

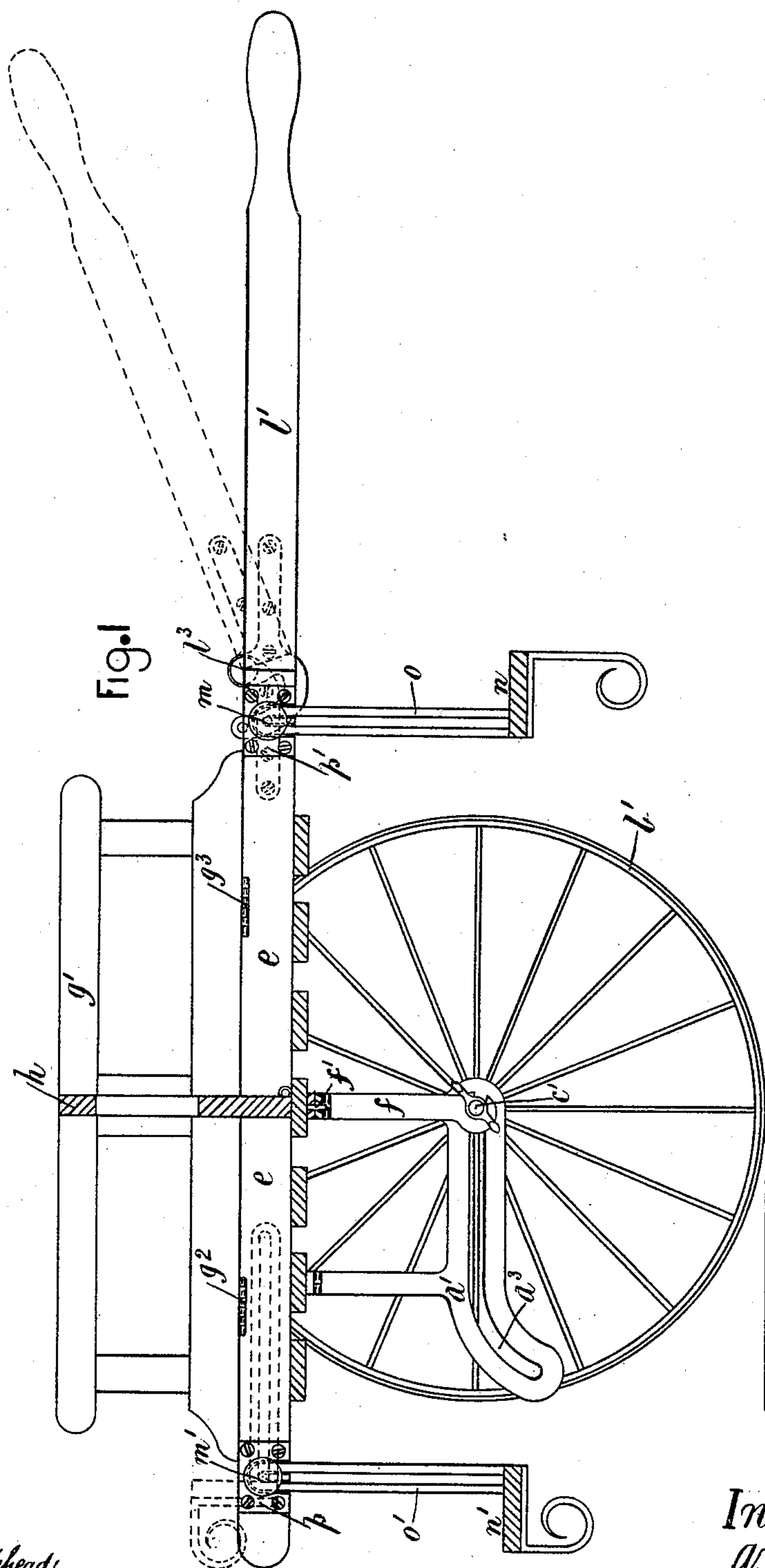
(No Model.)

3 Sheets—Sheet 1.

A. R. BUCKTON.  
FOLDING BABY CARRIAGE.

No. 444,086.

Patented Jan. 6, 1891.



Witnesses  
*John Whithead*  
*Harry Ellison*

Inventor  
*A. R. Buckton*  
*Samuel Hey*  
Attorney

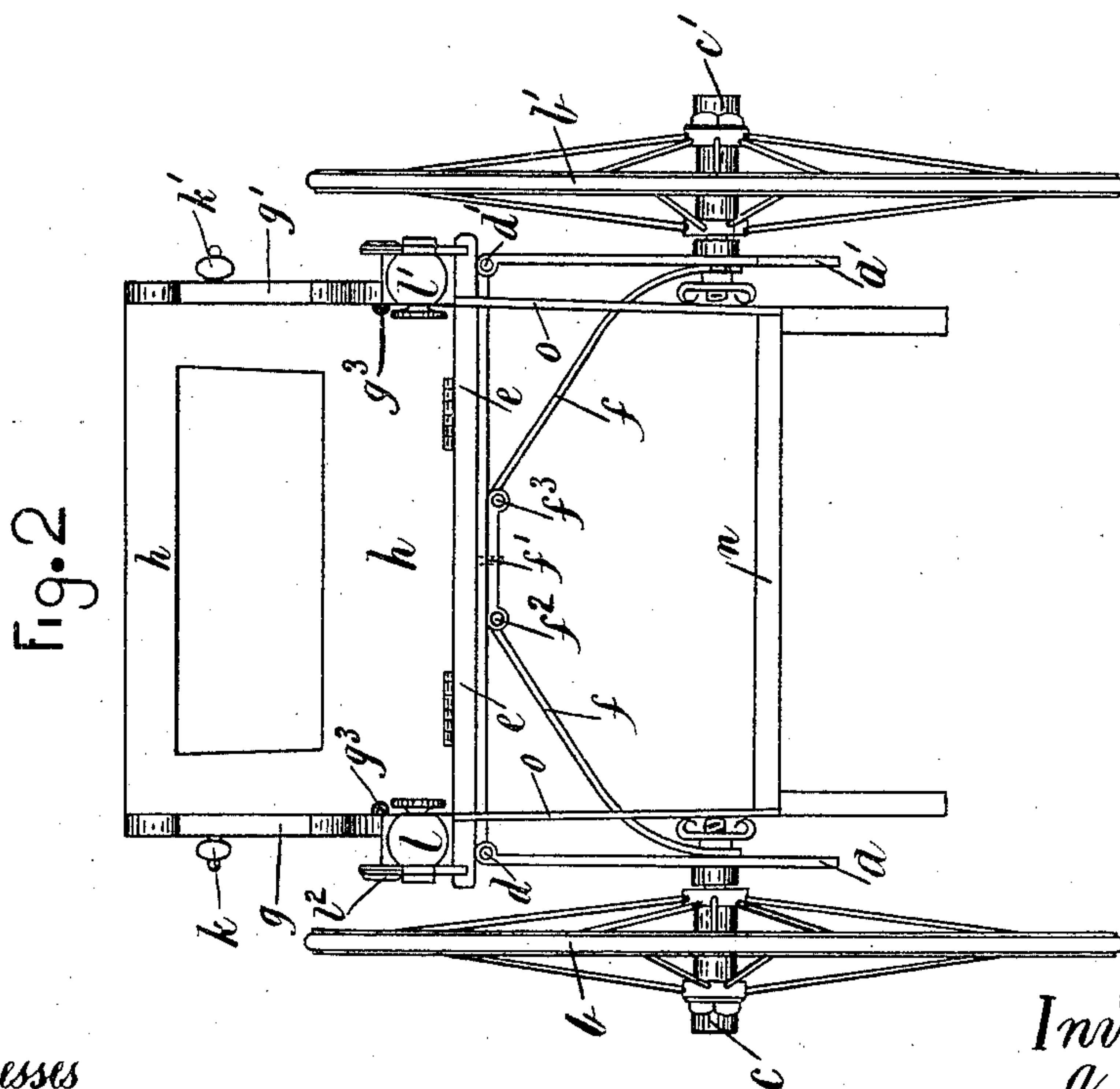
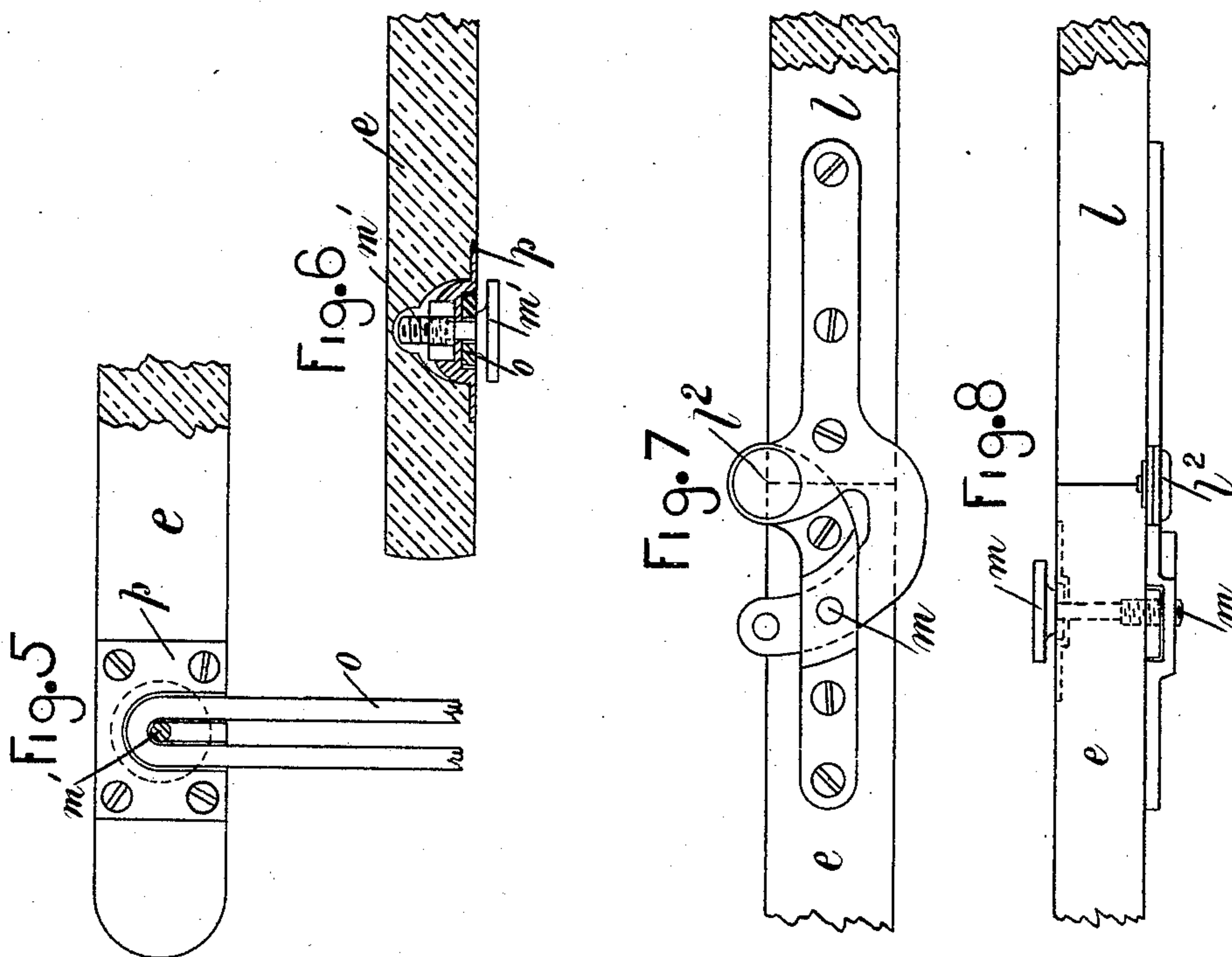
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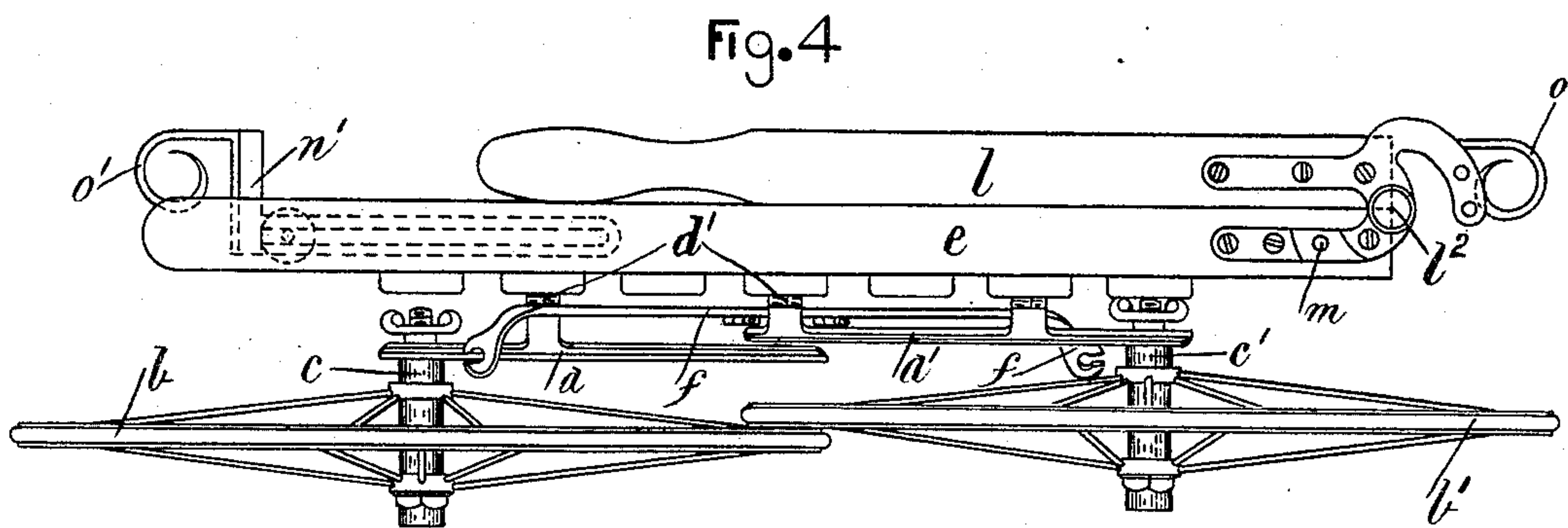
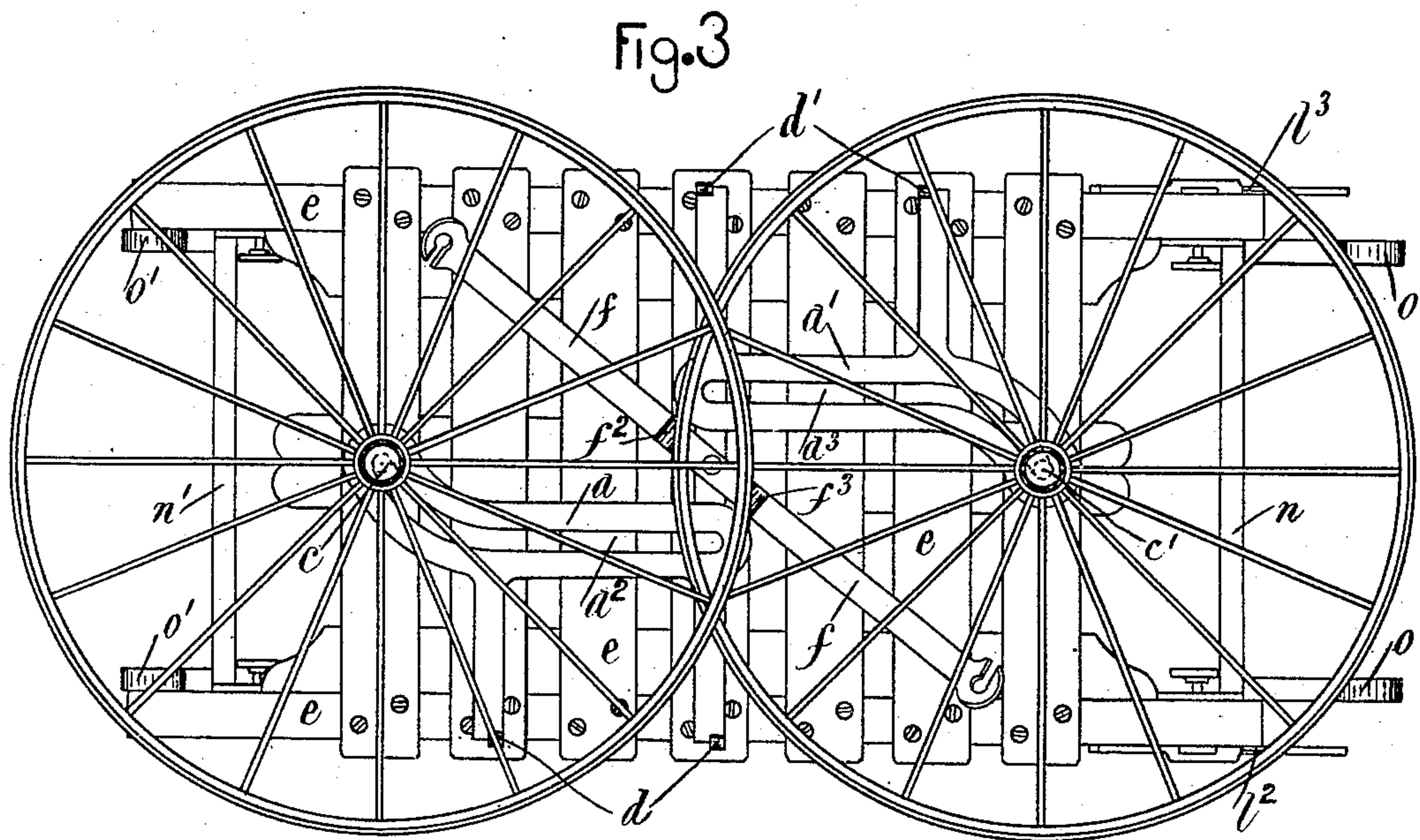
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# UNITED STATES PATENT OFFICE.

ALBERT R. BUCKTON, OF KEIGHLEY, ENGLAND.

## FOLDING BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 444,086, dated January 6, 1891.

Application filed August 25, 1890. Serial No. 363,057. (No model.) Patented in England August 2, 1889, No. 12,268.

*To all whom it may concern:*

Be it known that I, ALBERT ROSLINGTON BUCKTON, a subject of the Queen of Great Britain, residing at Keighley, in the county of York, England, have invented a new and useful Folding Baby-Carriage, (for which I have obtained a patent in England, No. 12,268, bearing date August 2, 1889,) of which the following is a specification.

My invention relates to improvements in folding baby-carriages in which the bearings for the wheels, the sides, the handles or shafts, and foot-rests are constructed and arranged so that they may be folded to occupy less space and be less cumbersome than when in their respective positions for use, by which means their package for traveling by railway or steamboat or their storage in any way is greatly facilitated. This I attain by the employment of the means illustrated in the accompanying drawings, in which—

Figure 1 is a sectional side elevation of a baby-carriage as when in use, and Fig. 2 is an end elevation of same. Fig. 3 shows the carriage when folded and as seen from beneath. Fig. 4 is a side view of parts shown by Fig. 3. Figs. 5 and 6 are respectively side and sectional top views, enlarged scale, of the means for hinging and holding the foot-rest. Figs. 7 and 8 are side and top views, respectively, enlarged scale, of the hinge or joint for the handles or shafts.

Similar letters refer to similar parts throughout the several views.

I form and arrange the supports or bearings  $a a'$ , upon which the wheels  $b b'$  are mounted by the detachable studs  $c c'$ , so that they may be hinged, as at  $d d'$ , to the part  $e$ , forming the base or bottom of the vehicle. The hinging of these bearings  $a a'$  on each side of the vehicle is such as to enable same to be folded beneath the part  $e$ , each of said bearings  $a a'$  being formed and mounted in such a manner as to fall clear of the other when folded, as shown by Fig. 3, and in order that the wheels  $b b'$  attached to same may also fall clear of each other a slot  $a^2$  or  $a^3$  is made in the bearings  $a a'$ , respectively, to allow the studs  $c c'$  to slide along when their respective nuts are slackened or unscrewed

for this purpose, thus allowing the wheels  $b b'$  and their studs  $c c'$  to assume their respective positions shown by Figs. 3 and 4.

In order to retain the wheel-bearings  $a a'$  in their respective positions for use, as shown by Fig. 2, a hinged stay-piece  $f$  is mounted so as to swivel about the pin  $f'$ , from which it extends in opposite directions in order that its claw ends may lay hold of the studs  $c c'$ , by the nuts of which the whole are tightly bound together. The stay-piece  $f$  is jointed at  $f^2$  and  $f^3$ , so that it may be folded against the part  $e$ , as shown by Figs. 3 and 4.

The sides  $g g'$  of the vehicle are made to fold over the upper side of the part  $e$  by being hinged thereto at  $g^2 g^3$ , and the part  $h$ , forming the central back-rest, is also hinged to the part  $e$ , so that it may be folded over said part when not in use, while when in its raised position it binds or holds the sides  $g g'$  together by means of the screws  $k k'$ , passing through same and entering nuts embedded in said part  $h$ . The shafts or handles  $l l'$  are hinged at  $l^2 l^3$ , so that they may be folded, as shown by Fig. 4, and the hinges  $l^2$  and  $l^3$  are constructed so that their lock or holding screws  $m$  may hold same rigidly either in the position shown in full lines, Fig. 1, or in the position shown in the broken lines of same figure, in which latter position they are suitable for being held or handled by an adult person, while when in their former position they are suitable for a child to hold or handle them. The holding-screws  $m$  are also employed for supporting the foot-rest  $n$  by passing through the slotted brackets  $o$ . The foot-rests  $n n'$  are also arranged by being suspended with the slotted brackets  $o o'$  from the holding-screws  $m$  and  $m'$ , so that they may be raised and slid within the parts  $g, g'$ , and  $e$ , as shown in Fig. 4, and in broken lines, Fig. 1, when the carriage has to be packed, while, when in the position shown in full lines by said Fig. 1 and by Figs. 5 and 6, said brackets  $o o'$  are rigidly held by their upper ends being pressed or forced into the recesses formed in their respective holding-plates  $p p'$  by means of said screws  $m m'$ .

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

The hinged bearings  $a a'$ , having slots  $a^2$ , as shown, the wheels  $b b'$ , the part  $e$ , the stay-piece  $f$ , jointed as described, the hinged sides  $g g'$ , the hinged back-rest  $h$ , the jointed shafts  
5 or handles  $l l'$ , the screws  $m m'$ , the foot-rests  $n n'$ , the brackets  $o o'$ , and the recessed holding-plates  $p p'$ , each and all of these several

parts being formed and arranged substantially as herein specified, for the purposes set forth.

ALBERT R. BUCKTON.

Witnesses:

SAMUEL HEY,  
JOHN WHITEHEAD.