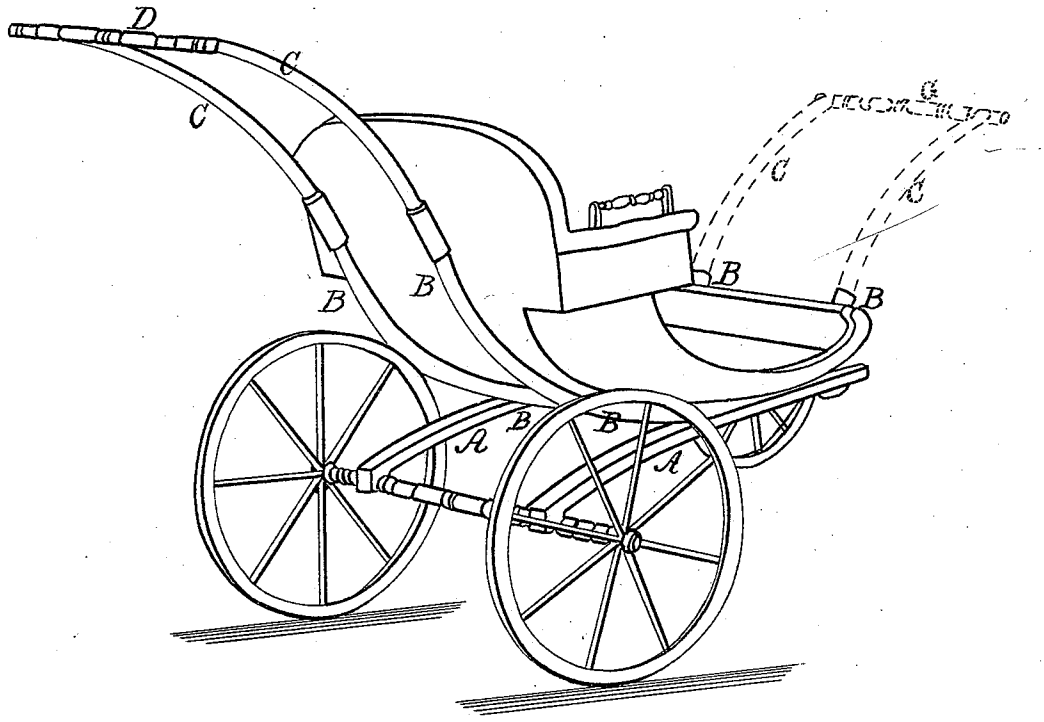
J. H. GOULD.

Children's Carriage.

No 15.071. Patented June 10, 1856.



Witnesses:

John B Reinbank

Wm H Hutchins

Inventor:

John H. Gould.

AM. PHOTO-LITHO. CO. N.Y. (OSBORNE'S PROCESS.)

UNITED STATES PATENT OFFICE.

JOHN H. GOULD, OF NEW YORK, N. Y.

THREE-WHEELED CARRIAGE FOR CHILDREN.

Specification of Letters Patent No. 15,071, dated June 10, 1856.

To all whom it may concern:

Be it known that I, JOHN H. GOULD, of the city, county, and State of New York, have invented a new and useful Improvement in the Mode of Constructing Carriages for Children, of which the following description, illustrated by the accompanying drawing and references, is sufficiently clear and comprehensive to enable persons of competent skill to make and use my invention.

The nature of my improvement relates to the mode of constructing the frame which supports the body of the carriage by which it is prepared for receiving in a very convenient manner the attachments for propelling or drawing the carriage either upon the back or front part.

The drawing is a perspective view of the entire carriage.

The wheels and body may be constructed in the ordinary manner of constructing similar carriages of three or four wheels. The axles are connected together by bars A, A, upon which my improved structure is placed. The curved bars B, B, rest upon the bars A, A, and are curved vertically partially around the base of the carriage body, with a socket I, upon the upper and backward end of each to receive the arms C, C, which are connected by D, as a handle or means of propelling the carriage. These parts C, C, D, form a frame which may be readily detached from the position represented above, and placed in the position shown by dotted lines near the front part of the carriage, being placed in similar sockets upon the ends of the front projecting arms E, E, which may be attached to, or form part of, the curved bars or supports B, B. The object of this arrangement is to furnish a means by which the carriage may be driven by a person walking in the rear of it by pressing upon D or be drawn from the front by changing the position of the frame C, C, D, for the purpose. The more usual and convenient position will be the former; but it is often desirable to change and in this arrangement it is easily effected. The sockets above named are formed with a spring catch or other suitable device for keeping the arms in place as required after they are inserted within them.

Another advantage may be noticed in this arrangement, viz, in turning the carriage while the frame and handle C, C, D is in rear of it, a pressure upon the top of D will elevate the front wheel or wheels and form a fulcrum of the back wheels upon which it may be turned with perfect facility. The carriage may thus be drawn or pushed either from the front or back position.

What I claim is—

The curved arms B, B, resting upon the arms or bars A, A, forming a support for the body of the carriage and terminating in sockets both in front and back for the reception of the arms C, C, of the frame C, C, D for the purpose of permitting the carriage to be both drawn and pushed from either the back or front position.

JOHN H. GOULD.

Witnesses:

JOHN B. FAIRBANKS,

WM. SINCLAIR.