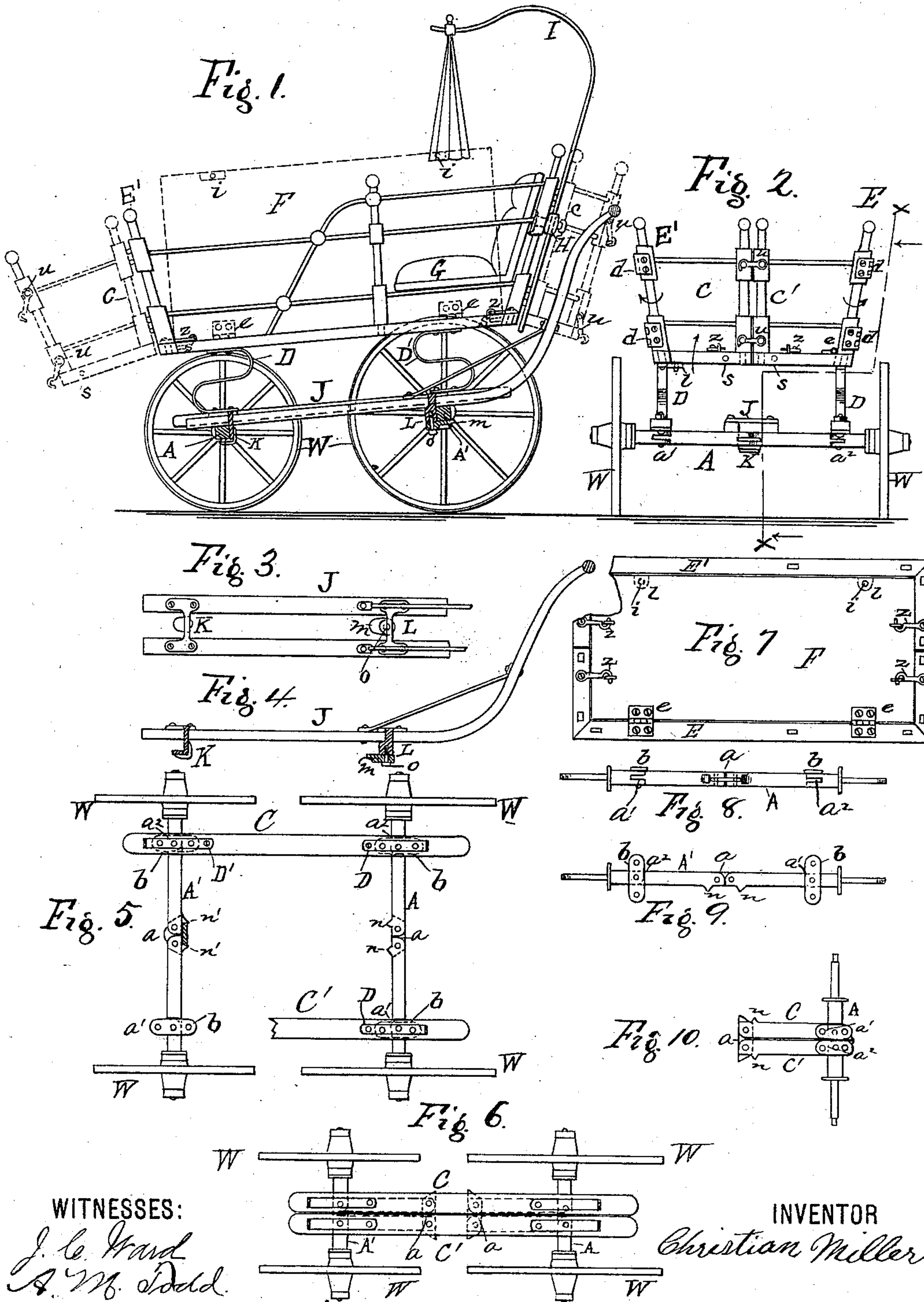


(No Model.)

C. MILLER.
FOLDING BABY CARRIAGE.

No. 418,528.

Patented Dec. 31, 1889.



UNITED STATES PATENT OFFICE.

CHRISTIAN MILLER, OF NEW YORK, N. Y.

FOLDING BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 418,528, dated December 31, 1889.

Application filed October 30, 1889. Serial No. 328,666. (No model.)

To all whom it may concern:

Be it known that I, CHRISTIAN MILLER, a citizen of the United States, residing in the city, county, and State of New York, have invented a certain new and useful Improvement in Folding Baby-Carriages, of which the following is a specification.

In apartment and other houses in cities where space is more or less limited the ordinary baby-carriage is found objectionable, not only because of its size and the room required for its storage, but also because of the difficulty and trouble experienced in taking it up and down stairways.

The object of my invention is to provide a baby-carriage which, when not in use, may be folded together, so that it will not take up half as much room as the ordinary carriage requires, and may be readily taken up and down stairways.

To this end my invention consists in providing a baby-carriage having a folding body mounted on a running-gear having hinge-jointed axles, which can be folded together when not required for use and kept extended for use by the handles of the carriage and the bottom and seat therein.

In the accompanying drawings similar letters of reference designate corresponding parts in all the figures.

Figure 1 represents a sectional side elevation of my carriage on the line xx in Fig. 2. Fig. 2 is a front end view of the carriage. Fig. 3 is a top view showing the handle provided with clutches. Fig. 4 is a side view of the same. Fig. 5 is a top view of the hinge-jointed axles provided with wheels, shoulders, and lugs, also the reaches secured to the shoulders on the axles. Fig. 6 represents the hinge-jointed axles and reaches when folded together. Fig. 7 is a top view of the bottom and sides. Fig. 8 is a side view of the hinged axle. Fig. 9 is a top view of the same. Fig. 10 is a top view showing the hinged axle folded together.

$A A'$ designate the axles, made of suitable metal, and each composed of four parts united and operating together by means of hinge-joints $a a' a^2$. The two outer parts of the axles are each provided with a shoulder b , which is cast upon or with the upper part of

the axle above the hinge-joints $a' a^2$, or may be otherwise secured thereto.

$C C'$ designate two reaches, made of wood, resting upon and secured to the shoulders b by means of screws.

W designates the four wheels, each secured in the ordinary manner to the outer part of the axles $A A'$.

$D D'$ respectively designate metal springs of any desired style, secured to the front and rear ends of the reaches $C C'$ by screws.

The carriage-body may be made of willow or wicker ware or other suitable material, and the two sides $E E'$ of the same rest upon and are secured to the springs $D D'$ in the ordinary manner. The front and rear sides of the carriage-body are each composed of two parts $c c'$, and each part is secured to the respective sides $E E'$ of the carriage-body by means of hinges d . The ends of both the sides $E E'$ and the two parts $c c'$ of the back and front sides of the carriage-body are mitered, and thus snugly fit together.

F designates the wooden bottom of the carriage-body, which can be raised or lowered by means of the hinges e , secured to one side of the bottom and the lower end of one side of the carriage, as E . On the bottom of the other side of the carriage-body, as E' , are secured two cleats l , provided with holes, upon which the bottom of the carriage-body rests, and is secured and kept in place by projections or pins i on the end of the bottom engaging with the holes in the cleats l . The lower ends of the two parts $c c'$ of the front and rear sides of the carriage-body are also each provided with a pin s , which projects in holes in the bottom of the carriage, and the said parts $c c'$ are firmly held in place by hooks and staples z , and also by the latch and pin u .

G designates the upholstered seat and back of the carriage, which is removable from the body of the carriage.

H designates a clutch provided with a narrow shank, allowing the two parts $c c'$ of the back of the carriage to be closed about the same and holding the back in place.

I designates the standard or rod, held by the clutch H , and on which a canopy or parasol is suspended.

J designates the two shanks of the handle of the carriage.

K designates a clutch secured to the fore end of the shanks by screws, and engages with the front axle between two lugs *n*, cast upon the axle, on either side of the hinge-joint *a*, and preventing the folding of the axle and lateral movement of the handle. Another clutch L is secured to the shanks of the handle by screws to engage with the rear axle, which clutch is also provided with an adjustable tongue *m*, secured to the clutch L by a bolt *o*, so that when the clutch K is applied to the front axle, as shown, the clutch L also engages with the rear axle between the lugs *n'*, and by turning the tongue *m* the shanks of the handle are firmly secured to the axles and keep them extended.

When it is desired to fold the carriage, the tongue *m* is turned, and the handle is readily removed from engagement with the axles by simply raising and removing the same. The seat and back are then removed from the carriage-body, the hooks engaging the bottom with the front and back unfastened, the latch *u* opened, the bottom raised up, and the axles turned inward, as shown in Fig. 6, when the body and reaches will readily fold close together.

By my improvement a carriage which requires at least twenty-four inches of space in width when extended can be folded up within eleven inches in width, thus making a great saving of storage room and the carriage be of convenient size to be readily carried up and down narrow stairways.

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

1. In a running-gear for a folding baby-carriage, the combination of hinge-jointed axles having wheels secured thereto, shoulders *b*, and lugs *n*, a handle provided with clutches for engaging said axles between said lugs, reaches secured to said shoulders, and springs mounted on said reaches, substantially as described.

2. In a running-gear for a folding baby-carriage, the combination, with hinge-jointed axles provided with wheels, shoulders *b*, and lugs *n*, of a handle provided with a clutch engaging the front axle and a clutch having an adjustable tongue for engaging the rear axle to keep the whole extended, substantially as described.

3. The herein-described folding baby-carriage provided with a folding body composed of the sides *E E'*, of the swinging back and front *c c'*, hinged to said sides by hinges, of an adjustable bottom, also hinged to one side of the carriage-body, of the removable seat and back provided with the clutch for holding the standard, latches, pins, hooks, and staples for holding same together, the whole being mounted on springs *D D'*, connected with reaches *C C'*, secured to shoulders *b* on hinge-jointed axles provided with wheels, and a handle provided with clutches K and L, engaging with said axles between lugs *n* thereon to keep the running-gear extended, substantially in the manner described, and as and for the purpose specified.

CHRISTIAN MILLER.

Witnesses:

ANDREW M. TODD,
JAMES C. WARD.