W. WUERZ.

Children's Carriages.

No. 163,715. Patented May 25, 1875.

Fig: 1.

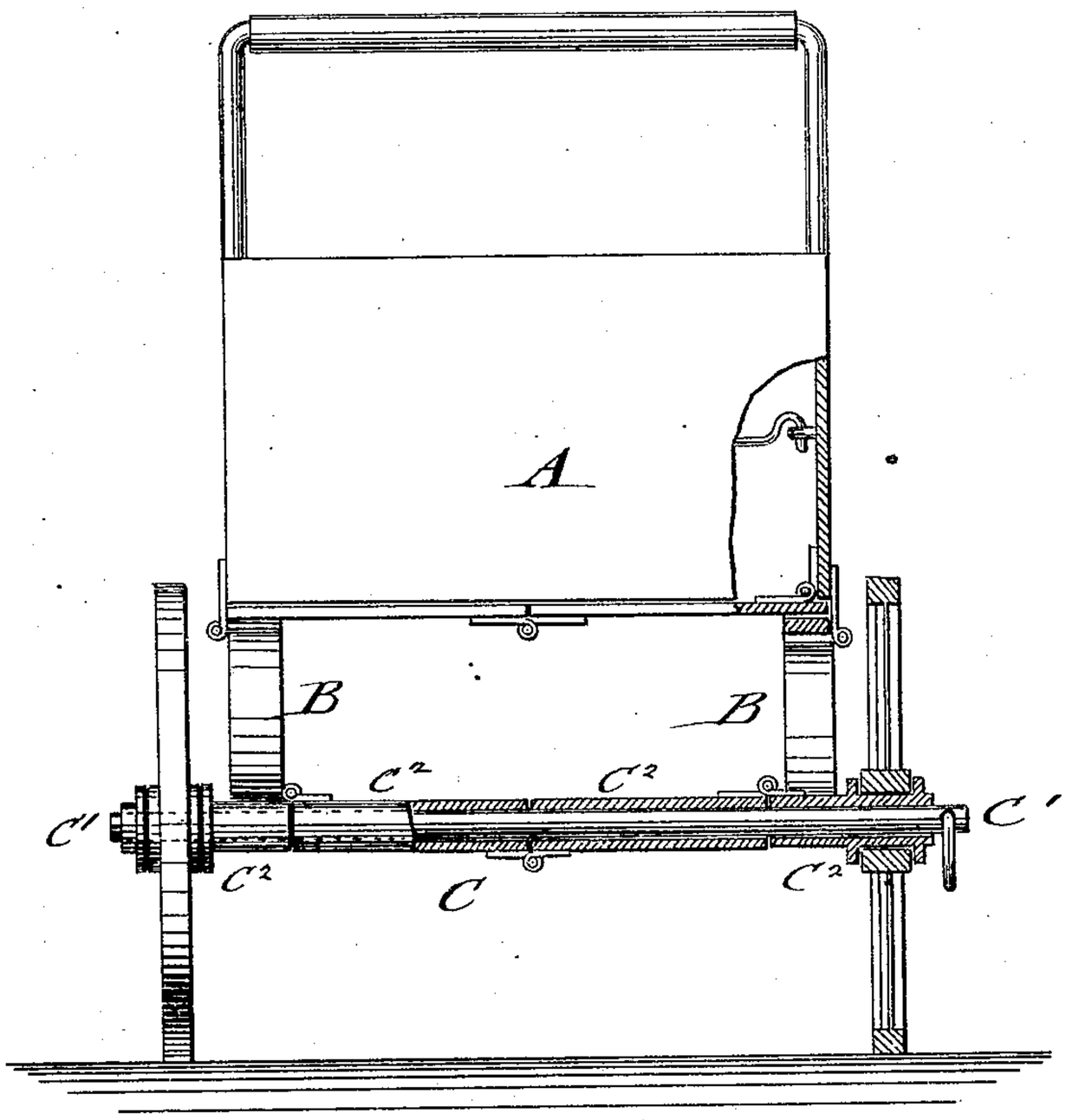
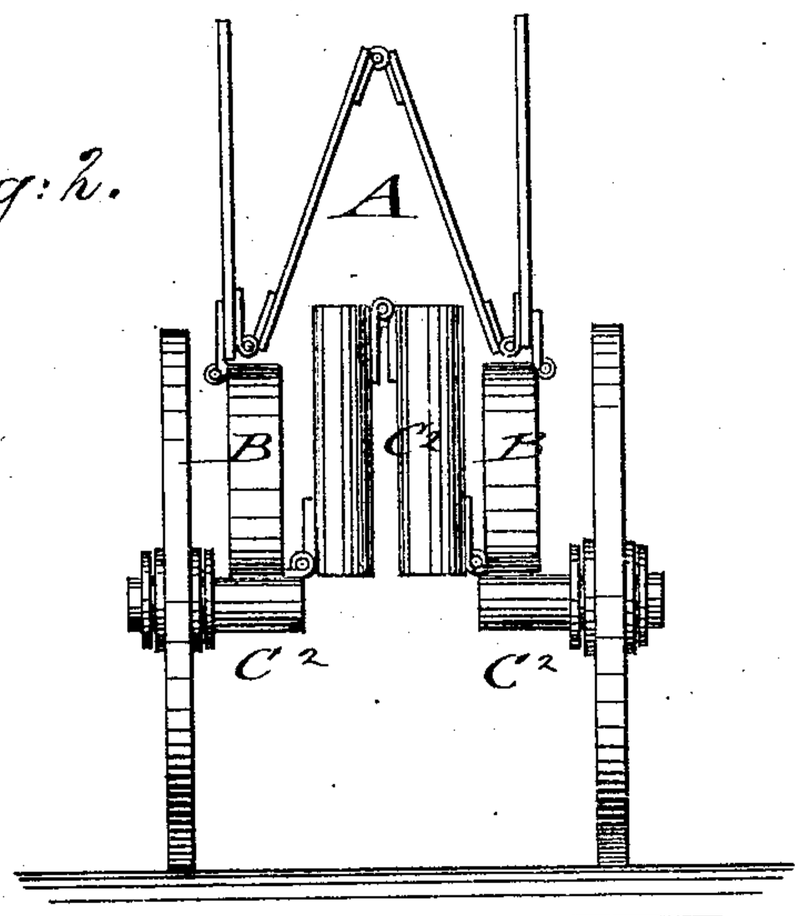


Fig: 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM WUERZ, OF NEW YORK, N. Y.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **163,715**, dated May 25, 1875; application filed February 5, 1875.

To all whom it may concern:

Be it known that I, WILLIAM WUERZ, of the city, county, and State of New York, have invented a new and Improved Child's Carriage, of which the following is a specification:

In the accompanying drawings, Figure 1 represents a sectional end elevation of my improved child's carriage; and Fig. 2, an end view of the same, shown folded up.

Similar letters of reference indicate corresponding parts.

The object of my invention is to furnish for general family use an improved child's carriage, which may be conveniently folded up into narrow compass after use, for the purpose of being readily stored away during the winter season, easily carried up and down stairs, and shipped at less cost and inconvenience.

The invention consists in constructing the body and axles of the carriage of hinged sectional parts that may be folded up toward the central longitudinal axis of the carriage; each axle being made of two parts, an interior solid axle, and an outer hollow sectional p rt, which folds up by its sections on the withdrawal of the solid axle.

In the drawing, A represents the body of my improved child's carriage, which is hinged to supporting side springs, B, being arranged symmetrically in longitudinal direction, and connecting the body to the wheel-axles. The front and rear parts of body A are applied to the sides by means of lugs and eyes, or hinged thereto in any convenient manner, so as to be either detachable or capable of being folded along the sides of the body. The sides of the body are hinged to the bottom, and may be folded up toward the same, the bottom being divided along the longitudinal axis into two equal sections, which are connected by central hinges, so that body and sides may be thrown up and folded to greatly reduced width. The axles C of the carriage are also constructed of sectional hinged parts with interior solid axles that, on being withdrawn, admit the folding of the whole carriage. The solid interior axles C^1 are fitted closely into the outer hollow sectional axle-parts C^2, which are hinged to each other at the center, and to the flanged wheel-carrying sections to which the supporting-springs are attached.

The sectional hollow-axles fold in upward direction intermediately between the folded body, as shown in Fig. 2, and reduce thereby the size of the carriage to about half its former width, giving a very compact shape for handling the whole, by allowing it to be taken under the arm in carrying it up and down stairs, storing it out of the way under the bed or in any other place, shipping it, &c., and furnishing thereby a very advantageous child's carriage for tenement-houses, traveling, and other purposes. Suitable holding devices may be applied for attaching the solid axles and the end pieces of the body, when not in use, at convenient points, so that they are not dropped or lost in conveying the folded-up carriage from place to place, and are instantly available when required for unfolding the parts for placing the carriage in working order. When the carriage is to be used, body and axles are spread to their full width and braced by the interior axles and end parts, forming thus a strong, durable, and very useful carriage.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A child's carriage constructed of hinged sectional body and axles folding up symmetrically toward the central longitudinal axis, substantially as and for the purpose set forth.

2. In folding child's carriages, a body having centrally-hinged bottom sections, hinged sides, and detachable end parts, substantially as shown and described.

3. In folding child's carriages, the combination of the hollow exterior axle sections, hinged together and to the end sections, with an interior solid axle forming one strong axle, and admitting folding up on being withdrawn, substantially as specified.

WILLIAM WUERZ.

Witnesses:

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