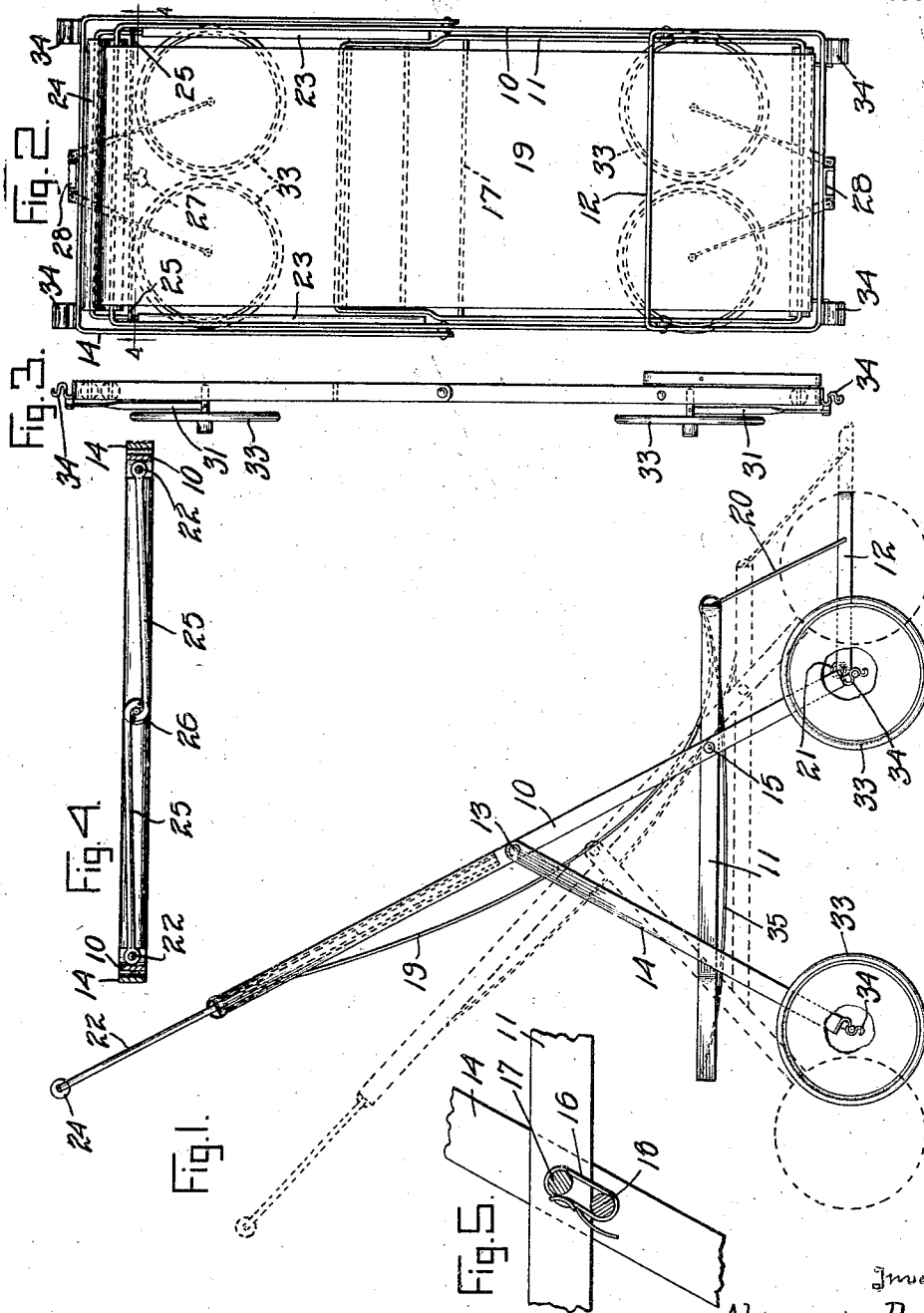
1,482,146

A. POMILIO

FOLDING BABY CART

Filed Oct. 3, 1921

2 Sheets-Sheet 1



Inventor

Alessandro Pomilio

E. W. Bradford

Attorney

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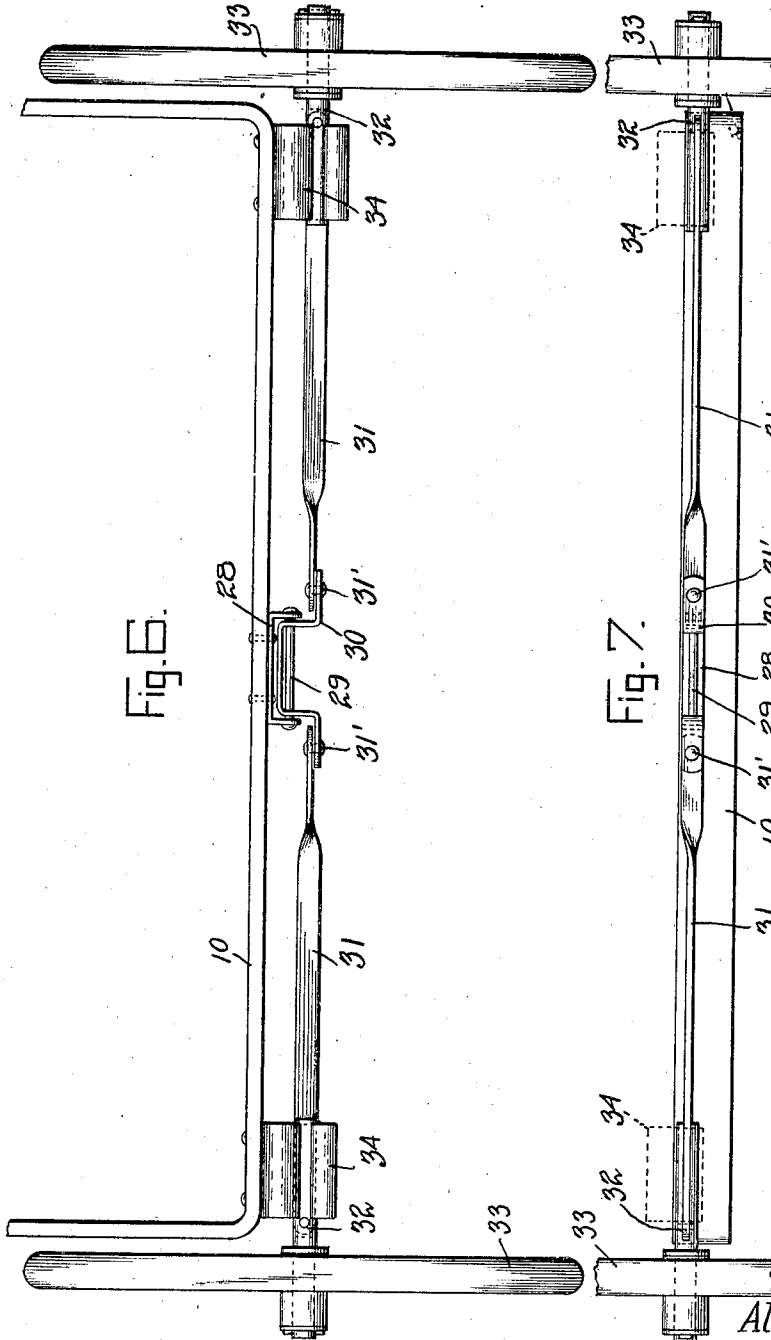


Fig. 6.

Fig. 7.

Inventor

Alessandro Pomilio

A. Pomilio

Attorney

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UNITED STATES PATENT OFFICE.

ALESSANDRO POMILIO, OF NEW YORK, N. Y.

FOLDING BABY CART.

Application filed October 3, 1921. Serial No. 505,056.

To all whom it may concern:

Be it known that I, ALESSANDRO POMILIO, a subject of Italy, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Folding Baby Carts, of which the following is a specification.

My said invention relates to an improved go-cart for the use of infants, although it is not limited to such use since the same structure, or features thereof, may be used in chairs for invalids and for other similar purposes.

It is an object of my invention to provide a go-cart of this type which shall be collapsible and very light so as to be easily carried when collapsed.

A further object of my invention is to provide a device of the character described which shall be simple in structure and inexpensive to manufacture.

Referring to the accompanying drawings which are made a part hereof and on which similar reference characters indicate similar parts,

Figure 1 shows a side elevation of the device in operative position, the dotted lines indicating a position assumed by the parts in moving from the operative to the collapsed relation,

Figure 2 is a plan of the device in collapsed position,

Figure 3 a side view of the device as shown in Figure 2,

Figure 4 a detail of construction taken on line 4-4 of Figure 2, and

Figure 5 a detail of a connection in the frame,

Figure 6 a front elevation of the mechanism for collapsing the wheels, and

Figure 7 a bottom view of the wheel mechanism shown in Figure 6.

In the drawings 10 indicates a rectangular member which may be formed of strip steel and which constitutes the largest unit of the frame. 11 indicates a second frame member similar to, but shorter than the other and 12 indicates a third rectangular member of still smaller length. These parts may be made of other material such as aluminum tubing or of combined wood and metal. Frame member 10 is hinged at 13 to a U-shaped member 14 and at 15 to member 11. Members 11 and 14 are connected by a strap 16 passing about pins 17 and 18 car-

ried by the respective members. The length of this strap permits adjustment to vary the angular relation between members 10 and 14 and thus vary the position of the seat.

The seat consists of a strip of canvas or like material 19 attached at one end to the upper edge of frame 10 and at the lower end to the forward edge of member 11. In the present construction the respective ends of the frames are lined with half-round strips of wood attached to the flat metal by rivets or other convenient means thus forming a rounded part to which the canvas can readily be secured.

The member 12 forms a foot rest which is suspended from the forward end of member 11 by cords 20 and is pivoted at its rear end to the lower end of member 10 by means of rings 21. The foot rest may have a covering extending across it or may consist merely of a rectangular frame as shown in Figure 2, the forward side thereof providing a support for the feet of the occupant.

A U-shaped handle 22 is inserted in tubular guides 23 attached to the inner sides of the upright parts of member 10, the legs of the U-shaped member passing through holes in the upper end of member 10. A roller or other grip 24 is provided on the intermediate portion of the U to form a convenient hand rest. For holding the member 22 in adjusted position I provide a pair of rods 25 having eyes at one end surrounding the legs of member 22 and connected at their inner ends to a disk 26 provided with a handle for rotating it such as indicated at 27 in Figure 2.

The wheels are secured respectively to the lower ends of members 10 and 14 by a structure shown in Figure 6. A U-shaped bracket 28 carries a horizontal pivot 29 on which is supported a U-shaped member 30 having its ends bent laterally. To each of the laterally bent ends is pivoted at 31 a flat bar 31 twisted at an intermediate point to form two portions standing in planes perpendicular to each other. A cylindrical axle 32 is split at one end and embraces the adjacent end of member 31 to which the axle is pivoted. Each axle carries a wheel 33.

At the lower ends of the members 10 and 14 I attach bent members 34 of flat spring metal. These members subserve a triple function. In the normal position of the wheels they embrace the axles 32 (Figure 6) to hold them in alignment with the respec-

tive members 10 and 14. They also hold the axles 32 in line with members 31 and due to their peculiar form and location they serve as springs on the go-cart. This will be understood by observation of Figure 1 where the weight of the device and its occupant rests on springs 34 and acts to force toward each other the two parallel spring portions above the axles of the wheels, this action being resisted by the curved connecting part of the spring.

When the device is to be collapsed as for carrying it on a street car or a train the strap 16 is released thereby permitting the parts to move in the direction indicated by dotted lines in Figure 1. The member 14 moves lengthwise of member 11 and the members 11, 10 and 14 respectively nest within each other as shown in Figure 2, while the foot rest, pivoted on rings 21, swings over the front end of members 10 and 11. The handle 27 being turned releases the lock for the legs of member 22 and this can be pushed down until handle 24 assumes the position shown in Figure 2. Axles 32 are released from springs 34 and the entire wheel structure swung about pivot 29. Each wheel 33 is then swung, by reason of the split end of the axle 32, into a plane at 90° with the first and then the wheels are swung about the pivots 31' to bring them into the position indicated by the dotted lines in Figure 2. As thus collapsed the entire device can readily be carried in the hand, it being light and taking up little room. The strip of canvas forming the seat is held taut in collapsed position but in operative position is slack as shown whereby the same forms a seat. A normally horizontal strip of canvas or the like at 35 is used for carrying parcels.

Various changes may be made in my device without departing from the spirit of the invention, and therefore I do not limit myself to the specific structure shown and described, but only as indicated in the appended claims.

Having thus fully described my said invention, what I claim as new and desire to secure by Letters Patent, is:

1. In a collapsible vehicle comprising a folding frame, a foot rest folding relatively thereto, and wheels mounted on pivoting axles for folding said wheels underneath the frame, substantially as set forth.

2. In a collapsible vehicle, a horizontal member, a pair of angularly arranged upwardly extending members attached thereto, a pair of wheels at the lower end of each of said upwardly extending members, a foot rest attached to one of said members, and to the horizontal member, said horizontal and upwardly extending members being adapted to assume nested relation and said foot rest folding over and said wheels fold-

ing underneath the same, substantially as set forth.

3. In a vehicle, a frame member having sides and an upper end, guides on said sides, a U-shaped handle extending through perforations in the upper end and into said guides, legs of the U-shaped member being movable into or out of said guides, and means to lock said legs in adjusted position, substantially as set forth.

4. In a vehicle, a frame having rearwardly extending guides, a U-shaped handle having legs adjustable in said guides and unitary means for distorting said legs in adjusted position causing them to be locked, substantially as set forth.

5. In a collapsible vehicle, wheel supporting means comprising axles, supporting members to which said axles are pivoted for movement in vertical planes, a common support on which said first named supports are pivoted for movement in a horizontal plane, and said common support being mounted on a transverse pivot underneath the frame of the vehicle, substantially as set forth.

6. In a collapsible vehicle, wheel supporting means comprising axles, supporting members to which said axles are pivoted for movement in vertical planes, a common support on which said first named supports are pivoted for movement in a horizontal plane, said common support being pivoted underneath the frame of the vehicle, and unitary means for holding each wheel in operative position, substantially as set forth.

7. In a collapsible vehicle, wheel supporting means comprising axles, supporting members to which said axles are pivoted for movement in vertical planes, a common support on which said first named supports are pivoted for movement in a horizontal plane, said common support being pivoted underneath the frame of the vehicle, and unitary means for holding each wheel supporting means in operative position comprising springs embracing the axles in operative position, substantially as set forth.

8. In a collapsible vehicle, wheel supporting means comprising axles, supporting members to which said axles are pivoted for movement in vertical planes, a common support on which said first named supports are pivoted for movement in a horizontal plane, said common support being pivoted underneath the frame of the vehicle, and means for holding said wheel supporting means in operative position comprising springs embracing the axles in operative position, said springs also forming cushioning means for the vehicle, substantially as set forth.

9. In a collapsible wheeled vehicle, a frame comprising a horizontal seat member, a back member, and a seat of flexible ma-

terial attached to the front of the seat member and to the top of said back member, said horizontal member extending beyond the back member to form a frame for supporting parcels and the like, substantially as set forth.

10 10. In a collapsible wheeled vehicle, a frame comprising a horizontal seat member adapted to carry a pair of wheels, a back member, and a seat of flexible material attached to the front of the seat member and to the top of said back member, and adjustable means to vary the angle of said back member, substantially as set forth.

15 11. In a collapsible wheeled vehicle, a frame comprising a horizontal seat member, a back member, and a seat of flexible material attached to the front of the seat member and to the top of said back member, adjustable means to vary the angle of said back member comprising a brace member pivoted to one of the other members and adjustably attached to the other, said brace having an extension for a wheel mounted on
25 the end thereof, substantially as set forth.

12. In a go-cart, a frame comprising a horizontal member, an inclined upwardly extending member, a strip of flexible material attached to the latter member near the upper end thereof and to the horizontal member adjacent one end to form a seat, and a strip of flexible material attached at both ends to the horizontal member in rear of the seat and providing means for carrying parcels, substantially as set forth.

13. In a collapsible vehicle, a folding frame and wheels mounted on axles, said axles being pivoted to fold underneath the frame to swing the wheels in a plane at right angles to their normal position, substantially as set forth.

In witness whereof, I have hereunto set my hand at New York, New York, this twenty seventh day of September, A. D. nineteen hundred and twenty-one.

ALESSANDRO POMILIO.

Witnesses:

JESSE WILENSKY,
EDNA D. POMILIO.