

No. 645,970.

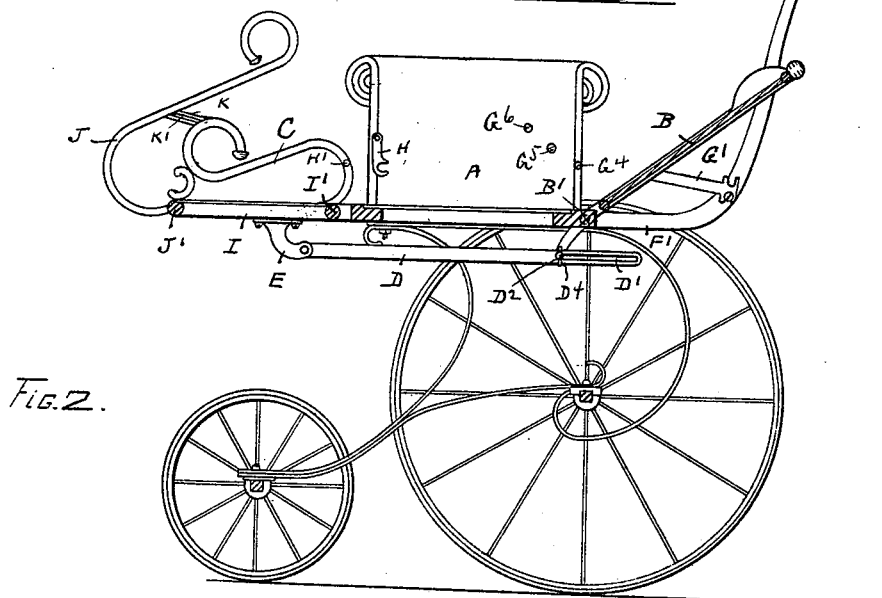
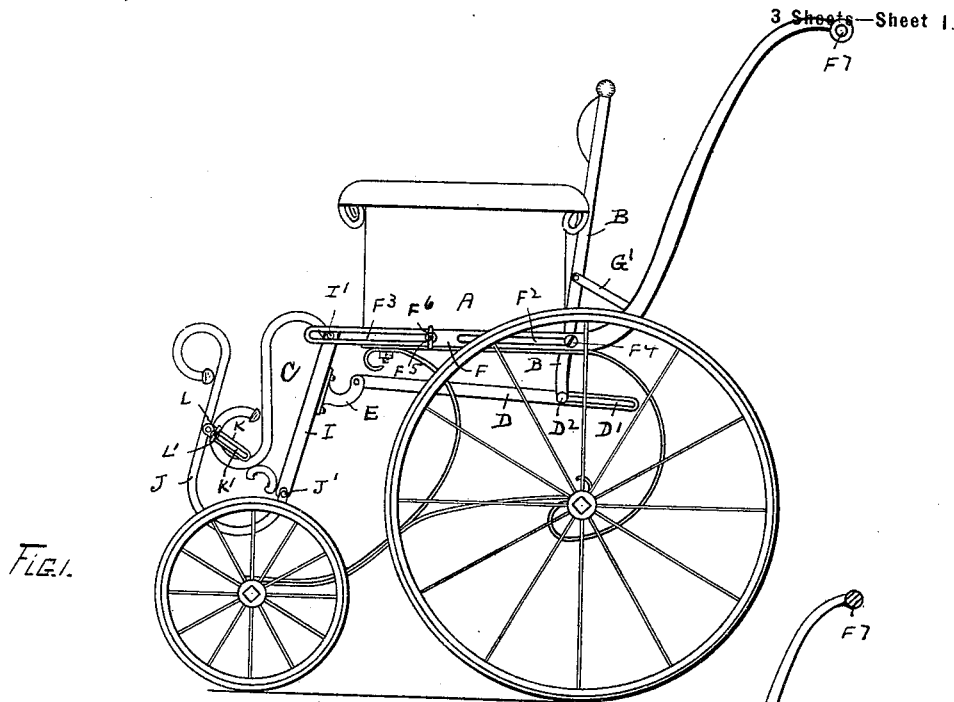
G. E. O'HEARN.
CHILD'S CARRIAGE.

Patented Mar. 27, 1900.

(No Model.)

(Application filed July 7, 1899.)

3 Sheets—Sheet 1.



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3 Sheets—Sheet 2.

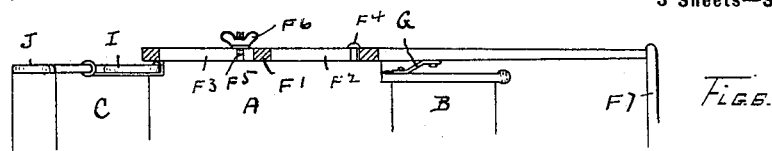


FIG. 5.

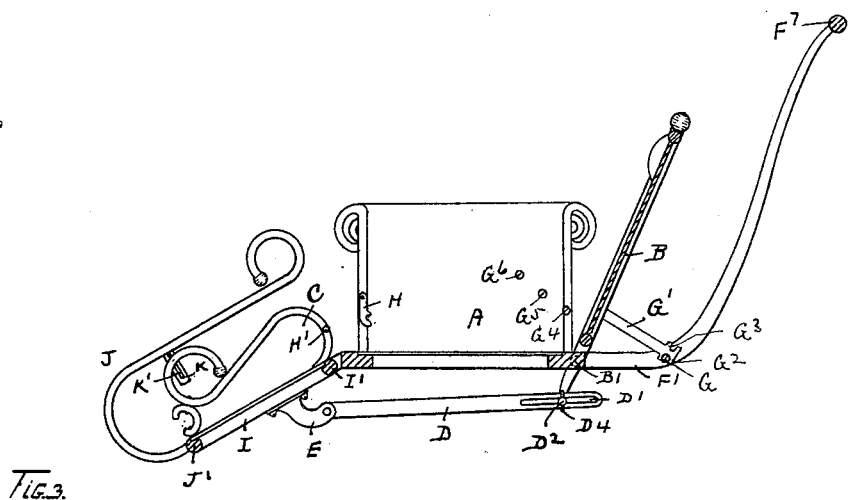


FIG. 3.

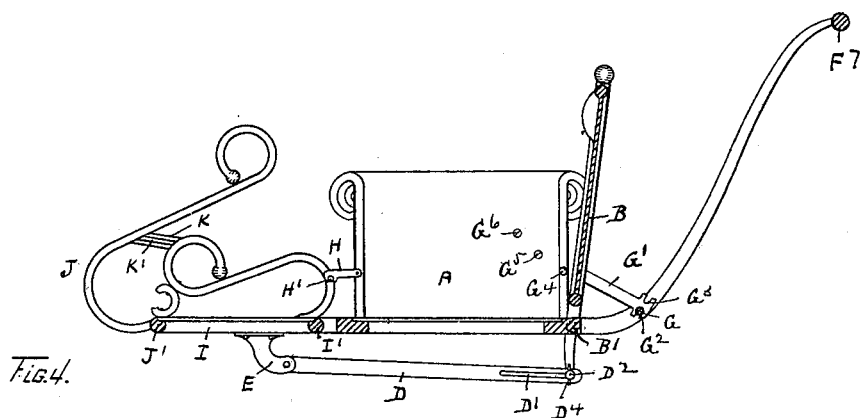


FIG. 4.

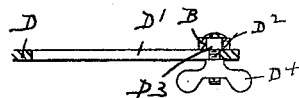


FIG. 5.

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3 Sheets—Sheet 3

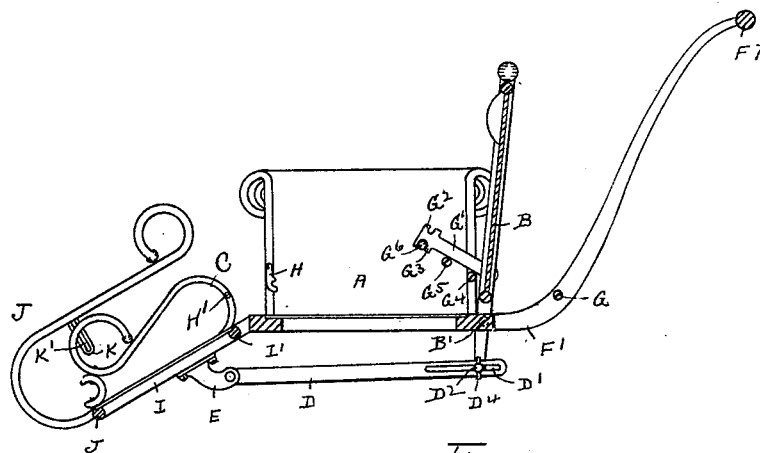


Fig. 7.

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UNITED STATES PATENT OFFICE.

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CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 645,970, dated March 27, 1900.

Application filed July 7, 1899. Serial No. 723,102. (No model.)

To all whom it may concern:

Be it known that I, GEORGE E. O'HEARN, a citizen of the United States, residing at Gardner, in the county of Worcester and Commonwealth of Massachusetts, have invented a new and useful Improvement in Children's Carriages, of which the following is a specification, accompanied by drawings forming a part of the same, and in which—

10 Figure 1 represents a side elevation of a carriage or go-cart embodying my invention. Fig. 2 is a central vertical sectional view of the same, showing the back inclined and the foot-section raised. Fig. 3 is a central vertical sectional view of the body portion of the carriage with the back partially inclined and the foot-section partially raised. Fig. 4 represents the same sectional view as Fig. 3, but with the back and foot sections shown in different positions. Fig. 5 represents a sectional view of the slotted link D, showing its pivotal connection with the back. Fig. 6 shows one of the slotted sliding side rails in sectional view, showing its connection with the seat-section; and Fig. 7 shows the body portion of the carriage with the back raised, with the foot-section raised half-way, and with the push-rails disconnected from the back, so as to be adjustable independently of the back.

25 My invention relates to that class of children's carriages or go-carts which are provided with a seat portion having a back and a foot section pivoted thereto; and my invention consists in the construction and arrangement of parts, as hereinafter described, and set forth in the annexed claims.

35 In the drawings, A denotes the seat-section, to the rear edge of which is pivoted a back B, and to the front edge a foot-section C. The frame of the back B extends below its pivotal connection B' with the seat-section and is pivotally connected by links D to a bracket E, attached to the foot-section. The links D are longitudinally adjustable on their pivotal connection with the back by means of slots D', which inclose bolts D², capable of rotating, and provided with shoulders D³, against which the links are clamped by wing-nuts D⁴. By means of the links D the back B and foot-

section C are made to swing in unison, so that the lowering of the back will raise the foot-section, and vice versa, while the adjustable connection of the slotted links D with the back B allow the relative position of the back and foot section to be varied. When the back B is pivotally connected to the forward end of the slots D', the inclination of the back B to its lowest position will raise the foot-section to its highest position, as shown in Fig. 2, and the raising of the back to its highest position will lower the foot-section to its lowest position, as shown in Fig. 1. The slots D' are of suitable length to allow both the back and foot section to be raised by fastening the pivotal connection at the rear end of the slots D', as shown in Fig. 4, while the adjustment of the pivotal connection midway the slot, as shown in Fig. 3, will correspondingly vary the relative inclination of the back and foot section. Upon each side of the seat are push rails or reachers F F', each of which is provided with slots F² and F³. Screws F⁴ and bolts F⁵, held in the seat-section, are inclosed in the slots F² and F³, respectively, and are provided with wing-nuts F⁶, arranged to be tightened against the rails F F' and clamp them to the seat-section. The rear ends of the push-rails F F' are curved upwardly and connected by the handle-bar F⁷. The curved portion of the rails F F' is provided with studs G, which are connected with the back B by hooked links G', so the swinging movement of the back on its pivotal connection with the seat-section will impart a forward-and-backward sliding motion to the rails F F', causing the elevation of the back to its highest position, as shown in Fig. 1, to slide the rails F F' forward on the screws F⁴ and bolts F⁵, while the lowering of the back, as shown in Fig. 2, will cause the rails to slide backward. As the back is raised the length of the go-cart is shortened by sliding the push-rails F F' forward and the vehicle rendered as compact as possible. By providing the push-rails with horizontal sections capable of sliding on and of being adjustably attached to the seat-section the variation in the length of the vehicle will not change the elevation of the han-

dle-bar. When the back and foot sections have been brought into any desired position, they are held in place by tightening the wing-nuts F⁶ and preventing the sliding movement of the side rails F F'. The links G' are pivoted to the back B, and their free ends are provided with hooks G² G³ on opposite sides. The hooks G² are adapted to engage the studs G on the push-rails and operatively connect them with the back, so the push-rails and back will move in unison. The links G' can be disconnected from the push-rails, thereby allowing the push-rails to be adjusted and fastened to the seat-section in any desired position independently of the inclination of the back. Stud G⁴, G⁵, and G⁶ are held in the seat-section adapted to be engaged by the hooks G³ of the links G', as shown in Fig. 7, thereby holding the back at the proper inclination to the seat-section.

The seat-section of the carriage is provided with a hinged hook H, arranged to engage a stud H' on the foot-section in order to hold the foot-section in its raised position. The foot-section is preferably made in two parts, comprising the frame I, pivoted at I' to the seat-section, and a curved section or hood J, pivoted to the frame I at J' and arranged to be held at a desired angle with the frame I by means of slotted links K, pivoted to the hood and having slots K', inclosing bolts L, held in the frame I and provided with wing-nuts L', by which the slotted links are tightened on the bolts, allowing the hood J to be swung on its pivotal connection J' and be brought parallel with the frame I, so as to form an inclosed space, as shown in Figs. 1 and 3, or separated therefrom, as shown in Figs. 2 and 4.

I am aware that it is not new to pivotally connect the back and the foot sections to the seat-section and to connect the back and foot sections so they will move in unison, as such a construction was shown in the United States Patent to L. A. Chichester, No. 548,699, issued October 29, 1895, and I do not herein claim such broadly.

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

1. The combination with a seat-section, of a back and a foot section pivotally secured to said seat-section, means for connecting said back and foot sections, whereby they are moved in unison, means for varying the relative position of said back and foot sections independently of their joint movement, substantially as described.

2. The combination with a seat-section and a back and a foot section pivoted thereto, and links pivotally connecting said back and foot sections and means for varying the length of the links between their pivotal connections, substantially as described.

3. The combination with a seat-section, of a back, pivotally connected thereto, sliding push-rails supported by said seat-section, a

handle-bar carried by said push-rails and means for connecting said back and sliding push-rails, whereby a rocking motion of said back will impart a sliding movement to said push-rails and vary the position of the handle-bar, substantially as described.

4. The combination with a seat-section and a back pivotally connected thereto, of a pair of sliding push-rails supported by said seat-section, links connecting said rails and said back and means for holding said rails from sliding, whereby said back is held at a desired angle with the seat-section, substantially as described.

5. The combination with a seat-section and a back pivoted thereto, of sliding push-rails supported by said seat-section and operatively connected with said pivoted back, whereby said rails and back move in unison, means for holding said push-rails from sliding and a handle-bar carried by said rails, substantially as described.

6. The combination with a seat-section, of a pair of push-rails connected by a handle-bar and supported by said seat-section, each of said push-rails having a horizontal section, capable of sliding on said seat-section in a horizontal plane, and means for adjustably attaching said push-rails to said seat-section, whereby the distance of said handle-bar from the seat-section is varied without changing the elevation of the handle-bar, substantially as described.

7. The combination with a seat-section, a pair of push-rails, adjustably attached to said seat-section, said rails being capable of sliding horizontally on said seat-section, whereby the length of the vehicle is varied, substantially as described.

8. The combination with a seat-section, of a pair of push-rails supported by said seat-section and capable of sliding thereon, a back pivotally attached to said seat-section, studs held by said push-rails and hooked links pivoted to said back and arranged to engage said studs, substantially as described.

9. The combination with a seat-section and a back pivotally attached thereto, of a pair of push-rails supported by said seat-section and capable of sliding thereon, means for adjustably attaching said push-rails to said seat-section, hooked links by which said push-rails and said back are detachably connected, substantially as described.

10. The combination with a seat-section and a back and a foot section pivoted thereto, of sliding push-rails supported by said seat-section and operatively connected with said back, whereby said rails and back move in unison, means for operatively connecting said back and foot section, whereby they move in unison and means for holding said rails from sliding, substantially as described.

11. The combination with a seat-section, of a foot-section consisting of a frame I pivoted to said seat-section and a curved section or hood

pivoted to said frame and means for adjusting the position of said hood relatively to said frame, substantially as described.

12. In a child's carriage, the combination
5 of a seat-section, a back and movable push-rails, said back being pivotally connected to both the seat-section and the movable push-rails, whereby the inclination of the back will

change the relative positions of the seat-section and push-rails, substantially as described. 10
Dated this 30th day of June, 1899.

GEORGE E. O'HEARN.

Witnesses:

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THATCHER B. DUNN.