

No. 638,670.

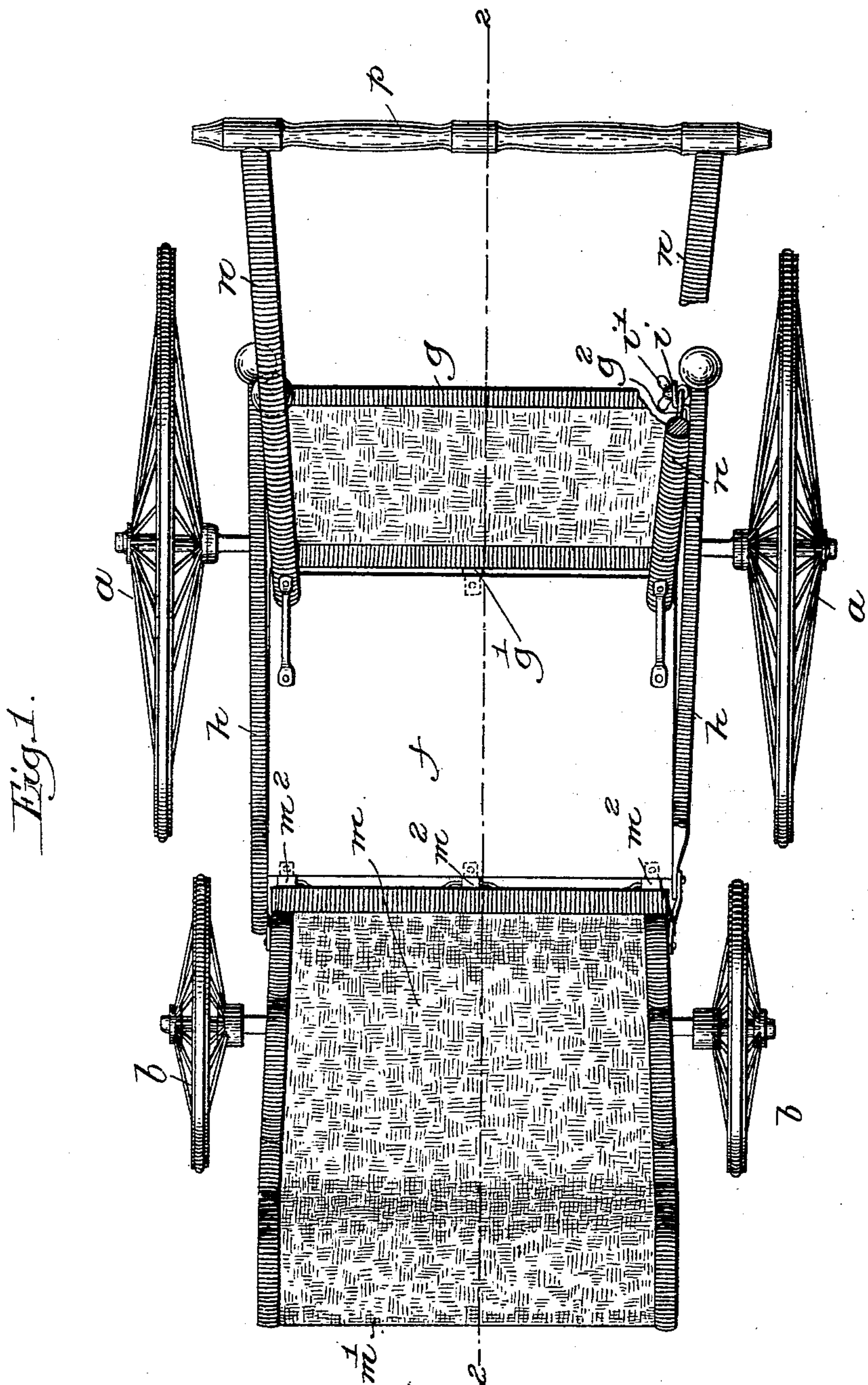
Patented Dec. 5, 1899.

G. F. PERLEY.
CHILD'S CARRIAGE.

(Application filed Sept. 1, 1899.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses:
Fred S. Greenleaf.
Edward F. Allen.

Inverton.
George F. Perley.
By Crosby & Gregory
attys.

No. 638,670.

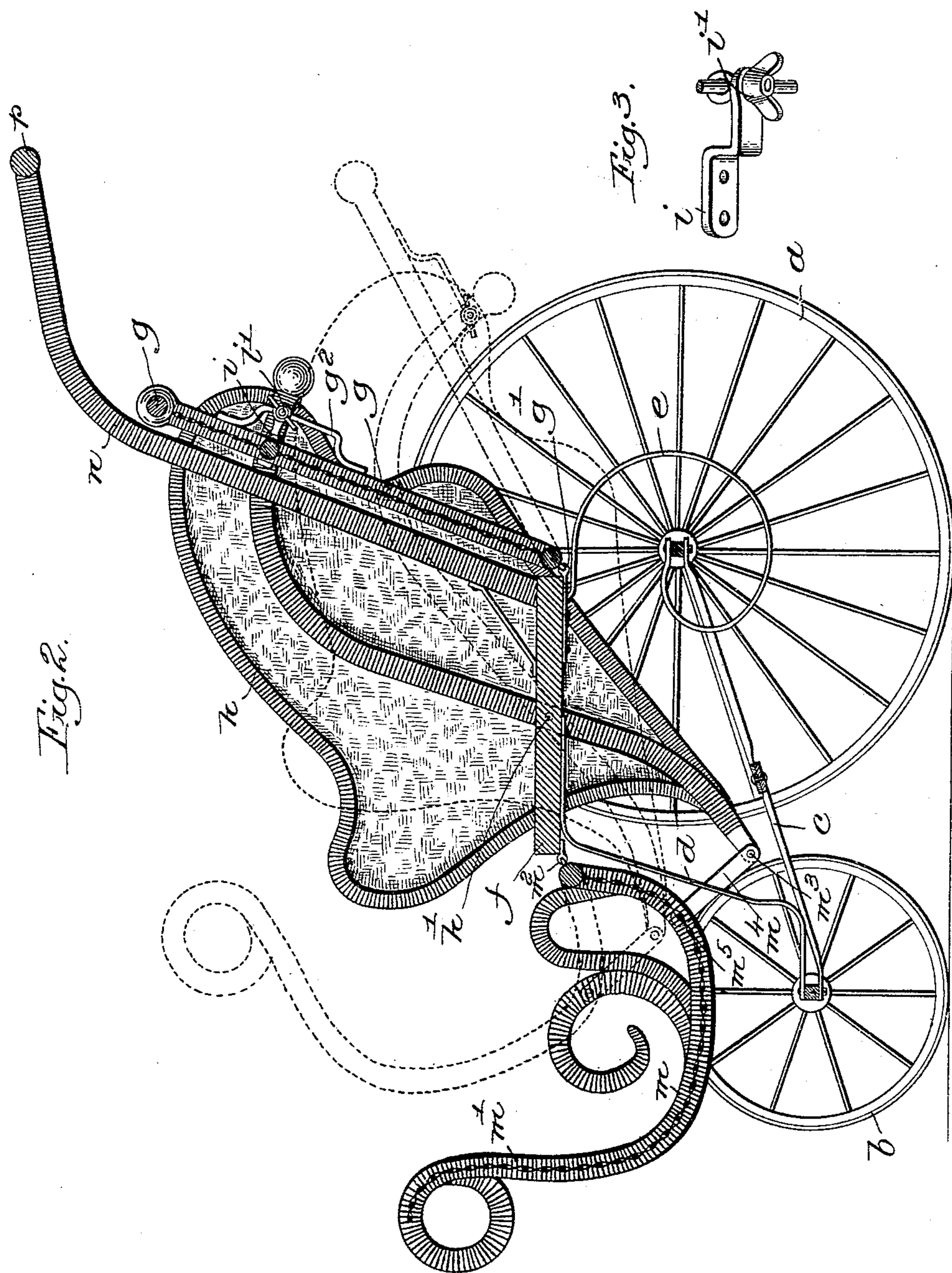
Patented Dec. 5, 1899.

G. F. PERLEY.
CHILD'S CARRIAGE.

(Application filed Sept. 1, 1899.)

(No Model.)

2 Sheets—Sheet 2.



witnesses:
Fred S. Grunhof.
Edward H. Allen.

Inventor
George F. Perley.
by Crosby & Gregory
Attys.

UNITED STATES PATENT OFFICE.

GEORGE F. PERLEY, OF LEOMINSTER, MASSACHUSETTS, ASSIGNOR TO THE
F. A. WHITNEY CARRIAGE COMPANY, OF SAME PLACE.

CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 638,670, dated December 5, 1899.

Application filed September 1, 1899. Serial No. 729,241. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. PERLEY, a citizen of the United States, and a resident of Leominster, in the county of Worcester and State of Massachusetts, have invented an Improvement in Children's Carriages, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention relates to vehicles, and is particularly useful in connection with children's carriages of the type commonly designated as "go-carts."

It has become quite common to manufacture go-carts with adjustable inclined or reclining backs and usually with adjustable foot-rests and dashers to enable the go-cart, usually carrying the occupant in a sitting position, to be converted into a reclining vehicle to permit the occupant more or less to recline for sleep. Go-carts of this type as heretofore constructed, so far as I am familiar with the same, have been provided with sides made stationary or immovable with reference to the seat between the same, and when so constructed the adjustment of the back rearwardly into its reclining position causes the same to drop back or away from the rearmost edges of the sides, leaving an objectionable opening between the same, or to obviate this opening the sides have been prolonged rearwardly beyond the position of the back when in its most elevated position and sufficiently to provide the proper sides for the back when dropped into its rearmost or reclining position. Either of these constructions presents certain disadvantages that my invention, among other things, seeks to avoid.

My invention contemplates sides for the vehicle that are movably mounted with reference to the seat thereof to enable them to be adjusted with reference to the seat and, as may be necessary, to cooperate with the changed position of the back and furnish at all times suitable protection for the occupant of the vehicle, and in connection with the foregoing I employ a movable or adjustable foot-rest that is likewise adjustable, preferably by connection directly or indirectly with the sides or back, to enable it to be moved into

such position as will best support the feet of the occupant with the back of the carriage in its different positions.

The various features of my invention will hereinafter be more particularly described, and pointed out in the claims.

In the drawings, Figure 1 in top or plan view shows a vehicle of the go-cart type, illustrating my invention; Fig. 2, a vertical section of the same on the dotted line 2 2, and Fig. 3 a detail of the clamping device for securing the back in its adjusted position.

Referring to the drawings in the embodiment of my invention there shown for purposes of illustration, *a a b b* indicate the wheels, and *c* the frame, of a typical go-cart; but instead of such frame and such number of wheels any other desired arrangement of "frame," "wheels," or "running-gear," as they might properly be called, may be employed so long as they constitute a suitable running-support for the body of the vehicle. Upon this running-gear and supported in usual manner, as by the springs *d e*, is arranged the seat *f*. The seat *f* is provided with a suitable back *g*, made adjustable to vary its inclination herein by pivoting it at *g'* to the rear edge of said seat, so that it may be dropped into different inclined or reclining positions, limited only by the particular construction of the various parts which will be adapted to the desired extreme inclination to be given to the back.

The sides *h h* of the vehicle, of suitable shape and construction to furnish adequate protection for the seat at its sides when the back is in its most elevated or upright position, are shown in the drawings as rigid or fixed in form or shape, but are movably mounted or arranged with reference to the said seat herein by pivoting said sides directly to the side edges of the seat, the pivotal points being indicated in Fig. 2 at *h'* to enable said sides to be swung or tilted forward or backward, as occasion may require, to enable them to follow as closely as may be desired the particular adjustments of the back described.

In the present instance of my invention the sides are provided with brackets *i*, Fig. 3, carrying thumb clamping devices *i'*, that engage clamping-rods *g²* on the back *g*, said clamps having sliding engagement with said

rods g^2 , so that as the back g is dropped more or less into an incline or reclining position the said rods, in engagement with said clamps, will cause the said sides likewise to be turned
 5 or adjusted about their pivots h' , so as to furnish at all times the requisite protection for and at the sides of the seat.

Inasmuch as the axis of adjustment g' of the back g and the axis of adjustment h' of the sides h are offset or eccentric to each other, it is clear that the said sides and back may be retained in any desired adjusted position merely by tightening the clamps i' upon the slide-rods g^2 at any point in the length of
 15 the said rods to which the said clamps have been moved by the adjustment of the sides and back, the eccentricity of these axes of adjustment of the sides and back causing said clamps to slide longitudinally on the said
 20 rods g^2 during the adjustment of the same.

The foot-rest m , provided with the customary dasher m' , is likewise movably mounted with reference to the seat herein by pivotally connecting the said foot-rest at m^2 to the
 25 leading edge of the said seat in order that said foot-rest may be adjusted as desired to meet the varying adjustments of the sides and back.

In the present instance of my invention the
 30 sides h are extended below the seat and the pivots h' or are provided with downwardly-projecting extensions, to the lower ends of which at m^3 are jointed links m^4 , having their opposite ends jointed at m^5 to the said
 35 foot-rest. Thus as the sides are turned rearwardly or depressed about their pivots h' by adjustment of the back the links m^4 will cause simultaneous raising of the foot-rest more or less into its dotted position, Fig. 2,
 40 so that whatever be the adjusted positions of the sides and back the foot-rest in the construction shown will assume a corresponding new position to give to the occupant of the carriage the most comfortable position for
 45 the feet with reference to the particular positions of the sides and back.

The construction described permits the sides of the vehicle to be most conveniently and artistically arranged for use with the back
 50 in its most elevated position for a sitting posture of the occupant and at the same time effectually protects the back when dropped into its lowermost position, wherein it becomes, in effect, a continuation of the seat.
 55 In these respects the carriage containing my invention is superior both in construction and artistic effect to carriages for a similar purpose having the stationary sides rearwardly extended solely to protect the back when
 60 dropped and performing no function whatever—in fact, being decidedly in the way when the back is raised. It is likewise superior to such constructions as present a gap between the back when dropped and the stationary
 65 sides.

The handle-bars $n n$ are shown as secured

to the seat between the sides, the said bars rising above and clearing the back and carrying at their ends the usual push-bar p .

My invention is not limited to the particular embodiment here shown, for the same obviously may be varied within the spirit and scope of my invention as disclosed herein.

Having described my invention, what I claim, and desire to secure by Letters Patent, 75 is—

1. A carriage provided with a seat, a pivoted reclining back therefor, sides for the said seat mounted to swing about pivots substantially in the same horizontal plane as the
 80 pivot for said back, and connections between said sides and back for causing movement of one by the other and constructed to permit of such movement of said sides and back in different lines or directions by reason of the
 85 different locations of their respective pivots.

2. A vehicle provided with a seat, a pivoted reclining back therefor, a pivoted foot-rest therefor, and sides for said seat pivotally mounted between said back and foot-rest pivots, and connections between said sides and
 90 said back and foot-rest respectively to cause simultaneous movement of all about their respective pivots, said connections being constructed to permit the difference in direction
 95 of movement of said sides, back and foot-rest due to the different locations of their respective pivots.

3. A child's vehicle provided with a seat, a movable reclining back for said seat, a
 100 movable foot-rest, and sides movably mounted with reference to said seat and connected with the said back and foot-rest to enable one to be moved by the other with reference to said seat, and a push-handle mounted fixedly
 105 between said sides and in front of said back where it is unaffected by movement of said sides and back and is not an obstruction to such movement.

4. A vehicle provided with a seat, a movable reclining back therefor, a movable foot-rest, and sides pivoted intermediate their ends to swing with reference to said seat, sliding connections at one of the ends of said
 110 sides, and jointed connections at the other of the ends of said sides connecting the latter with the said back and foot-rest to cause simultaneous movement of the said back, sides and foot-rest.

5. A vehicle provided with a seat, a movable reclining back therefor, sides movably mounted with reference to said seat, and sliding connections between the said sides and
 120 back.

6. A vehicle provided with a seat, a movable reclining back therefor, sides movably mounted with reference to said seat, a movable foot-rest, sliding connections between
 125 said back and sides, and jointed connections between said sides and foot-rest.

7. A vehicle provided with a seat, a movable reclining back therefor, a movable foot-
 130

rest, sides movably mounted with reference
to said seat and connected with the said foot-
rest by jointed connections and with the said
back by sliding connections, and clamping
5 devices coöperating with said sliding connec-
tions to retain said movable parts in desired
adjusted position.

In testimony whereof I have signed my
name to this specification in the presence of
two subscribing witnesses.

GEORGE F. PERLEY.

Witnesses:

ROBERT L. CARTER,
CHARLES A. JOSLIN.