2 Sheets—Sheet 1.

ANARELLA A. WINSOR.

CHILDREN'S CARRIAGES.

No. 185,655. Patented Dec. 26, 1876.

Fig. 1.

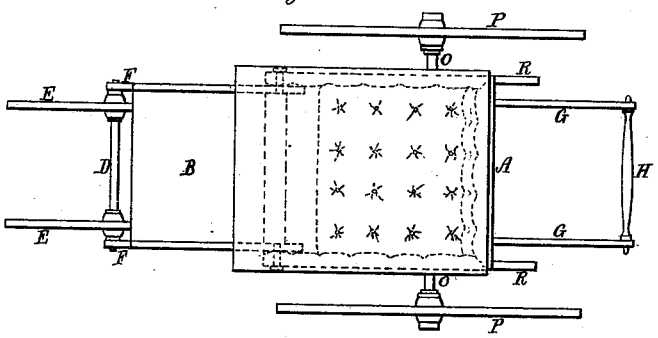
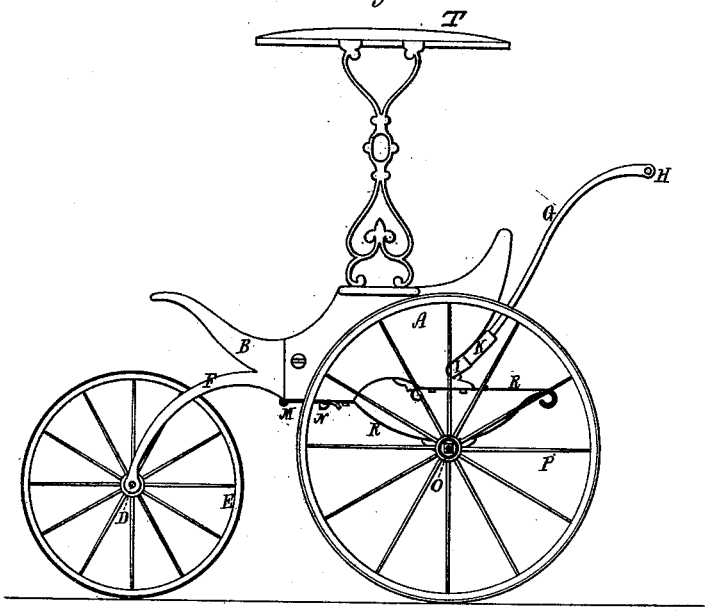


Fig. 2.



Witnesses.
S. W. Piper.
L. W. Miller

Anarella A. Winsor
by her attorney.
R. H. Eddy

2 Sheets—Sheet 2.

ANARELLA A. WINSOR.

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Fig. 3.

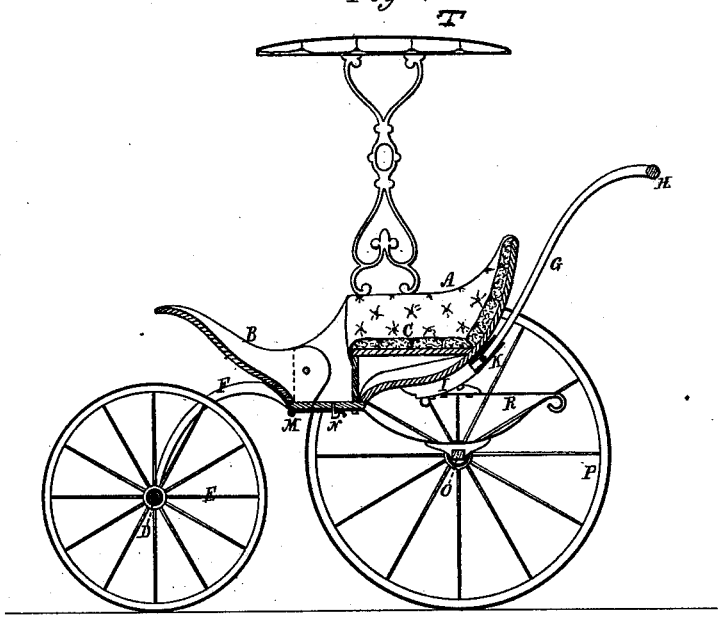
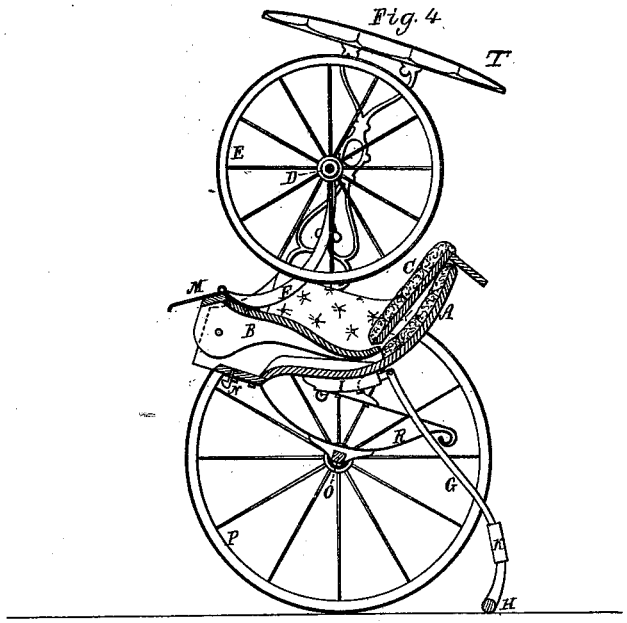


Fig. 4.



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S. W. Piper
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UNITED STATES PATENT OFFICE.

ANARELLA A. WINSOR, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **185,655**, dated December 26, 1876; application filed May 13, 1876.

To all whom it may concern:

Be it known that I, ANARELLA A. WINSOR, of Boston, of the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Carriages; and do hereby declare the same to be fully described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a top view, Fig. 2 a side elevation, and Fig. 3 a longitudinal section, of one of my improved carriages with its parts unfolded or in positions for use. Fig. 4 is a vertical section of such carriage with its parts, as hereinafter described, in a folded state.

My invention relates specially to what are termed "invalid" or "children's" carriages, although it is applicable to various others. In carrying it out I construct the body of the carriage in two separate portions, A and B, the latter, or portion B, comprising the dasher or foot-rest, or such and a part of that portion of the body which is usually in front of the seat C. These portions A B I hinge or pivot together, so that the part B may be turned from the position in which it is shown in Figs. 1, 2, and 3, over or into the part A, into the position as shown in Fig. 4. The forward axle D of the front wheel or wheels E I pivot to two struts, F F, extending from the portion B, the same being in order that the said wheels may, with the part B, be turned or thrown up from the positions shown in Figs. 1 and 2 into those represented in Fig. 4, or over the part A. Furthermore, the supporting-arms G G of the handle H I so connect to the body of the carriage as to enable each of such arms and the handle to be turned from the positions shown in Figs. 1 and 2 into those represented in Fig. 4—that is, down—to rest on the floor or ground, and constitute a means of sustaining the carriage-body, and preventing it tipping or falling backward when in a folded state. Each arm G is hinged to a short auxiliary arm or strut, I, fastened to the body, and projecting therefrom, as shown, there being on and to encompass the arm G a sleeve or tubular slide, K, which, when the arm G is up, is to be slipped down thereon, so as to embrace the hinge and hold or retain the arm in its upper position.

The seat C I usually so apply to the body as to be capable of being easily removed therefrom, and subsequently put back in place, such seat, while the dasher and front wheels are back, being disposed within the body, in manner as shown in Fig. 4.

By my invention it will be seen that the carriage may be reduced in compass, so as when folded to take up very much less room than it will when the front wheels are down upon the ground or floor, the importance and advantages of which cannot fail to be readily understood.

In order to hold the body portions A B in their due relations to each other for the carriage to be used, I hinge to one of them a slotted hasp, M, and to the other I apply a turn-button or catch, N, to co-operate with such hasp. In turning the hasp up to the part A the turn-button will pass through the slot of the hasp, after which the turn-button may be partially revolved, so as to hold the hasp in place.

The rear axle of the carriage is shown at O as provided with a pair of wheels, P P, and fastened to the springs R R.

In the drawings, the body portion A is represented as provided with a hood or standing top, T, it being arranged as represented. The part B, with the arms F, the axle D, and the wheels E E, when folded back over the body part A, go within the supporting arms or standards of the hood, and beneath the latter, as shown in Fig. 4.

By inspection of the drawings it will be seen that each of the hood-standards has an opening through it at or near its middle. The object of these openings is to enable, after the front wheels may have been folded back within the body and into the hood, the rear axle to be used as a means of keeping the wheels in such position, as well as to support the rear wheels against or alongside of the standards. By removing the rear axle from the springs and its wheels, and inserting it through the front wheels and the holes of the hood-standards, and afterward placing the rear wheels on the journals of the rear axle, the whole carriage may be reduced to very small dimensions for storage or transportation.

I claim as my invention—

1. The carriage-body composed of the two

separate portions A B, as described, pivoted together, and having the supports F F of the front axle D connected with the front portion B, so as with it to be capable of being turned up and over the body portion A, substantially as set forth.

2. The carriage-body composed of the two portions A B, pivoted together, and provided with the locking-hasp M and turn-button N, and having the supports F F of the front axle D connected with the front portion B, so as with it and the wheels E to be capable of being turned up and over the body portion A, all being substantially as specified.

3. In combination with the body part A and the hood T applied thereto, the dasher part B, pivoted to the said part A, and connected with the front axle, substantially as described, so that when the part B is folded back the said axle, its wheels, and their supports shall be moved within or under the hood, and over the body part A, all as shown and described.

4. The hood-standards provided with holes, as described, to receive the rear axle, in combination with the carriage-body composed of the two separate portions A B, as specified, pivoted together, and having the supports F F of the front axle connected with the front portion B, as set forth, all being so that when the part B, with the front wheels, may be back within the body and hood the front axle may be employed, as described, for maintaining such parts in position, and for holding the rear wheels alongside of the standards, as explained.

ANARELLA A. WINSOR.

Witnesses:
R. H. EDDY,
J. R. SNOW.