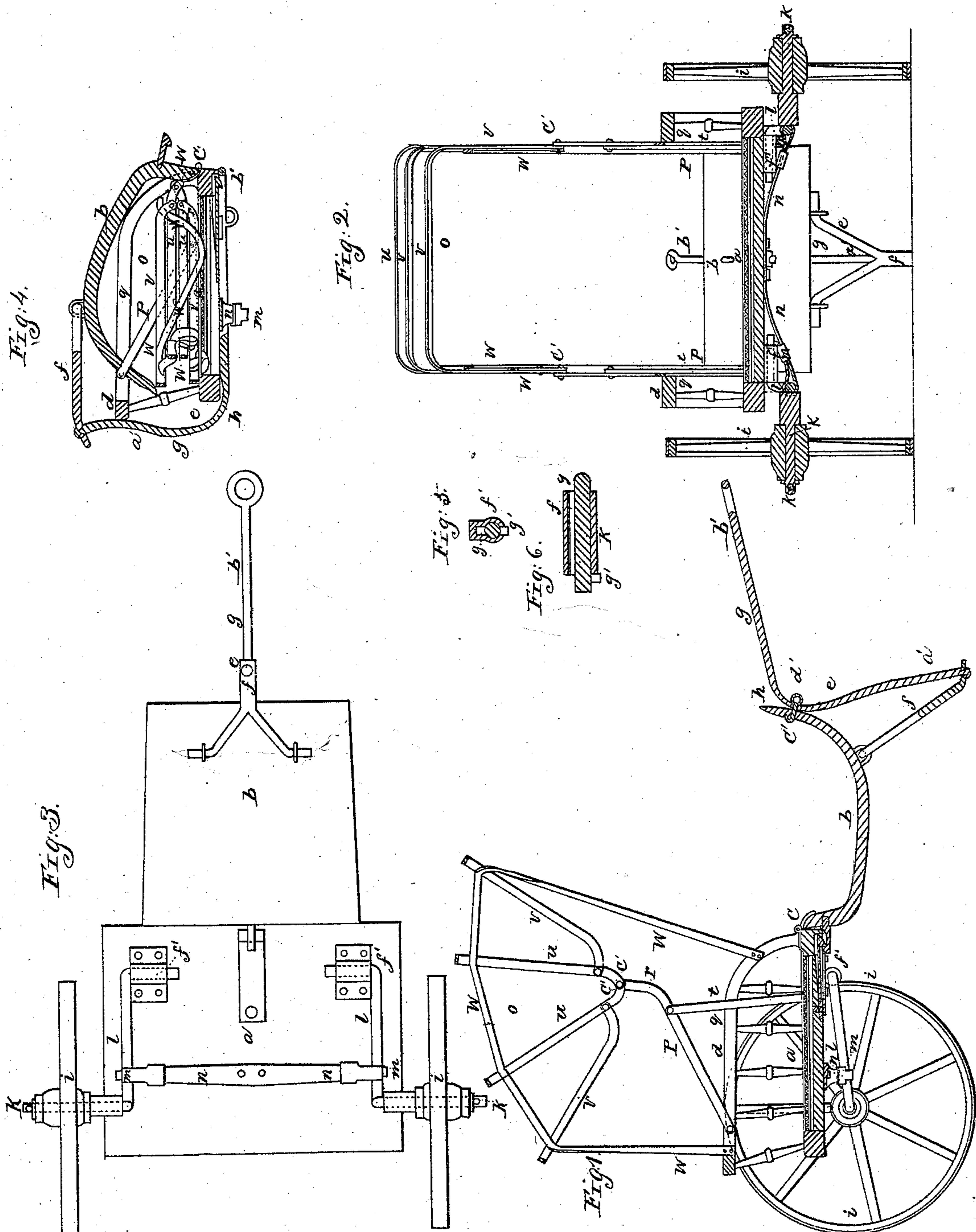


*S. Wheelock.*  
*Children's Carriage.*  
*No 70,056. Patented Oct. 22, 1867.*



WITNESSES:

*E. C. Griffith*  
*C. W. Balew*

INVENTOR:

*Samuel Wheelock.*  
*By his Attorney.*  
*Frederick Curtis*

# United States Patent Office.

SAMUEL WHEELLOCK, OF CONWAY, MASSACHUSETTS.

*Letters Patent No. 70,056, dated October 22, 1867.*

## IMPROVEMENT IN PORTABLE VEHICLE.

*The Schedule referred to in these Letters Patent and making part of the same.*

TO ALL TO WHOM THESE PRESENTS SHALL COME:

Be it known that I, SAMUEL WHEELLOCK, of Conway, in the county of Franklin, and State of Massachusetts, have invented a new and useful Manufacture of Wheeled Vehicles; and do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, making part of this specification, and in which—

Figure 1 is a vertical central and longitudinal section, and

Figure 2 a vertical and transverse section of a children's carriage constructed in accordance with my invention.

Figure 3 is an under side view of the same, while

Figure 4 is a vertical section of it as it appears when dismembered and folded ready for package or transportation.

Figures 5 and 6 being detail views of some of the parts to be hereinafter referred to.

The object of this invention is to so construct a wheeled vehicle as to render it capable of being readily and quickly dismembered or folded and reduced in bulk, by which means it may be packed in small compass for convenience of transportation or for storage when not in use.

The invention consists in the peculiar construction, arrangement, and combination of the different parts of a vehicle in order to accomplish the above-mentioned results, the same being substantially as hereinafter explained.

For the sake of clear elucidation and explanation of the invention, and to enable others skilled in the manufacture of vehicles to make my invention, I will proceed to describe its construction as shown in the drawings above referred to.

In such drawings, (which exhibit a child's carriage,) *a* denotes the seat, and *b* the dasher or foot-rest of such carriage, the dasher being hinged to the seat, as shown at *c*, in order to allow of its being folded or turned over upon or above such seat, as shown in fig. 5, such seat and dasher being provided at their point of junction with a catch and hook, or suitable device for locking the two in their proper relative position when extended and in use. The seat is to be provided with a rail, *d*, and is to be upholstered in the usual manner. The adjustable pole is shown at *e* as constructed in two portions, one, viz, *f*, being a forked bar, with its arms hinged to the under side of the dasher, and the other portion, *g*, being a rod, bent at a right angle, the lower arm *a'* of which is secured to the foot of the bar *f*, and is of such a length that its bend or elbow *h* shall come in contact with the upper front portion of the dasher, to which it is to be secured when the carriage is in use by any proper movable device, that shown in the drawings being simply a wire, *e'*, having a hook upon one end to extend into a hole in the dasher, and with its shank passing through the bend *h* and terminating in an eye, *d'*. The upper end or arm *b* extends beyond the dasher and into a convenient position to serve as a handle for drawing the carriage. The wheels of the carriage are shown at *i i* as applied respectively to journals *k k* fixed at right angles to swinging arms *l l*, such arms being hinged or pivoted at their forward ends to the under side of the carriage-seat *d* in such manner as to be readily detached therefrom, as occasion may require. In the present instance these arms *l l* are held in proper position by means of a hook, *m*, applied to each end of a semi-elliptic spring, *n*, fixed transversely to the bottom of the seat *a*, the arrangement of the hooks *m m* being such as to allow of their sliding freely upon the ends of the spring *n*, and over upon and to clasp the arms *l l* when the carriage is ready for use, or to be pushed away from contact with such arms, and allow them with the wheels to be detached from the carriage when occasion requires, the ends of the said spring *n* being slightly hooking to aid in retaining the arms in place. For more perfect security in this respect, however, I form the upper part of the bore of the sockets *f' f'*, which receive the journals *k k*, with a longitudinal groove, *g*, (see fig. 6 of the drawings,) and I apply to the lower surface of the inner end of each of the journals, and so as to bear against the inner side of the sockets *f' f'*, a pin or stud, *g'*, which prevents such journal from being withdrawn from the socket when the wheels are in their ordinary travelling position. When it becomes desirable to detach the wheels from the carriage, the arms *l l* are first to be detached from the spring *n*, as before explained, and made to describe a semi-revolution on their journals, which will bring the stud in alignment with the groove and allow the journal to be withdrawn. The folding or adjustable top of the carriage is shown at *o*, as a metallic frame

composed of a brace or support, *p*, which is pivoted to the rear end of each side rail *q q* of the seat *a*, such braces extending upward and forward at an angle of about forty-five degrees for some distance, and terminating in upright bends *r r*. To each elbow or bend of the braces *p p* a revolving foot or support, *t*, is pivoted, which, by bearing at its lower end upon the top of the seat, supports the top *o* in an upright position, at the same time permitting the lowering of such top when occasion demands. To the upper ends of each brace *p p* the opposite extremities of two bows or arched bars *u u* are pivoted, as shown at *c' c'*, such bows extending across and above the carriage-seat, and forming the central bows of the carriage top *o*. Two other arched bars or bows *v v* are hinged at their respective opposite ends to the lower ends of the bows *u u* and above the joints *c' c'*, such bows *v v* being of the same size and shape laterally as the bows *u u*, and forming the front and rear of the top *o*. Two bands or straps *w w* of leather or other suitable material are fastened at one extremity to the rear ends of the seat-rails *q q*, and at the other, extremity to the front ends of such rails, the intermediate portion of such straps being confined to the bends of the bows *u u* and *v v*, as represented in the drawings, and serving to confine them together as well as retain the top *o* in its due relation with the seat *a*, and allow of the necessary movements of such top in opening and closing. It will be understood that the top *o*, as thus made, is to be lined or upholstered in the ordinary manner. This lining is omitted in the accompanying drawings in order to more clearly illustrate the construction of such top.

By the aid of the above description of the construction of the carriage, the manner of folding or packing it for transportation will readily manifest itself to intelligent persons. The following brief explanation, however, may not be out of place. We will suppose the carriage to be in an open state ready for use. The hooks *m m* are to be moved inward upon the spring *n*, and the arms *l l*, together with the wheels *i i*, are removed from the carriage, and are both subsequently to be packed with the remainder of the carriage. The swinging feet *t t* of the braces *p p* are next to be turned upward toward the rear side of the seat *a*, which will allow the whole top *o* to be lowered and folded within or down upon the seat, as shown in fig. 4. The lock between the dasher and seat is now to be unfastened, and the former turned down upon or over the seat *a* and top *o*. The hook of the wire *c'* is next to be removed from contact with the dasher *b*, and the whole pole turned or passed about the folded carriage, as shown in fig. 4, and its eye or forward extremity secured to the under surface of the seat by a simple device applied thereto, thus securely locking or binding the parts and preventing their displacement. In this state the carriage may be packed into a very small compass. For purposes of transportation from the manufactory or places of sale, or upon the moving of families, my invention will readily recommend itself. Although the accompanying drawings show my invention as constructed in the form of a children's carriage, it may be applied in whole or in part to vehicles of any description or of any size. When constructed on a larger scale the vehicle may be stowed away during the winter in a small space, and economize what would oftentimes be valuable room.

Having thus described my invention, and its peculiarities and advantages, what I believe to be novel, and desire to secure by Letters Patent of the United States, is as follows:

1. I claim, so constructing a vehicle for ordinary purposes of conveyance as to be enabled to dismember, or fold, or reduce in bulk, such wheeled vehicles for purposes of packing for transportation.

2. I claim the mode, substantially as herein described and shown, of applying the wheels to the carriage, that is, by means of the arms *l l* pivoted at one end to the seat or body of the carriage, and supported at their free ends by the extremities of the spring *n*.

3. I also claim applying the spring of a vehicle or carriage to its body, in such manner as to serve the purposes both of a spring and as a means of confining the wheels to the carriage and allow of their being readily removed therefrom.

4. I claim combining the dasher or foot-rest of a vehicle to its seat or body, in such manner as to allow of its being turned inward upon or over such seat, essentially as before explained.

5. I also claim the construction and application of the top of a vehicle, in such a manner as to permit of its being lowered and folded within or upon the seat of such vehicle.

6. I claim the peculiar construction and arrangement as well as application of the top *o* of the carriage, such consisting of the braces *p p*, swinging feet or supporters *t t*, bows *u u* and *v v*, and straps or bands *w w*, substantially in manner and for the purpose as before set forth.

7. I claim the peculiar construction and combination with the dasher or foot-rest *b* of the pole *e*, as consisting of the foot *f* and handle *g*, in manner and to operate as specified.

SAMUEL WHEELLOCK.

Witnesses:

WILLIAM A. BROWN,  
ISAAC SEELY,  
FREDERICK CURTIS.