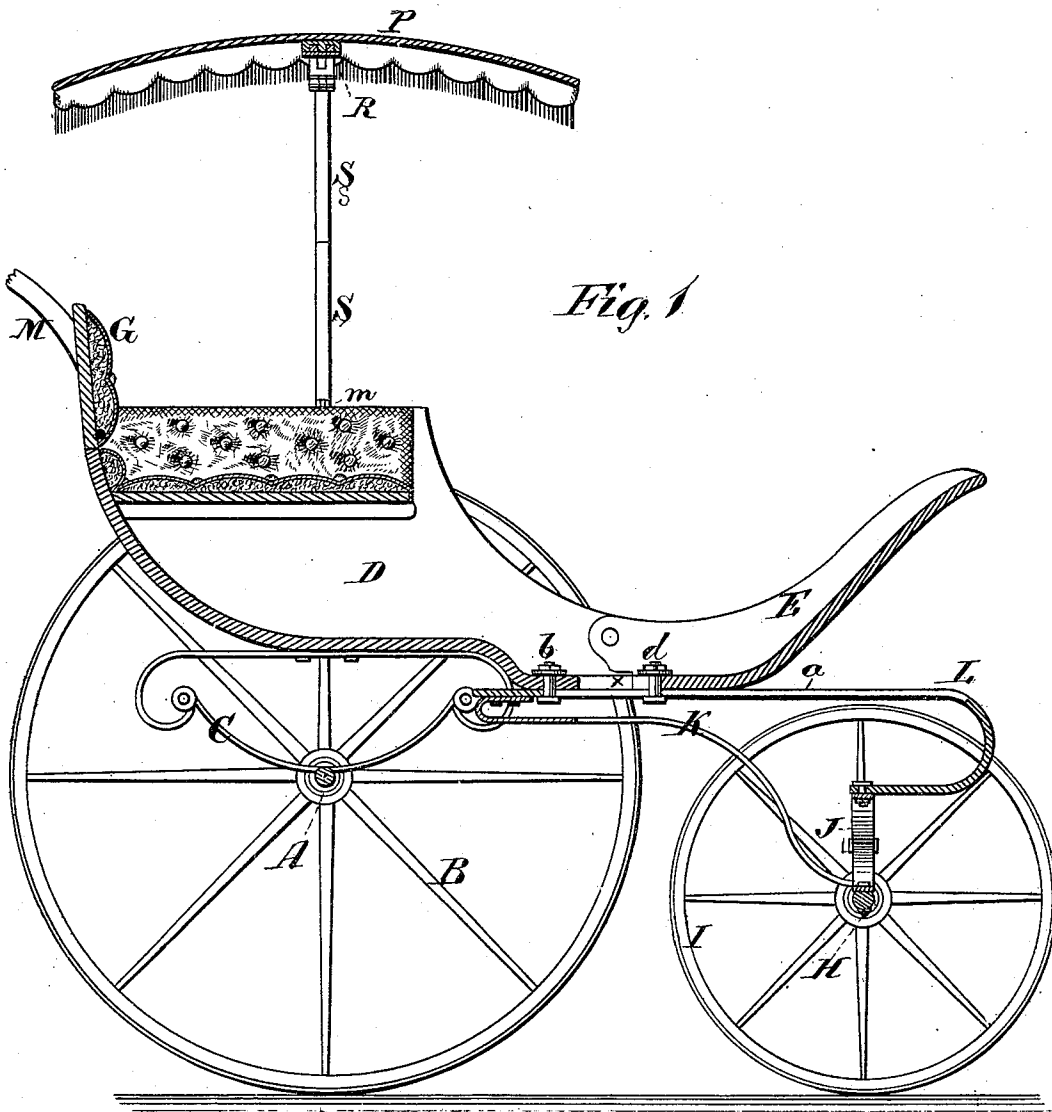


C. H. WENTWORTH.
CHILDREN'S CARRIAGES.

No. 175,538.

Patented March 28, 1876.



WITNESSES
Chas. H. Butcher
George A. Lamer

INVENTOR,
Chas. H. Wentworth.
Gilman & Co.
ATTORNEYS

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Fig. 2

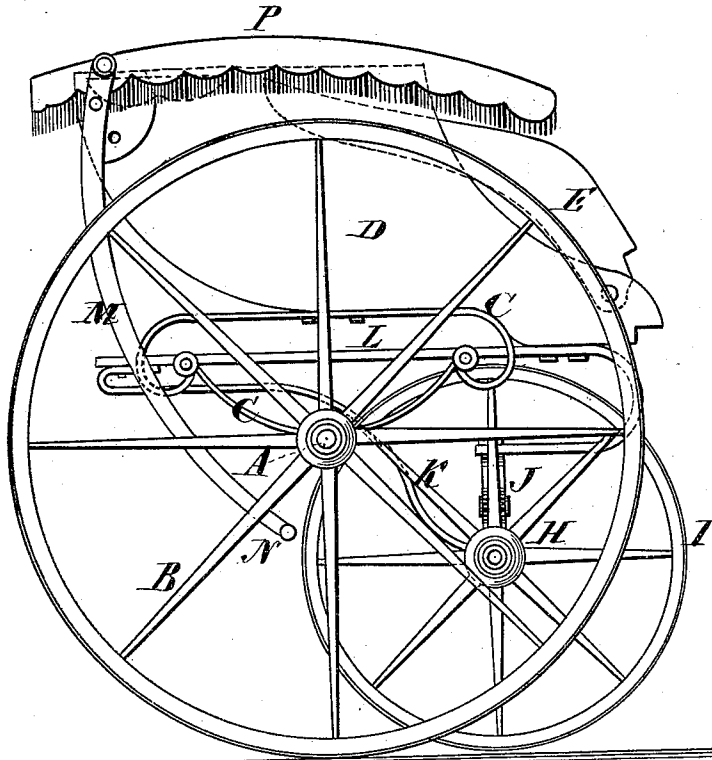


Fig. 4

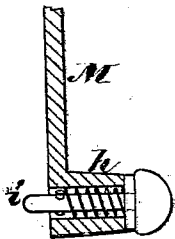
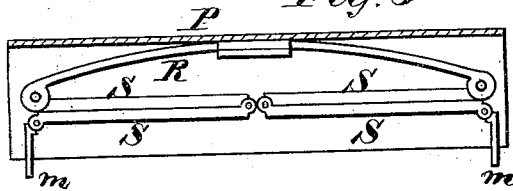


Fig. 3



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UNITED STATES PATENT OFFICE.

CHARLES H. WENTWORTH, OF EDDYSTONE, PENNSYLVANIA.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **175,538**, dated March 28, 1876; application filed February 12, 1876.

To all whom it may concern:

Be it known that I, CHARLES HIRAM WENTWORTH, of Eddystone, in the county of Delaware and State of Pennsylvania, have invented a new and valuable Improvement in Children's Carriages; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a longitudinal vertical central section of my carriage, and Fig. 2 is a side view of the same closed. Figs. 3 and 4 are detail views thereof.

My invention relates to children's carriages, and has for its object to enable them to be put away, when not in use, in about the space occupied by the hind wheels only; and to this end the nature of my invention consists in the general construction and combination of parts, all as hereinafter more fully set forth.

In the annexed drawings, A represents the rear axle, with wheels B B and the rear springs C C, for supporting the carriage-body.

The carriage-body is formed of one main part, D, including the seat, supported by the springs C on the hind axle A. This part of the body extends forward to about on a line with the front of the hind wheels, while the forward part E of the carriage-body is made in a separate piece, and hinged, or otherwise pivoted, to the sides of the part D at the front end, so that when the carriage is not in use the front part E may be folded backward over the part D, as shown in Fig. 2. The back G of the body is also hinged, and may be folded down forward.

H is the front axle, with the front wheels I I and spring J. In the center, on top of the spring J, is fastened a bar, L, which extends forward a short distance, and is then bent upward and backward and extends under the wagon-body, as shown.

From the rear end of the bar L extend two bent braces, K, forward and downward to the front axle, their front ends forming loops or bearings for the same. This bar and braces

constitute a frame for connecting the front axle to the carriage-body. The main or upper horizontal part of the bar L has a longitudinal slot, *a*, through which are passed two bolts, *b* and *d*, to fasten it to the carriage-body. The bolt *b* passes through a hole in the front portion of the part D of the body, and is stationary therein, while the bolt *d* is passed through a slot, *x*, made in the adjoining edges, and across the line of division of the parts D and E of the body.

When the carriage is in use the front wheels are drawn forward as far as the slot *a* in the bar L will permit, and the bolt *d* is then located in the front part of the slot *x*, thus forming a lock for the front part E of the carriage-body. When the carriage is not in use the front wheels are pushed back till they are close up to the hind axle, and the bolt *d* is, by such movement, changed into the rear part of the slot *x*, thereby unlocking the body part E, and allowing the same to be folded.

M M represent the handles, connected at their outer ends by the round N, and pivoted near their inner ends to the sides of the body part D. At the inner end of each handle M is a tube, *h*, with interior spring-bolt *i*, to take into a hole in the side of the carriage for holding the handles rigid. By pulling the bolts *i* the handles may be turned down forward out of the way.

P represents the canopy attached in the center on its under side to a slotted bar, R, so that it can be adjusted to either side as required. Each end of the bar R is connected by two jointed braces, S S, to a post, *m*, in the side of the carriage-body, said jointed braces folding, like a rule, inward in the center joint, so that the canopy will come down vertically on top of the carriage-body.

It will thus be seen that by this construction of the various parts the carriage, when not in use, can be so contracted or folded up that it will all be within the space occupied by the hind wheels, as shown in Fig. 2 of the drawing.

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

1. The combination of the front axle H, with wheels I I and spring J, the slotted arm L, braces K K, and bolts *b d*, connecting said

arm to the carriage-body, as and for the purposes herein set forth.

2. The combination, with the stationary part D of the carriage-body, of the folding part E and the sliding locking-bolt *d*, moving in the slot *x*, as and for the purposes herein set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

CHAS. HIRAM WENTWORTH.

Witnesses:

GEORGE E. UPHAM,

ROBERT EVERETT.