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R. B. HEAD

2,610,072

GOLF CART SEAT

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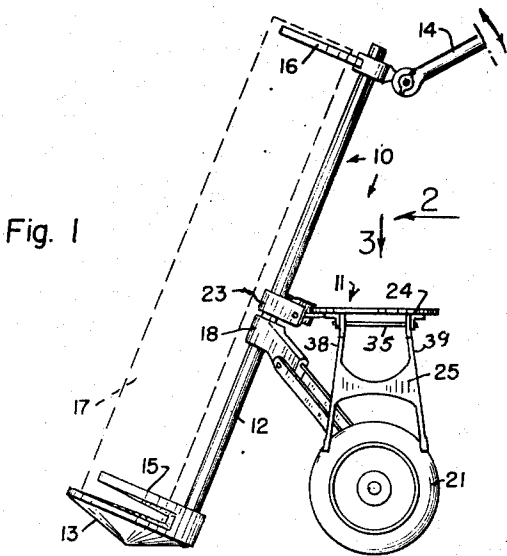


Fig. 1

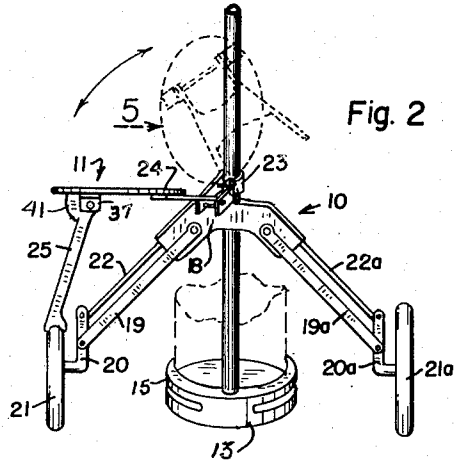


Fig. 2

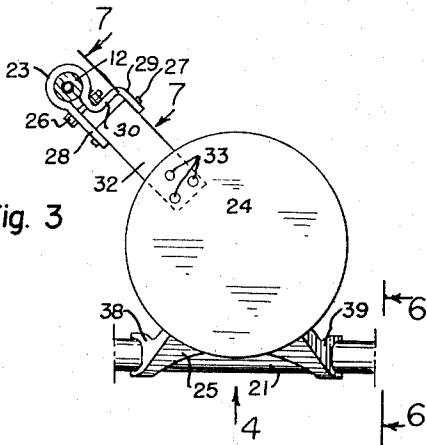


Fig. 3

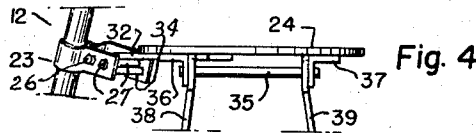


Fig. 4

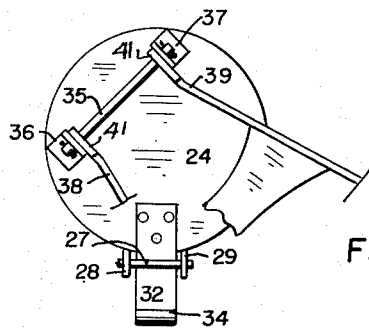


Fig. 5

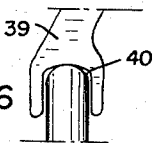


Fig. 6

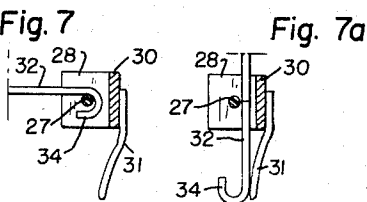


Fig. 7

Fig. 7a

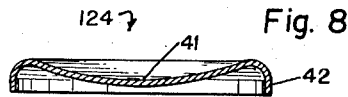


Fig. 8

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GOLF CART SEAT

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4 Claims. (Cl. 280—42)

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This invention relates to carts for golf bags, and more particularly to seats for same.

In the sport of golfing, the golfer must often wait at or between tees to permit the players ahead to advance a sufficient safe distance along the golf course before he drives his golf ball forward. Benches or the like are sometimes provided at the tees upon which a player may sit and rest during his wait to tee off, but between tees such equipment is seldom available and especially at the precise position on the course where the player's ball may happen to be. It is apparent, therefore, that a suitable seat, available to the golfer at all points along the course, would be highly desirable and afford him a means upon which to rest during the delays encountered in the game. Caddies have been replaced to a great extent by wheel supported carts for the golfer's bag, clubs, and sundry articles incidental to the game, the golfer moving the cart between points of play. It becomes further apparent that if such a cart were provided with a seat, the seat would always be readily available to the golfer no matter where he might be on the course.

An object of the invention is to provide a golf bag cart equipped with a seat.

Another object is to provide a seat attachment for golf bag carts which may be readily attached to existing carts or readily detached therefrom.

Another object is to render the seat foldable so that the cart and seat will occupy a minimum space when the seat is not in use.

A further object is to provide a cart of the foldable wheel type with a foldable seat.

Still further objects, advantages, and salient features will become more apparent from the description to follow, the appended claims, and the accompanying drawing, in which:

Figure 1 is a side elevation of a conventional golf bag cart with the seat of the invention attached thereto in its position of use by the golfer;

Figure 2 is an elevation as viewed in the direction of arrow 2, of Figure 1, the upper portion of the cart and bag being broken away;

Figure 3 is an enlarged top plan of the seat and portions of the cart as viewed in the direction of the arrow 3, Figure 1;

Figure 4 is a fragmentary side elevation of Figure 3, as viewed in the direction of arrow 4, Figure 3;

Figure 5 is an elevation, perpendicular to the plane of the seat, when the latter is folded upwardly to its position of non-use, showing the

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bottom of the seat with a portion of the seat supporting leg broken away.

Figure 6 is a fragmentary section taken on line 6—6, Figure 3;

Figure 7 is an enlarged fragmentary section taken on line 7—7, Figure 3, with the seat disposed in its position of use;

Figure 7a is a similar section with the seat folded upwardly to its position of non-use; and

Figure 8 is a central transverse section through an alternative form of seat.

Referring in detail to the drawing and particularly Figures 1 and 2, the golf bag cart is illustrated as a popular type disclosed in the patent to Williamson, 2,443,847, with the seat attachment 11 secured thereto.

The cart comprises a frame in the form of tube 12 having a foot 13 at its lower end and a handle 14 pivotally secured to its upper end. U-shaped brackets 15, 16 are also secured to opposite ends of the tube, the bag 17 being disposed between the legs of the brackets and secured thereto in suitable manner. As best shown in Figure 2, a bracket 18 is secured to the tube which pivotally carries the upper ends of a pair of arms 19, 19a the latter being pivotally connected at their lower ends, respectively, to wheel spindles 20, 20a which rotatably carry wheels 21, 21a. Rods 22, 22a are pivotally connected at their lower ends to spindles 20, 20a, respectively, and pivotally connected at their upper ends to brackets 18 with a suitable latching device (not shown), whereby the arms 19, 19a and rods 22, 22a may be locked in the position shown in Figure 2. When rods 22, 22a are unlatched at their upper ends, arms 19, 19a and rods 22, 22a may be swung upwardly to a position wherein the wheels are disposed adjacent opposite sides of the bag.

Attachment 11 comprises in general, a bracket 23, a seat 24, and a foldable leg 25.

As best shown in Figures 3, 7 and 7a, bracket 23 is formed of strap like material, bent to extend around tube 12 and secured thereto by pinch bolt 26. A pivot pin 27 extends between legs 28, 29. Leg 29 is provided with a portion 30 disposed parallel with the pivot pin to which is secured a leaf spring 31, the purpose of which will be hereinafter described.

Seat 24 is a circular disk having a laterally projecting tongue 32 secured thereto in any desired manner, such as by bolts 33. The free end of the tongue is provided with a curled portion 34, as shown in Figure 7, which pivotally engages pivot pin 27. When the seat is swung upwardly to its position shown in Figures 2 and 5, the curled por-

tion disengages from the pivot pin and the tongue drops through the space between the pivot pin and leg portion 30, until the edges of the seat, adjacent the tongue, abut the top surface of legs 28, 29 of bracket 23, as best shown in Figure 5. Spring 31 engages the tongue and prevents any retrograde swinging movement of the seat toward the lowered position of use. It will be apparent that the foregoing construction is exemplary of means for holding the seat in its position of non-use and that other devices serving the same purpose may be employed.

Leg 25 is pivotally connected to the lower face of the seat by means of a pivot pin 35 which extends between brackets 36, 37, secured in any desired manner to the seat, the pin extending through flanges 38, 39 of the leg. The lower ends of these flanges are each provided with a U-shaped opening 40 which straddles wheel 21 at angularly spaced points thereon and prevents movement of the lower ends of the legs in a direction perpendicular to the plane of the wheel. A suitable stop member 41 may optionally or additionally be provided on the upper end of flange 38 or 39, or on both, engageable with the lower surface of the seat to similarly limit movement of the lower ends of the leg. When so disposed, the seat is supported at three points, one being by pivot pin 27 engaging tongue 32, and the other two being the lower ends of flanges 38, 39 engaging wheel 21. When the seat is disposed in its upper position of non-use, as shown in Figures 2 and 5, the leg swings toward the seat and lies adjacent thereto.

The seat may be made of any desired material such as metal, wood, plastic or a combination thereof. Tongue 32 is preferably metal and may be made integral with the seat if the latter is also metal. The leg may also be made of any of the materials just mentioned and, if desired, may be formed from bent rod stock.

Figure 8 discloses an alternative form of seat 124 which has a concave upper surface 41 and a circumferential flange 42. The concave shape and flange add to the rigidity of the seat and permit the use of thin material. The concave shape also prevents the user from slipping laterally of the seat and also adds somewhat to the comfort of the user.

While only one embodiment of golf bag cart has been disclosed, it will become apparent to those skilled in the art that the invention may be practiced with other types of golf bag carts, the details of attachment of the seat merely varying in detail to fit the particular type of cart. While the attachment has also been disclosed as having portions engaging the cart frame and other portions engaging the wheels, it will be apparent also, that a seat may be secured to any desired and convenient parts of a cart. The specific disclosure is to therefore be regarded as exemplary only and the invention not limited thereto except as required by prior art and the scope of the appended claims.

Having described the invention, what is claimed as new is:

1. A wheel mounted ambulatory golf bag cart having an elongated upwardly ranging frame member supported on two spaced wheels, and in which the lower end of the frame and the wheels rest on a common supporting surface when the cart is not in use, in combination therewith an attachment comprising a seat, means comprising a hinge element attached to the frame and a cooperating hinge element attached to the seat for effecting a tiltable connection of the seat relative to the frame, and a seat supporting leg pivotally connected with the seat in position to engage and rest on the top of one of the wheels when the seat is in operative position, the seat being movable from a substantially horizontal operative position to a position substantially parallel with the frame member, and means for holding the seat in inoperative position.

2. An attachment in accordance with claim 1 in which the hinge element attached to the frame comprises a forked member having spaced ends, a pivot pin connecting said spaced ends and in which the hinge element attached to the seat consists of a flat bar of a width slightly less than the distance between said spaced ends, the end of the flat bar having a hook for engaging the pivot pin when the seat is in operative position, the flat bar being slidable in the space between said spaced ends and the pivot pin when the seat is raised to inoperative position forming means for holding the seat in inoperative position when the cart is moved.

3. A seat attachment for use with an ambulatory golf cart having a wheel supported upwardly ranging frame member, comprising a hinge element for attachment to the frame member, said attachment having two spaced fingers connected at their ends by a pivot pin, a seat having an elongated hinge element projecting therefrom, said element being a flat bar terminating in a hook in engagement with the pivot pin, and means comprising a support leg pivoted to the under side of the seat said leg being provided at its bottom with means for supporting the latter from the top of a wheel.

4. An attachment in accordance with claim 3 in which the support leg terminates in two spaced wheel engaging portions for contacting the wheel periphery at angularly spaced points.

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The following references are of record in the file of this patent:

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