No. 742,100. PATENTED OCT. 20, 1903.

E. S. TILLINGHAST.

CHILD'S CARRIAGE.

APPLICATION FILED FEB. 9, 1903.

NO MODEL. 2 SHEETS—SHEET 1.

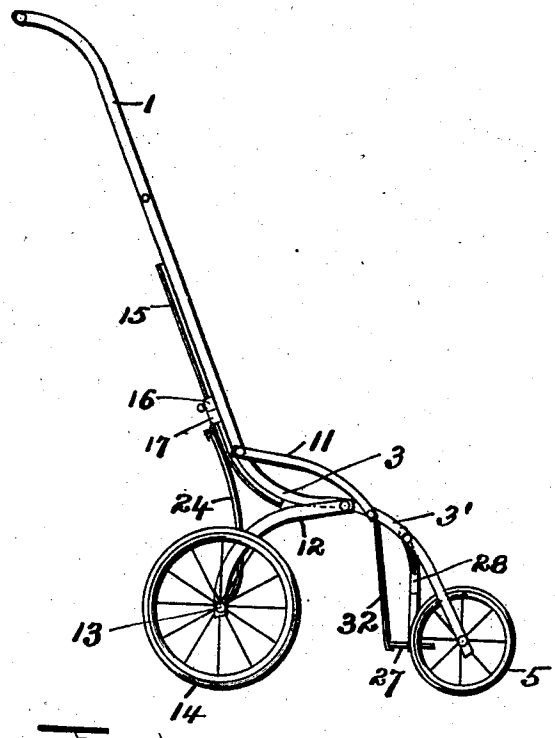


Fig. 1

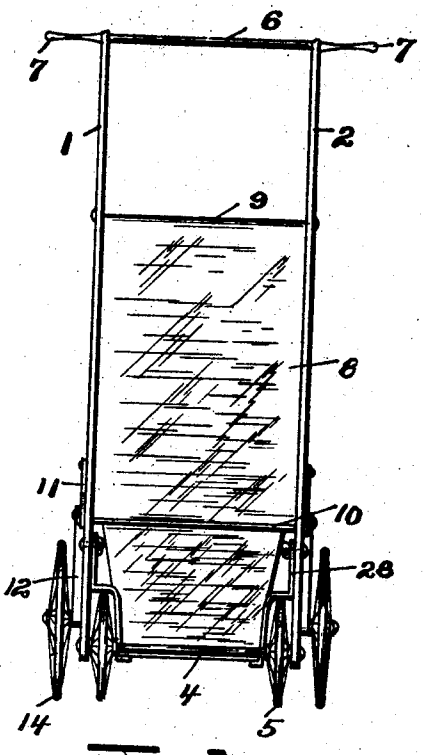


Fig. 2

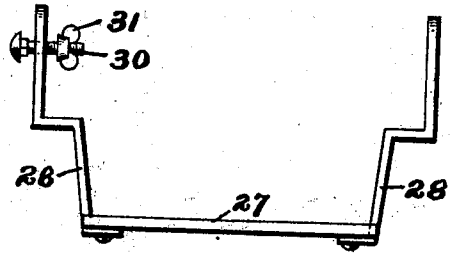


Fig. 3

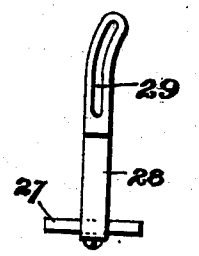


Fig. 4

Witnesses.

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by George C. Hall

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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

No. 742,100. PATENTED OCT. 20, 1903.

E. S. TILLINGHAST.

CHILD'S CARRIAGE.

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NO MODEL. 2 SHEETS—SHEET 2.

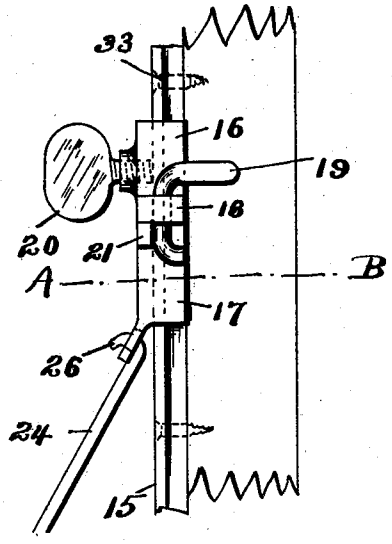


Fig. 5.

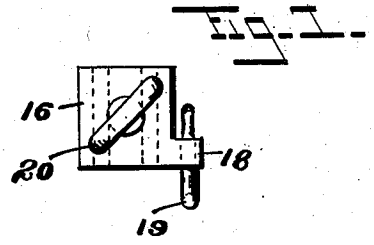


Fig. 1.

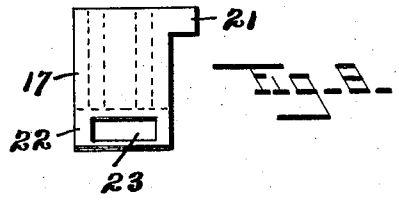


Fig. 8.

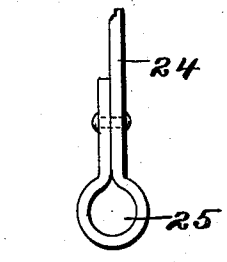


Fig. 9.

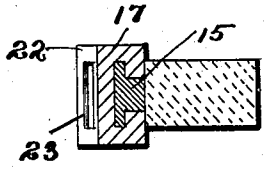


Fig. 3.

Witnesses.

J. P. Dejan

F. M. Ward

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by George H. Hall

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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

No. 742,100. Patented October 20, 1903.

UNITED STATES PATENT OFFICE.

ELIZABETH SHELDON TILLINGHAST, OF NEW HAVEN, CONNECTICUT.

CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 742,100, dated October 20, 1903.

Application filed February 9, 1903. Serial No. 142,443. (No model.)

To all whom it may concern:

Be it known that I, ELIZABETH SHELDON TILLINGHAST, a citizen of the United States, residing at New Haven, in the county of New Haven and State of Connecticut, have invented certain new and useful Improvements in Children's Carriages, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to new and useful improvements in children's carriages, and refers more especially to that type of children's carriages known as a "go-cart."

It is the object of my invention, among other things, to construct a carriage of this class which can be folded into a small space and also to provide means whereby the connection between the axle and body will be yielding as well as adjustable in order that the angle of inclination of the body portion may be varied, another object being to construct and arrange the parts so that the carriage may be economically constructed and sold at the minimum price.

To these and other ends my invention consists in the child's carriage having certain details of construction and combination of parts as will be hereinafter described, and more particularly pointed out in the claims.

Referring to the drawings, in which like numerals designate like parts in the several figures, Figure 1 is a side elevation of my improved carriage complete. Fig. 2 is a front view thereof. Fig. 3 is an enlarged front elevation of the foot-rest. Fig. 4 is a side elevation thereof. Fig. 5 is an enlarged view of the adjusting-blocks with a portion of the rail and side bar. Fig. 6 is a sectional plan view thereof, taken upon line A B of Fig. 5. Fig. 7 is an elevation of the stop-block. Fig. 8 is a front elevation of the sliding block, and Fig. 9 is a fragmentary view of the lower portion of the body-spring.

In carrying out my invention I provide two side bars 1 and 2, which are preferably curved laterally and downwardly near their lower ends at 3 and 3′ and connected at their lower ends with an axle 4, carrying the forward wheels 5 thereon, and joined at their upper ends by a handle-bar 6, terminating at either end in the usual hand-grips 7, and fastened to said side bars adjacent to the curved portions 3 and 3′ are the two arm-bars 11.

The seat 8 is preferably made of cloth or other flexible material and fastened at its upper end to a cross-bar 9 and at the lower end to a cross-bar 10.

Secured to the back of the side bars 1 and 2 by the screws 33 is the rail 15, preferably made in T shape. Slidably mounted upon said rails are the stop-blocks 16 and sliding blocks 17. The stop-block 16 has a thumb-screw 20 threaded therethrough and which impinges against the face of the rail 15 to hold said block rigidly upon said rail and is provided with a lateral lug 18 upon one side thereof, within which is rotatably secured a link 19. The sliding block 17 is also provided with a laterally-projecting lug 21 and a downwardly-projecting lip 22, having an eye 23 therethrough. The rear axle 13, carrying the rear wheels 14, is rotatably mounted in the axle-bars 12, which are pivoted to the side bars 1 and 2 and project rearwardly therefrom.

To provide a yielding and permanent connection between the rear axle and the body portion of the carriage, I have provided the body-springs 24, which are formed with eyes 25 at their lower ends, which surround the axle 13 and terminate at their upper ends in the hook 26, which passes through the eyes 23 in the sliding blocks 17. This mode of supporting the carriage-body upon the rear axle permits of a yielding movement thereof, removing the jar and jolting upon the child in the carriage, resulting in a smooth-riding and comfortable vehicle.

The angle of inclination of the carriage-body can be varied from the position shown so that it will lie substantially flat, forming a semicrib, by merely shifting the position of the stop-blocks 16 toward the upper end of the rails, and it is apparent from Fig. 1 that the nearer the top of the rails 15 the stop-blocks 16 are placed the nearer a horizontal position the carriage-body will be.

Ordinarily it is desirable to have the blocks 16 and 17 operate independently of each other, so that as the body portion is raised the carriage will fold of itself, the blocks 17 sliding downwardly upon the rails 15; but

its movement in its opposite direction is limited by their engagement with the stop-blocks 16; but if it is desired that this advantage should not be had it is simply necessary to swing the link 19 within the lug 18 and the curved end of said link will engage the lug 21 on the stop-blocks 17, thus rigidly securing both of said blocks together.

In connection with this invention I have devised a foot-rest which can be held in any desired horizontal or vertical position and comprises a footboard 27, secured to the hangers 28 upon either side thereof, which are provided at their upper ends with the slots 29. These hangers are adjustably secured to the side bars 1 and 2 by the carriage-bolts 30 and thumb-nuts 31. Connecting the tie-bar 10 with the under side of the footboard 27 is the flexible back extension 32. This foot-rest, it will be seen from the drawings, can be raised or lowered, moved into any angular position, and fastened in any of these adjusted positions by the screws 30 and thumb-nut 31.

I have illustrated a T-rail in the drawings; but any form of rail can be used equally as well, or the rail might be constructed with a T-groove and the blocks with a T-head within my invention.

There are minor changes and alterations that can be made within my invention aside from those herein shown and suggested, and I would therefore have it understood that I do not limit myself to the exact construction herein shown and described, but claim all that falls fairly within the spirit and scope of my invention.

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

1. In a child's carriage, the combination with the body member; of a front axle fixed thereto; a rear axle rotatable in a rigid part pivoted to said body member; and a yielding connection between said body member and said rear axle.

2. In a child's carriage, the combination with the body member; of a front axle fixed thereto; a rear axle rotatable in a rigid part pivoted to said body member; a yielding connection between said body member and said rear axle; and means for adjustably securing said yielding connection to said body member.

3. In a child's carriage, the combination with the body member; of a front axle fixed thereto; a rear axle rotatable in a rigid part pivoted to said body member; and a body-spring connecting said rear axle with said body member, said spring being fixed to said axle and adjustable at its upper end upon said body member.

4. In a child's carriage, the combination with the two side bars connected at their lower ends by an axle and at their upper ends by a handle-bar and having a rail affixed thereto; of a rear axle rotatably mounted in axle-bars pivoted to said side bars; and a yielding connection between said rear axle and the body member, said yielding connection being slidably secured at its upper end to said rail.

5. In a child's carriage, the combination with the two side bars connected at their lower ends by an axle and at their upper ends by a handle-bar and having a rail affixed thereto; of a block slidable upon said rail; a rear axle, rotatable in axle-bars, pivotally secured to said side bars; and a spring connection between said axle and the body portion, secured at its upper end to said block and at its lower end to said axle.

6. In a child's carriage, the combination with the body member; of a rear axle rotatable in parts pivotally secured to said body member; a spring connection between said body member and axle; means for slidably securing said spring connection to said body member; and means for limiting the said sliding movement in one direction.

7. In a child's carriage, the combination with the body member; of a rear axle having a rigid connection in one direction with said body member and a spring connection in another direction; means for slidably securing said spring connection to said body member; means for limiting the said sliding movement in one direction; and means for locking said spring connection against movement in either direction.

8. In a child's carriage, the combination with the body member; of rails secured thereto; blocks adjustable therein; means for fixing said blocks in any of their adjusted positions; a rear axle mounted in arms pivotally secured to said body member and a spring connection between the said body member and rear axle, said spring connection being slidably secured to said body member.

9. In a child's carriage, the combination with the body member; of rails secured thereto; blocks adjustable therein; means for fixing said blocks in any of their adjusted positions; blocks slidable upon said rails; a rear axle mounted in arms pivotally secured to said body member and a spring connection between the said body member and axle, said spring connection being secured at its upper end to said sliding blocks.

10. In a child's carriage, the combination with the body member; of rails secured thereto; blocks adjustable therein; means for fixing said blocks in any of their adjusted positions; blocks slidable upon said rails; means for securing said blocks together as a unit; a rear axle mounted in arms pivotally secured to said body member and a spring connection between the said body member and axle; said spring connection being secured at its upper end to said sliding blocks.

11. In a child's carriage, the combination with the two side bars; of a footboard; hangers fixed upon either end thereof; and means

for securing said hangers to said side bars, whereby said footboard can be shifted horizontally or vertically in relation to said fastening means and locked in any of its adjusted positions.

12. In a child's carriage, the combination with the two side bars; of the hangers 28 with the slots 29 therein; a footboard fixed to said hangers; and bolts 30 with thumb-nuts 31 thereon for securing said hangers in any of their adjusted positions.

In testimony whereof I affix my signature in presence of two witnesses.

ELIZABETH SHELDON TILLINGHAST.

Witnesses:
GEORGE E. HALL,
WALLACE S. MOYLE.