

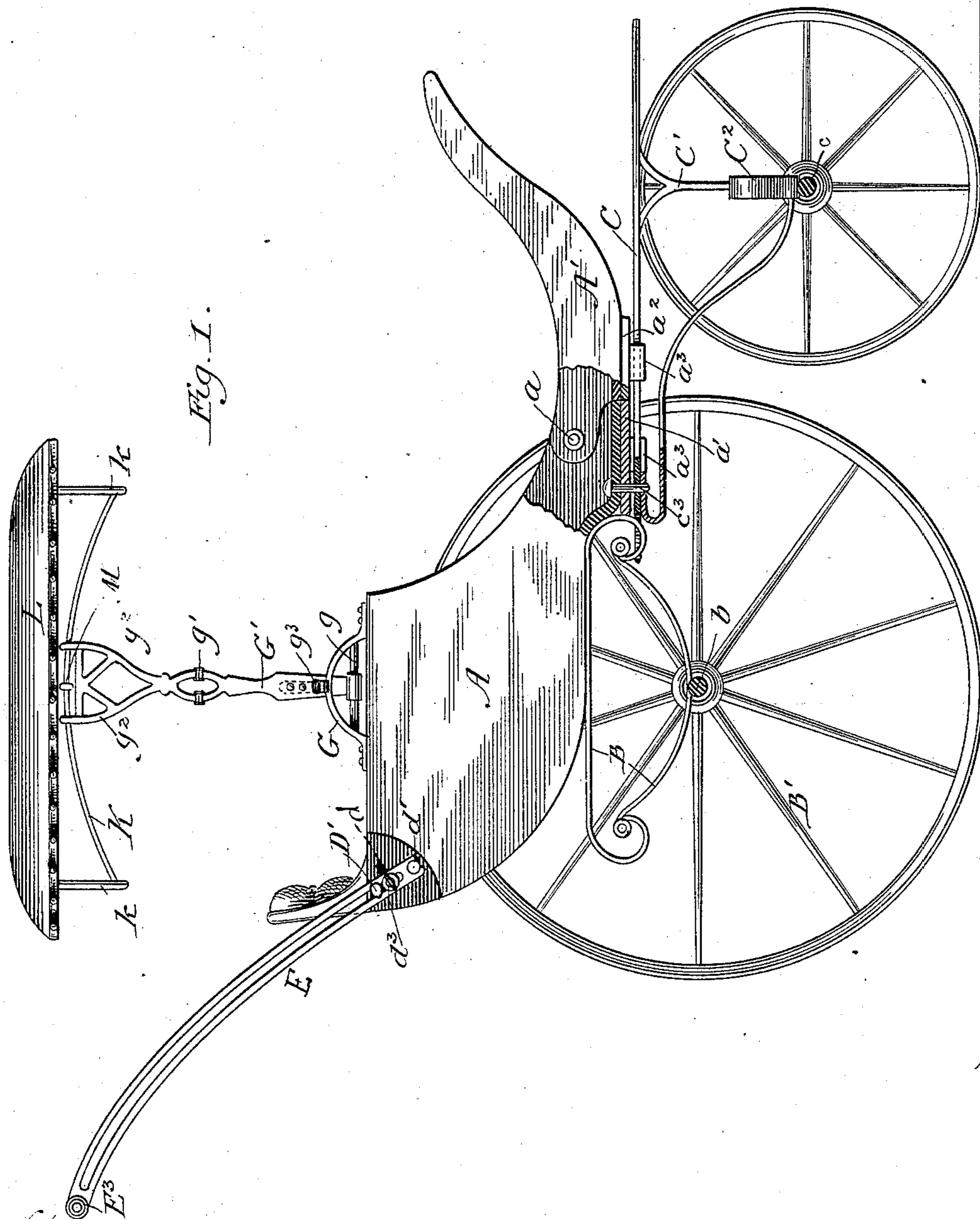
(No Model.)

2 Sheets—Sheet 1.

C. H. WENTWORTH.
CHILD'S CARRIAGE.

No. 283,939.

Patented Aug. 28, 1883.



Witnesses:

Frank J. Blanchard.

William Rossiter.

Inventor:

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(No Model.)

2 Sheets—Sheet 2.

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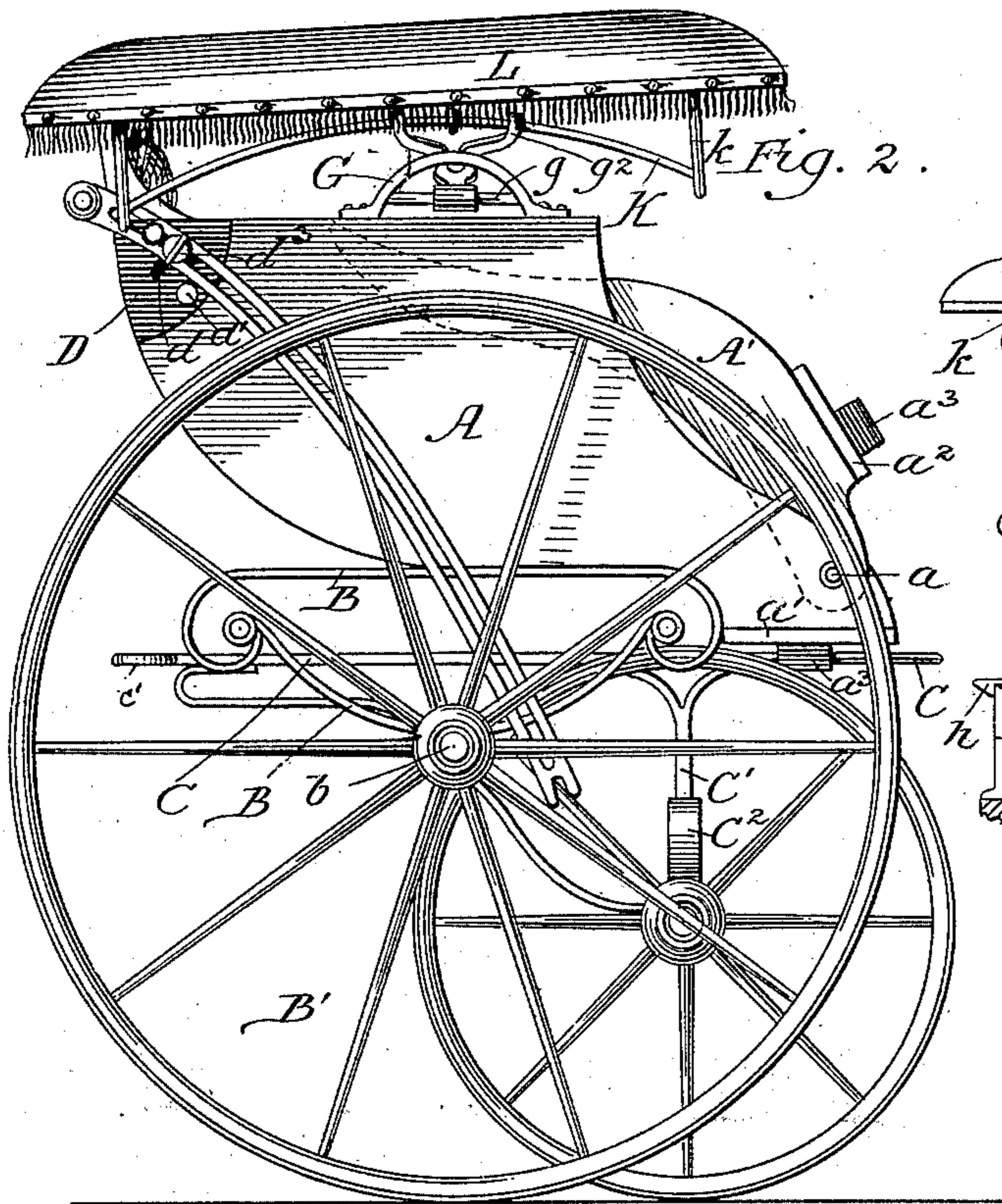


Fig. 3.

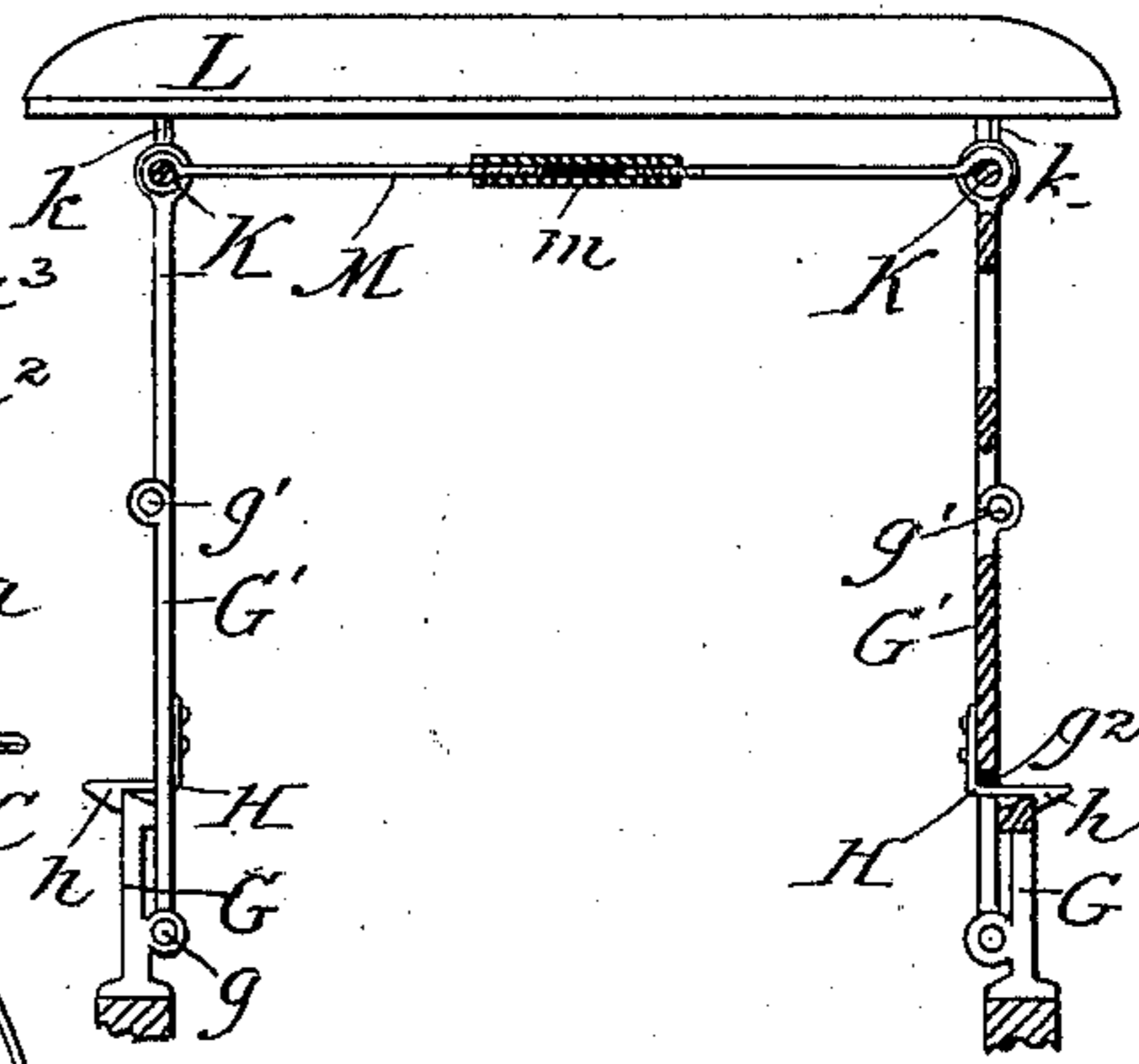


Fig. 4.

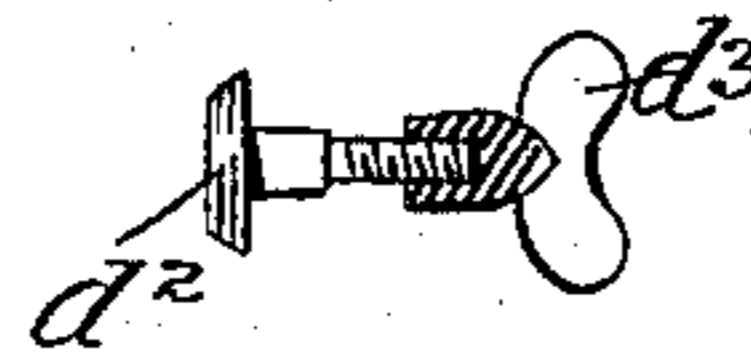


Fig. 5.

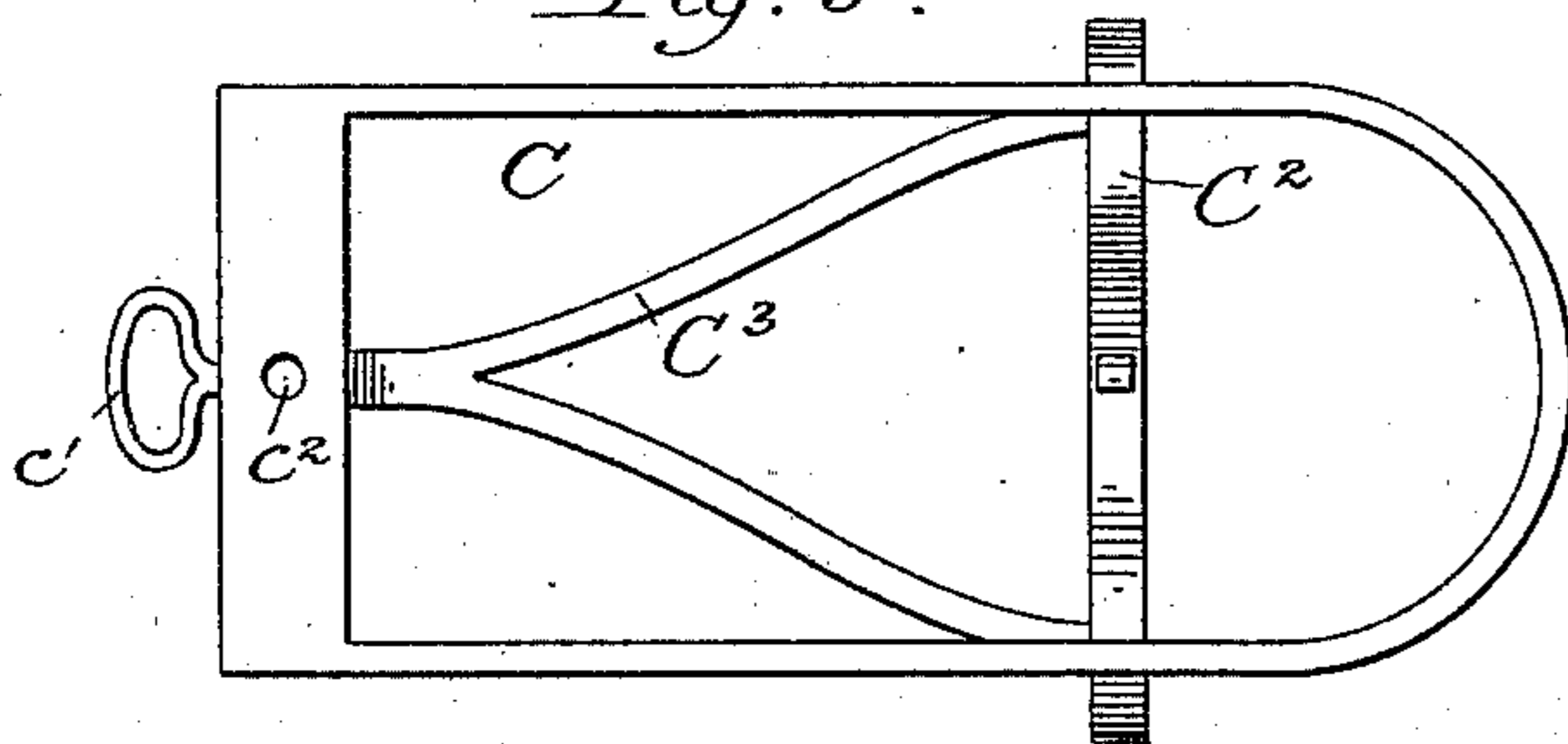


Fig. 6.

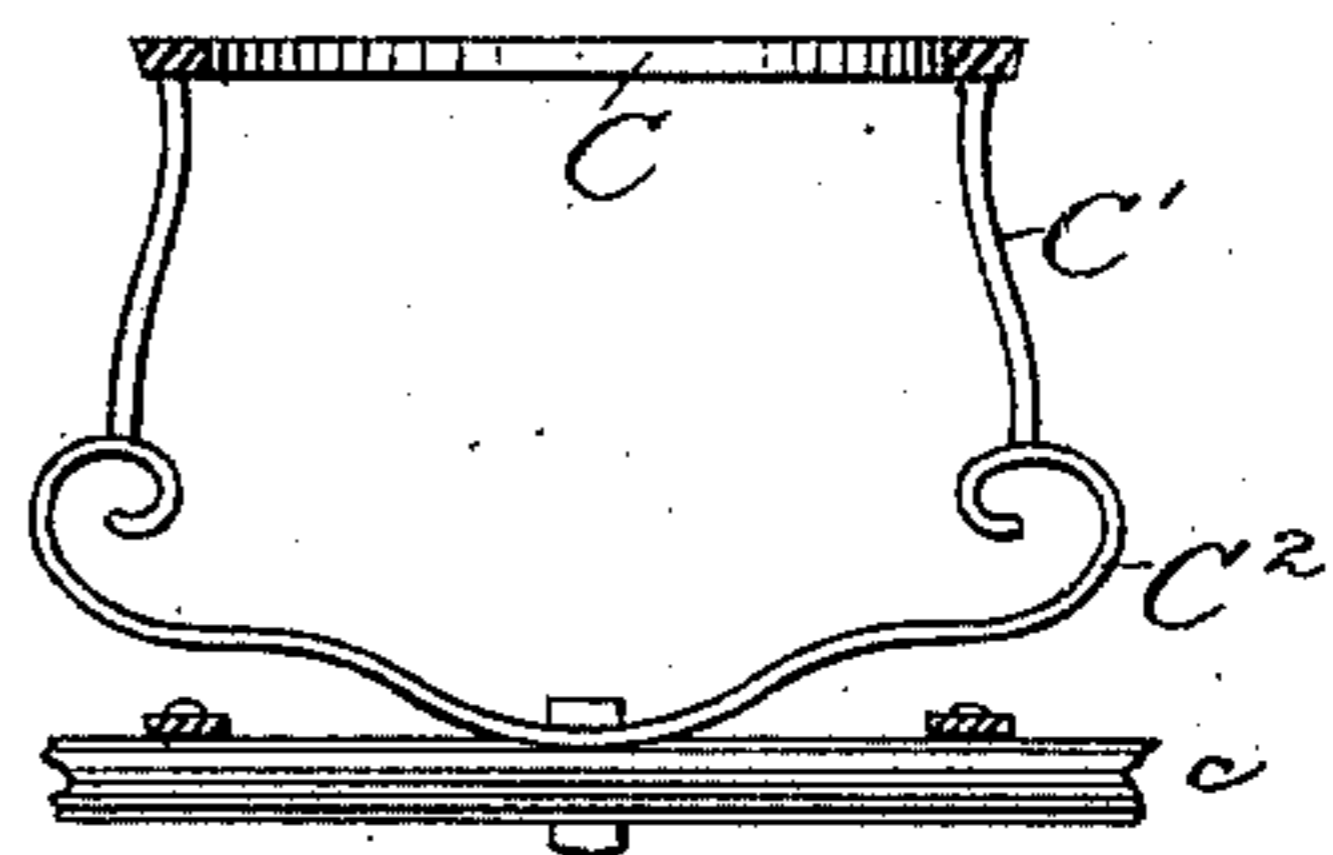


Fig. 7.

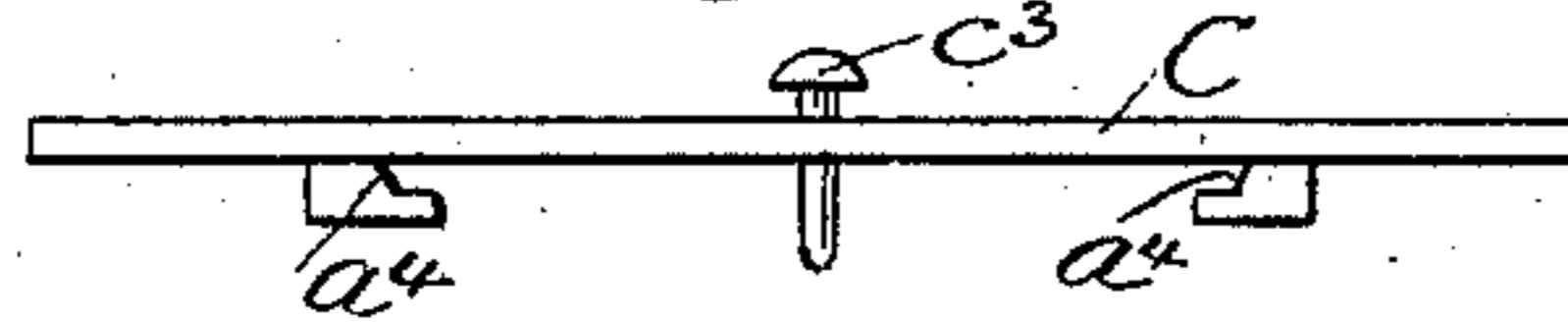


Fig. 8.

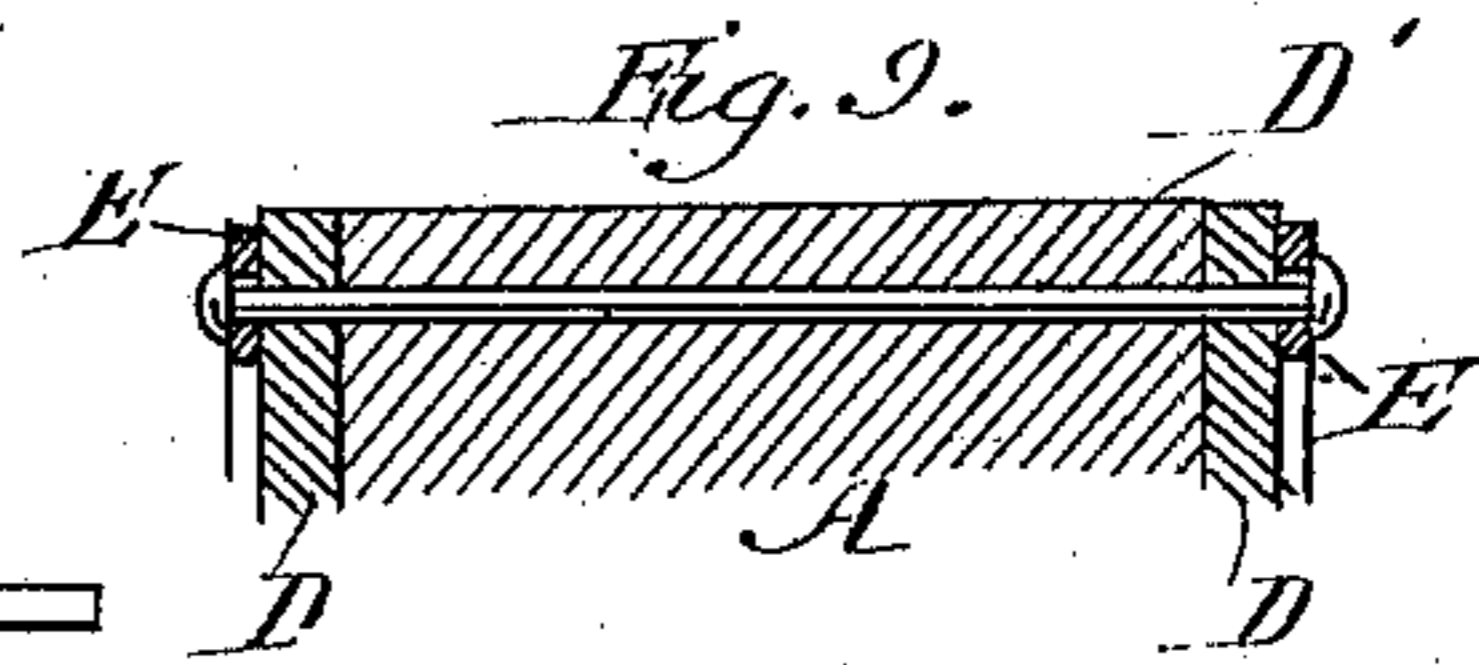
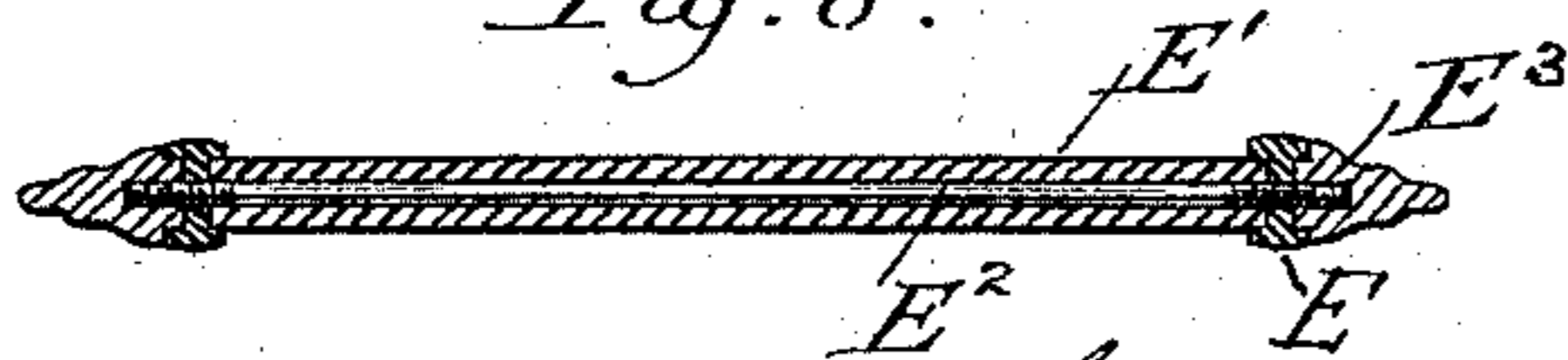


Fig. 9.



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UNITED STATES PATENT OFFICE.

CHARLES H. WENTWORTH, OF CHICAGO, ILLINOIS.

CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 283,939, dated August 28, 1883.

Application filed December 23, 1882. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. WENTWORTH, a citizen of the United States; residing at Chicago, Illinois, have invented certain
5 new and useful Improvements in Children's Carriages, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

10 My invention has relation to the improvement of children's carriages, and in particular does it relate to that class of such carriages which are so constructed that certain of their parts may be folded or contracted in order to
15 enable the carriage to be placed in a much smaller compass than would be possible with the parts in position for use.

The objects of my present invention are, first, to provide improved means for locking
20 the folding portions of the carriage-body; second, to improve the construction of the handles and the manner of attaching the same to the body; third, to improve the construction of the standard for sustaining the canopy; and,
25 fourth, to furnish improved means for holding the canopy in such manner that it can be readily shifted to any desired position. These several objects I have accomplished by the mechanism hereinafter described, illustrated
30 in the accompanying drawings, and particularly defined in the claims at the end of this specification.

Figure 1 is a view in side elevation of a carriage embodying my improvements, parts being shown in section. Fig. 2 is a view in side
35 elevation of the carriage in its folded condition. Figs. 3, 4, 5, 6, 7, 8, and 9 are detail views of various parts.

A designates the main portion of the carriage-body, to which is hinged or pivoted, as
40 at *a*, the folding front portion, *A'*. This main portion *A* is suitably connected by means of springs *B* with the axle *b* of the rear wheels, *B'*, and upon its extreme bottom is provided
45 with a guard-plate, *a'*, which, when the parts are in position for use, abuts against and is in effect a continuation of the guard-plate *a''*, attached to the bottom of the folding portion *A'*. These guard-plates *a'* *a''* extend from side
50 to side of the carriage-bottom, and are each

provided with locking-lugs *a'''*, which form the guideways *a''*, in which slides the locking frame or bar *C*, which is connected, through the medium of standards *C'* and springs *C''* and *C'''*, to the axle *c* of the front wheels of the carriage. The frame *C* is provided at its rear end
55 with a handle, *c'*, by which the carriage may be carried when in folded condition, and with a perforation, *c''*, which receives a coupling-pin, *c'''*, passing through a perforation in the
60 bottom of the carriage and locking the parts in position for use.

From the above-described construction it will appear that when the hinged front portion of the carriage is turned down until its bottom
65 is in alignment with that of the main rear portion and the locking-frame has been passed through the guideways of the guard-plates until it assumes the position shown in Fig. 1 the two portions of the carriage-body will be firmly
70 locked together. By placing the coupling-pin through the perforation in the carriage-bottom and in the locking-frame, this frame will be securely retained in proper position for use. If, now, it is desired to contract or fold
75 the body, the coupling-pin is withdrawn and the locking-frame is pushed backward until the front wheels bear against the rear axle and the curved front end of the locking-frame has passed from the clasp of the guideways. The
80 front hinged portion of the carriage-body may now be turned backward, as shown in Fig. 2.

To the upper rear corners of the sides of the main portions of the carriage-body are attached the quadrant-shaped plates *D*, provided
85 with the slots *d* and the pins *d'*, in substantially the relative position shown. Through these slots *d* pass clamping-screws, which enter the grooves or slots extending nearly the entire length of the handles *E*, and by means
90 of the thumb-nuts *d''* and pins *d'* serve to retain said handles in position for use. A headed bolt-rod, *D'*, Fig. 9, extending from side to side of the carriage, passes through the plates *D* and the slots of the handles *E*. This bolt-rod
95 serves to hold the handles more firmly to the carriage-body, and when the handles are in contracted position prevents them from swinging loosely, and thus becoming injured. The ends of the handles *E* are provided with
100

recesses to fit over the headed pins d' , and these handles are furnished on the inner sides of their upper ends with sockets for the ends of the hand-rod E' . This hand-rod E' is bored out to receive the rod E^2 , the threaded ends of which pass through the handles E and enter the caps E^3 , which fit partially within sockets in the outer sides of the handles. A perfectly strong union of the handles and the hand-rod is thus secured.

From the foregoing it will be seen that when the recessed ends of the handles E are upon the pins d' and the clamping-screws have been set in the lower portion of the slots d the handles will be in the position shown in Fig. 1 of the drawings. In order to place the handles in contracted position, as shown in Fig. 2, the clamping-screws are loosened. The handles are first drawn slightly backward to release their ends from the pins d' . The clamping-screws are then moved upward in the slots d , and the handles are pressed forward, as shown in Fig. 2.

To the upper edges of the sides of the carriage-body are attached the brackets G , having the rods g , as shown, upon which are hinged the top standards, G' . These top standards are each formed in two parts, hinged, as at g' , in such manner as to permit of their folding inward, like a rule, when the top is to be contracted, and are furnished with slots g^3 , through which pass the spring-catches H , secured to the inner sides of the top standards, and having barbed ends h , adapted to fasten over the edge of the brackets G , as shown in Fig. 3. By means of this spring-catch the top standards are firmly held against accidental displacement in their upright position. The upper portions of the top standards are preferably forked, as shown, and the forks g^2 are furnished at their upper ends with perforations to receive the sustaining-rods K , preferably somewhat curved, by which, through the medium of the short brackets k , the canopy L is supported. The sustaining-rods K are held by the forks g^2 in such manner as to slide freely therein, except when their position is fixed by means of the clamping-rod M . This rod is formed, preferably, of two parts, the inner ends of which are threaded, and are connected, as shown, by means of the long nut m , while their outer ends clasp the sustaining-rods K . From this construction it will appear that when it is desired to shift the position of the canopy this can be readily done by simply turning the long nut m , and thus loosening the clamping-rod, so that the sustaining-rods of the canopy can be moved in the forks of the top standards.

It is obvious that various modifications of the above-described parts may be made without departing from the spirit of my invention, and I do not wish, therefore, to be understood as restricting myself to the precise details set out.

Having thus described my invention, what I

claim as new, and desire to secure by Letters Patent, is—

1. The combination, with the hinged portions of the carriage-body, of the double guideways affixed rigidly to the bottom of both portions, and the locking-frame adapted to move in said guideways and to connect with the axle of the front wheels, substantially as described.

2. The combination, with the hinged portions of the carriage-body, of guideways fixed to both portions, and a locking-frame adapted to move in said guideways and to pass from out the front guideways when the carriage is to be folded, substantially as described.

3. The combination, with the hinged portions of the carriage-body, of open-ended guideways rigidly fixed to each portion, and a guide-frame the sides of which are adapted to move in said guideways, and the length of which is such as to permit the frame to pass from out the front guideways when the carriage is to be folded, substantially as described.

4. The combination, with the hinged portions of the carriage-body, of the guard-plates, provided with guideways, and the locking-frame adapted to move in said guideways, and connected with the axle of the front wheels, substantially as described.

5. The combination, with the hinged portions of the carriage-body, of the guideways, and the locking-frame adapted to connect with the axle of the front wheels, and provided at its rear end with a handle, substantially as described.

6. The combination, with the hinged portions of the carriage-body, of the guideways, the locking-frame, perforated at its rear end, and the coupling-pin, substantially as described.

7. The combination, with the carriage-body, of the side handles, slotted throughout the greater part of their length, and mechanism, substantially as described, for holding said handles in desired position, substantially as set forth.

8. The combination, with the carriage-body, of the side handles, slotted throughout the greater portion of their length, substantially as described, the clamping-screws, and the rest-pins, substantially as set forth.

9. The combination, with the carriage-body, of the grooved or slotted handles, the slotted plates, the rest-pins, and the clamping-screws, substantially as described.

10. The combination, with the carriage-body, of the jointed top standards, adapted to fold inwardly, as shown, and a catch for retaining said standards in position, substantially as described.

11. The combination, with the carriage-body, of the brackets, the jointed top standards, adapted to fold inwardly, and the spring-catch, substantially as described.

12. The combination, with the canopy, of the rods attached thereto for sustaining said can-

opy, the top standards, perforated to receive
said rods and permit them to slide therein,
and mechanism, substantially as described,
for clamping said canopy in desired position,
5 substantially as set forth.

13. The combination, with the canopy, of the
sustaining-rods, one on each side thereof, the

top standards for supporting said rods, and
the clamping-rod connecting said sustaining-
rods, substantially as described.

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Witnesses:

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