

J. WALKER.

CHILDREN'S CARRIAGES.

No. 174,597.

Patented March 7, 1876.

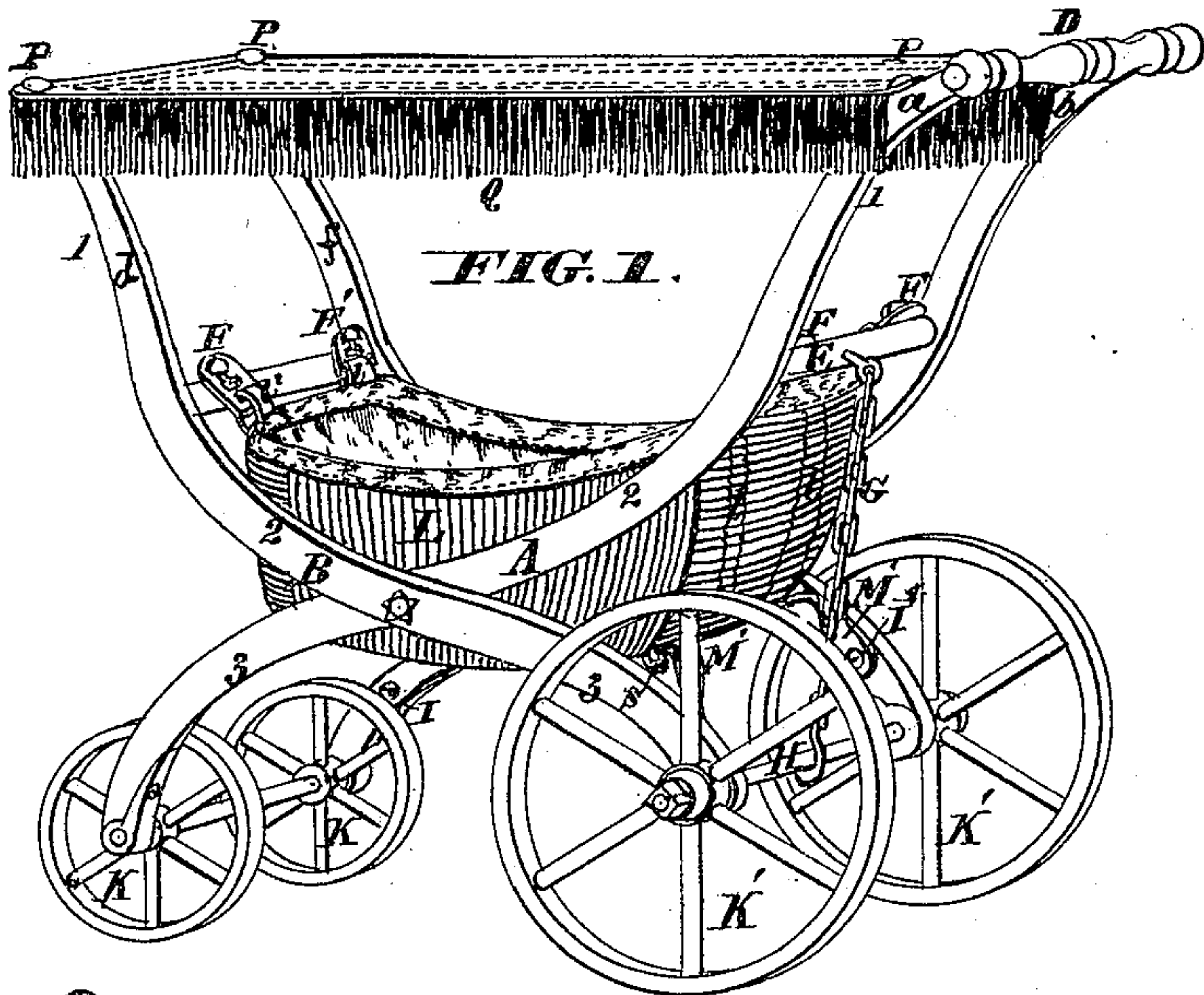


FIG. 2.

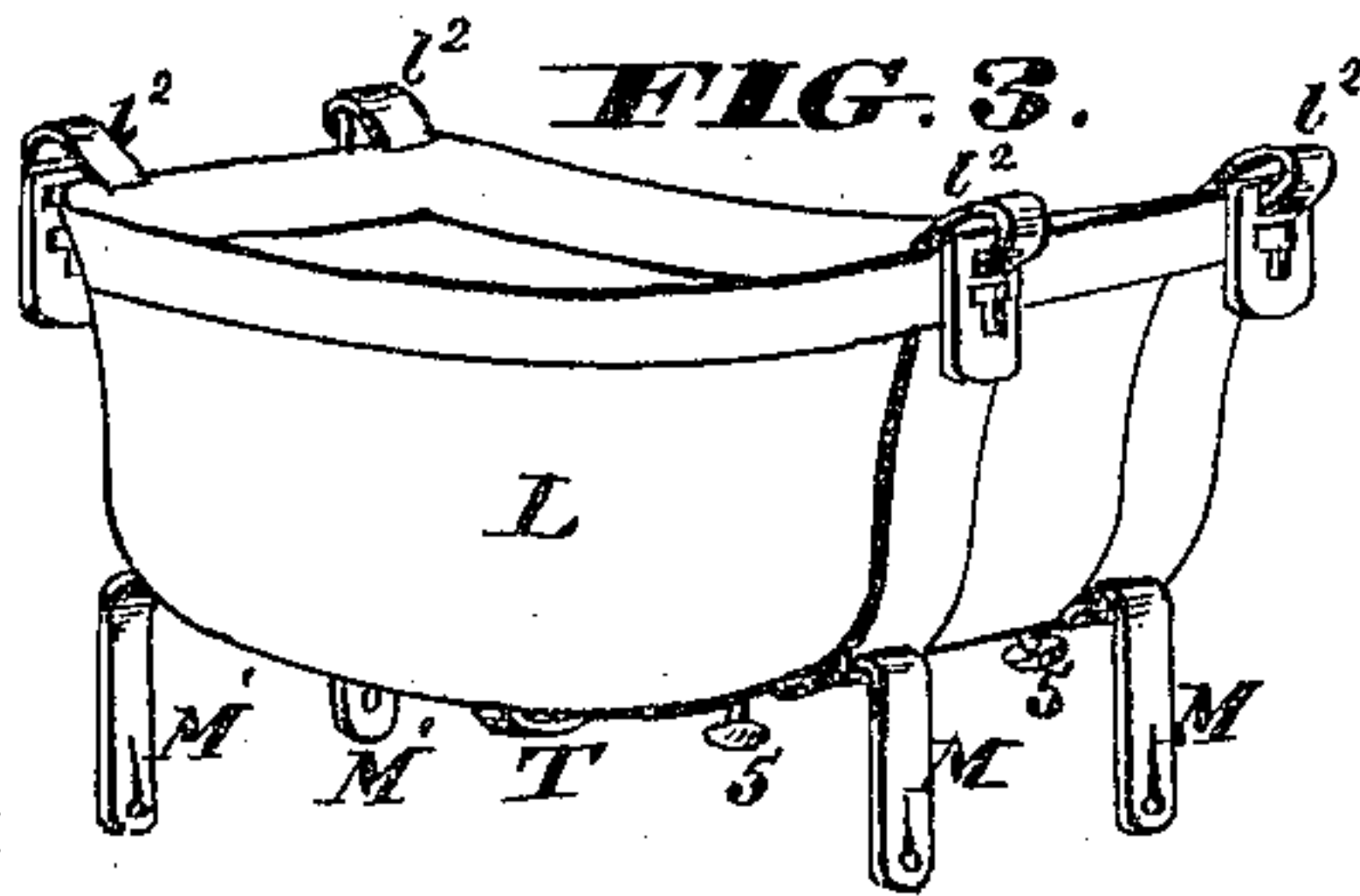
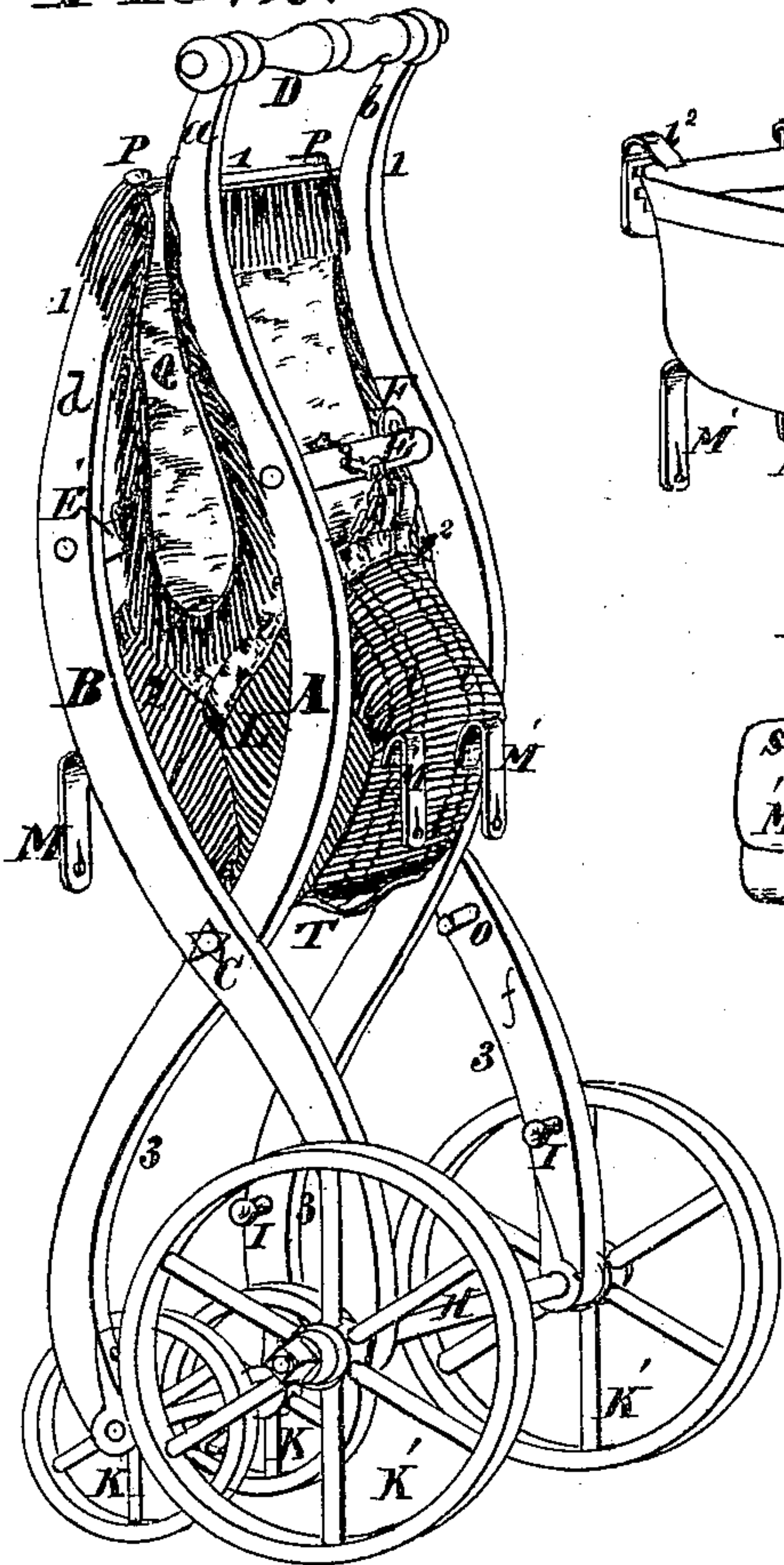


FIG. 4.

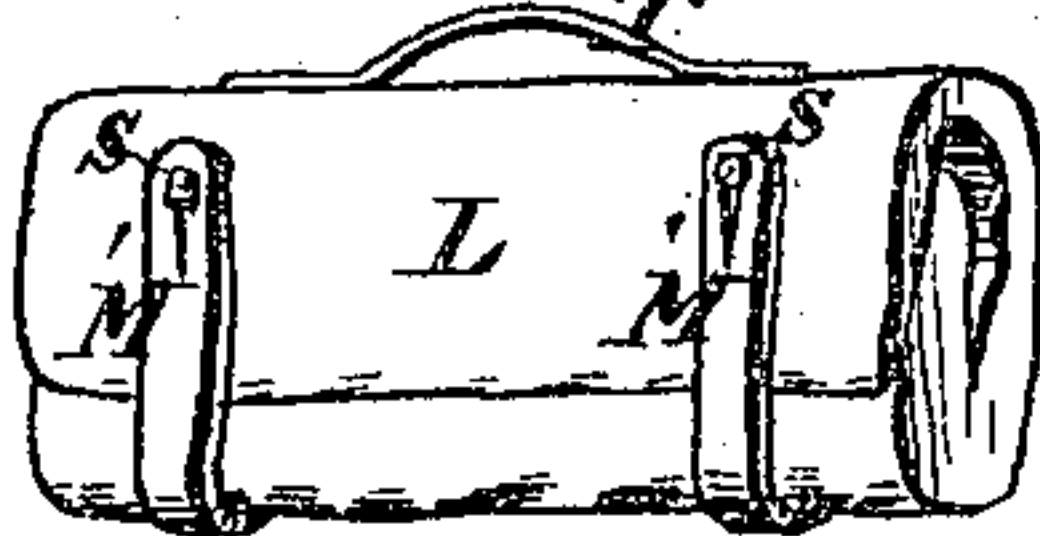


FIG. 6.



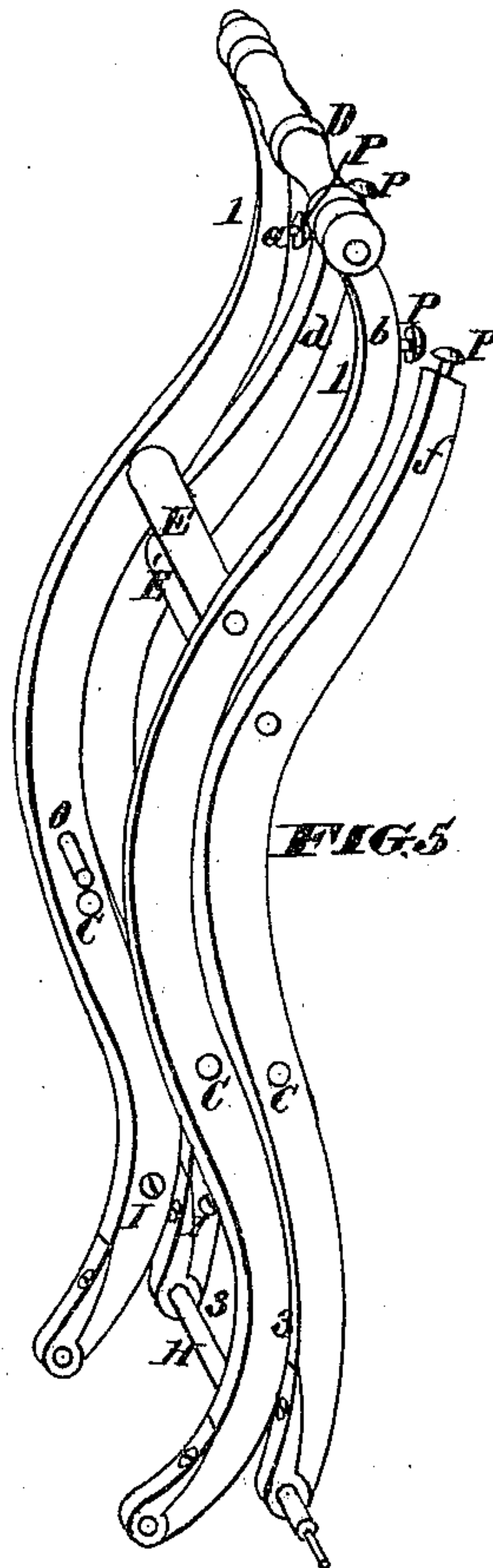
FIG. 7.



FIG. 8.



FIG. 9.



WITNESSES
Florence E. Smith
Chas. J. Gooch

INVENTOR
Jerome Walker M.D.
 By *Knight Bros* Attorneys

UNITED STATES PATENT OFFICE.

JEROME WALKER, OF BROOKLYN, ASSIGNOR TO ALFRED A. POST, OF
NEW YORK, N. Y.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. 174,597, dated March 7, 1876; application filed
July 1, 1875.

To all whom it may concern:

Be it known that I, JEROME WALKER, M. D., of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Folding Carriages, of which the following is a specification:

The first part of the invention consists in constructing the frame of a carriage so as to fold together when not in use, and combining therewith a body or bed, suspended from the said frame, and stayed in connection therewith by suitable straps. The second part of the invention consists in combining with a folding-frame a canopy and a chain or cord, adapted, as hereinafter described, to brace the said frame in its extended position for use. The third part of the invention consists in constructing the body of woven or other flexible material, and adapting it to be readily suspended by elastic bands from the frame, and to be rolled up and packed in small compass for transportation when not in use. The fourth part of the invention consists in applying one pair of wheels to the inner side of the inner member of the frame of a folding carriage, and the other pair of wheels to the outside of the outer members, as hereinafter described, to adapt the two members of the frame with their respective pairs of wheels to fold one within the other.

The invention can be applied to carriages for babies and invalids, and also to larger carriages; and the body being easily separated from one frame and attached to other similar frames, the danger of exposure to contagious diseases will be materially lessened, since the body, in the form of a small package, can conveniently accompany its customary occupant from place to place, and be readily suspended for use wherever a frame is to be had.

In the accompanying drawings, Figure 1 is a perspective view of a carriage ready for use, embodying my invention. Fig. 2 is a perspective view of the same carriage, closed to economize space. Fig. 3 is a perspective view of the body detached from the frame. Fig. 4 represents the body rolled up for easy conveyance. Fig. 5 represents the frame taken apart, showing the fitting of one section into the other by means of the curves. Figs. 6

and 7 represent the bolts and thumb-screws on which the frame opens and folds. Figs. 8 and 9 represent the nuts employed to secure the hind wheels of the carriage.

A is the longer section of the frame, or the one to which the front wheels are attached, and B is the shorter section, or the one to which the hind wheels are attached, which frame should be substantially constructed of wood or metal. These sections are held together on both sides at C by a bolt from the inside of section A and a thumb-screw upon the outside of section B, thus allowing the frame to be separated without the use of any instrument, such bolts acting as pivots, upon which the sections move in folding or opening. Each section of the frame has three curves, represented in Figs. 1, 2, and 5 by the numbers 1, 2, and 3. The curves allow section B to fit into section A for transportation, as shown in Fig. 5.

Section A.—The two sides of section A, represented in the respective drawings by *a* and *b*, are joined at the upper end by a bar, D, which serves as a handle to the carriage. Between the bar D and the bolt C is a bar, E, which firmly holds the sides together, and from which is suspended the rear end of the body L on pegs at F F'. At the center of bar E is fastened one end of a chain, G, the other end of which is attached to the hind axle of the carriage at H to keep the frame open. It also serves to keep the frame closed by passing around bars E and E', as represented in Fig. 2. On the inside of each side of section A are two buttons (one of which is shown at I in Figs. 1, 2, and 5) to fasten the straps M M, which are attached to the lower part of the front of the body of the carriage, as shown in Figs. 1, 2, and 3. K K represent the front wheels, which, with the axle, may be easily separated from the frame, and from each other, for convenience of packing under the curves of the section represented in Fig. 5.

Section B.—The two sides of this section, *d* and *f*, are connected by a bar, E', from which the front end of the body L is suspended on pegs F' F', as shown in Fig. 1 and partly in Fig. 2. Pins O project inward from the opposite sides of section B, upon which section

A rests when the frame is open, as shown in Figs. 2 and 5. The straps M' M' are fastened, when the carriage is in use, to buttons on each inner side of section B, one of which buttons is shown at I' in Figs. 1, 2, and 5. The hind wheels K' K' are removable, as in the case of the front wheels, and can be packed with the front wheels and axles under the curves of the sections shown in Fig. 5. P P P P, Figs. 1, 2, and 5, represent buttons, to which an awning or canopy, Q, is fastened.

I. Body.—The body L, Fig. 3, is made of any light strong material, with three elastic bands, $l l^2$, passing through the entire length along the under surface, the outer ones, $l l^2$, extending beyond the body, and being provided with suitable rings, eyes, or hooks to be suspended on the pegs F and F', Figs. 1 and 2, thus allowing the body to be removed from the frame. At the outer four lower corners of the body are straps M M and M' M', which fasten, as before explained, to the pegs at I and I', and which serve to hold the body in position and to steady the frame.

For convenience of carriage, the body may be rolled up and strapped, as shown in Fig. 4, by the following means: First, fold in the

sides; second, roll from the front end, turning in the straps M M. The rear end being now turned in, the rolling parts approximate in such a manner that the straps M' M' fasten securely to buttons S S, Figs. 1, 3, and 4, attached to the bottom of the body.

A strap, T, fastened to the bottom of the body at its center, as shown in Figs. 2, 3, and 4, forms a handle to the package, as shown in Fig. 4.

The following is claimed as new:

1. The jointed frame A B, in combination with the flexible bed L, having straps $l l^2 m m'$, for suspending and securing it, substantially as and for the purpose set forth.

2. The combination of the canopy Q and chain or cord G with the hinged frame A B, serving to brace or stay the same in the manner set forth.

3. The flexible bed L, having straps $l l^2 m m'$ for suspending and securing it, substantially as and for the purpose set forth.

JEROME WALKER, M. D.

Witnesses:

R. DEMILL,
E. VARIAN.