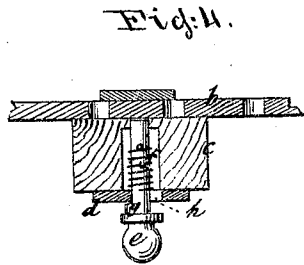
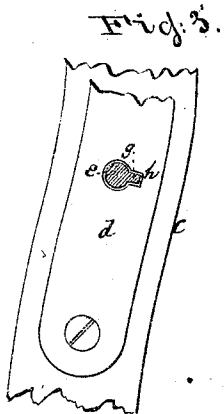
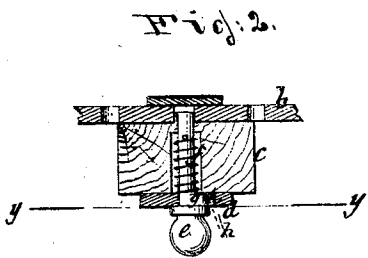
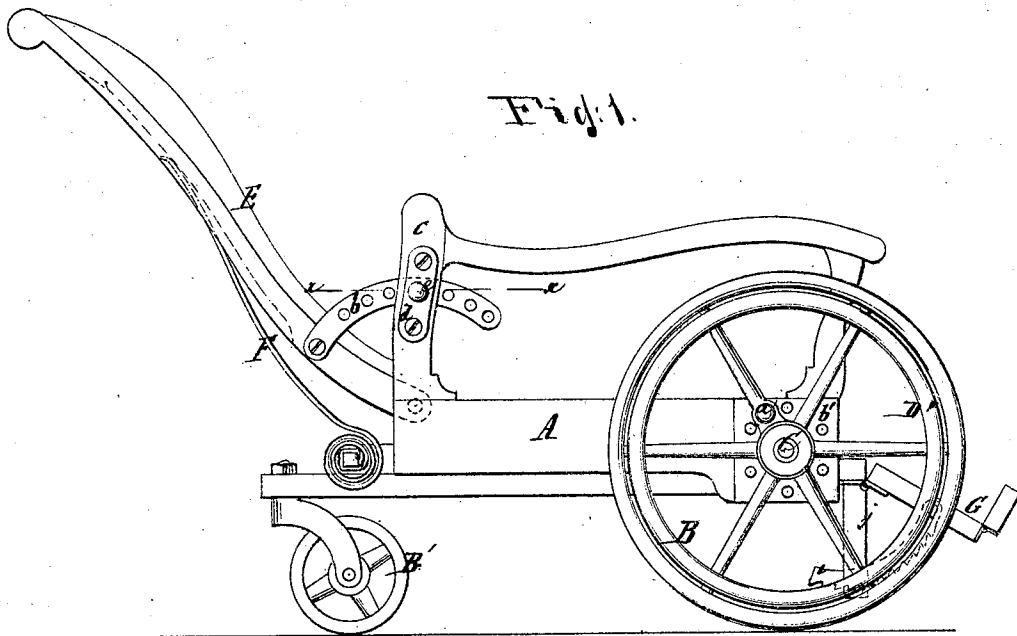


R. KIND.

## Improvement in Hand Propelling Carriage.

No. 123,707.

Patented Feb. 13, 1872.



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# UNITED STATES PATENT OFFICE.

ROBERT KIND, OF NEW YORK, N. Y.

## IMPROVEMENT IN HAND-PROPELLING CARRIAGES.

Specification forming part of Letters Patent No. 123,707, dated February 13, 1872.

*To all whom it may concern:*

Be it known that I, ROBERT KIND, of the city, county, and State of New York, have invented a new and useful Improvement in Self-Propelling Carriages; and I do hereby declare the following to be a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 represents a side view of this invention. Fig. 2 is a detached horizontal section of the mechanism for adjusting the back-rest of the carriage in a larger scale than the previous figure, the line *x x*, Fig. 1, indicating the plane of section. Fig. 3 is a sectional front view of the same, the line *y y*, Fig. 2, indicating the plane of section. Fig. 4 is a similar view to that shown in Fig. 2, the stop being withdrawn or raised.

Similar letters indicate corresponding parts.

This invention relates to a carriage, which is so constructed that it can be conveniently propelled in any desired direction by the person or persons occupying the same.

The back-rest of the carriage is adjustable by a spring, a stop, and a perforated segment, said spring being so arranged that it has a tendency to throw the back-rest in an upright position. On one or both of the driving-wheels is a stop, which serves to arrest said wheel, so that by turning the other wheel the carriage can be turned around with ease and convenience.

In the drawing the letter A designates the body of my carriage, which is supported by two front or driving-wheels, B, and one rear wheel, B'. This rear wheel is made in the form of a caster-wheel, so that it can swivel round and accommodate itself to the direction in which the carriage is propelled. The front wheels B are mounted loosely on the axle C, and each of them is provided with a hand-rim, D, by means of which the occupant of the carriage is enabled to turn said wheels and to propel the carriage in either direction. One of the front wheels is provided with a stop, *a*, which passes through one of the spokes of the wheel, and which can be made to engage with holes in a plate, *b'*, secured to the side of the carriage, so that by means of said stop the wheel can be arrested.

By these means the occupant of the carriage

is enabled to turn the carriage in either direction.

The construction of the stop *a* is similar to that shown in Figs. 2, 3, and 4, which will be presently explained. To the body A of my carriage is hinged the back-rest E, and this back-rest is subjected to the action of a spring, F, which has a tendency to throw the same in an upright position. From the back-rest extends a perforated segment, *b*, through a mortise in a standard, *c*, which rises from the body A. To the outside of this standard is secured a metal plate, *d*, which forms the guide for the stop *e*. This stop is subjected to the action of a spring, *f*, that has a tendency to throw the inner end thereof into one of the holes of the segment *b*, so as to retain the back-rests in any desired position. From the side of the stop *e* projects a nose, *g*, and the guide-hole in the plate *d* is provided with a recess, *h*, to admit the said nose.

If the stop *e* is drawn out and turned so that the nose *g* comes opposite the solid portion of the plate *d*, said stop is prevented from following the strain of its spring *f*, and the back-rest can be conveniently brought to the required inclination; and by turning the stop back until its nose comes opposite the recess *h* the spring *f* is permitted to throw said stop in gear with the segment *b*, and the back-rest is retained in the desired position. To the front end of the body A is hinged a foot-board, G, the position of which is adjusted by a serrated rack, *i*, which engages with a pin secured in a hanger, *j*, projecting downward from the front edge of the body A.

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

1. The spring F, hinged back-rest E, perforated segment *b*, and stop *e*, in combination with the body A of a carriage supported by propeller-wheels B and a caster-wheel, B', substantially in the manner herein shown and described.

2. Also, the stop *a* and perforated fixed plate *b'*, in combination with the propelling-wheel B of a carriage supported by two front wheels, B, and a rear caster-wheel, B', substantially as set forth.

This specification signed by me this 5th day of August, 1871.

Witnesses: ROBERT KIND.

WALTER B. WINES,  
E. F. KASTENHUBER.