

(No Model.)

2 Sheets—Sheet 1.

J. W. OULTON & D. A. MEISTER.
COLLAPSIBLE BABY CARRIAGE.

No. 445,599.

Patented Feb. 3, 1891.

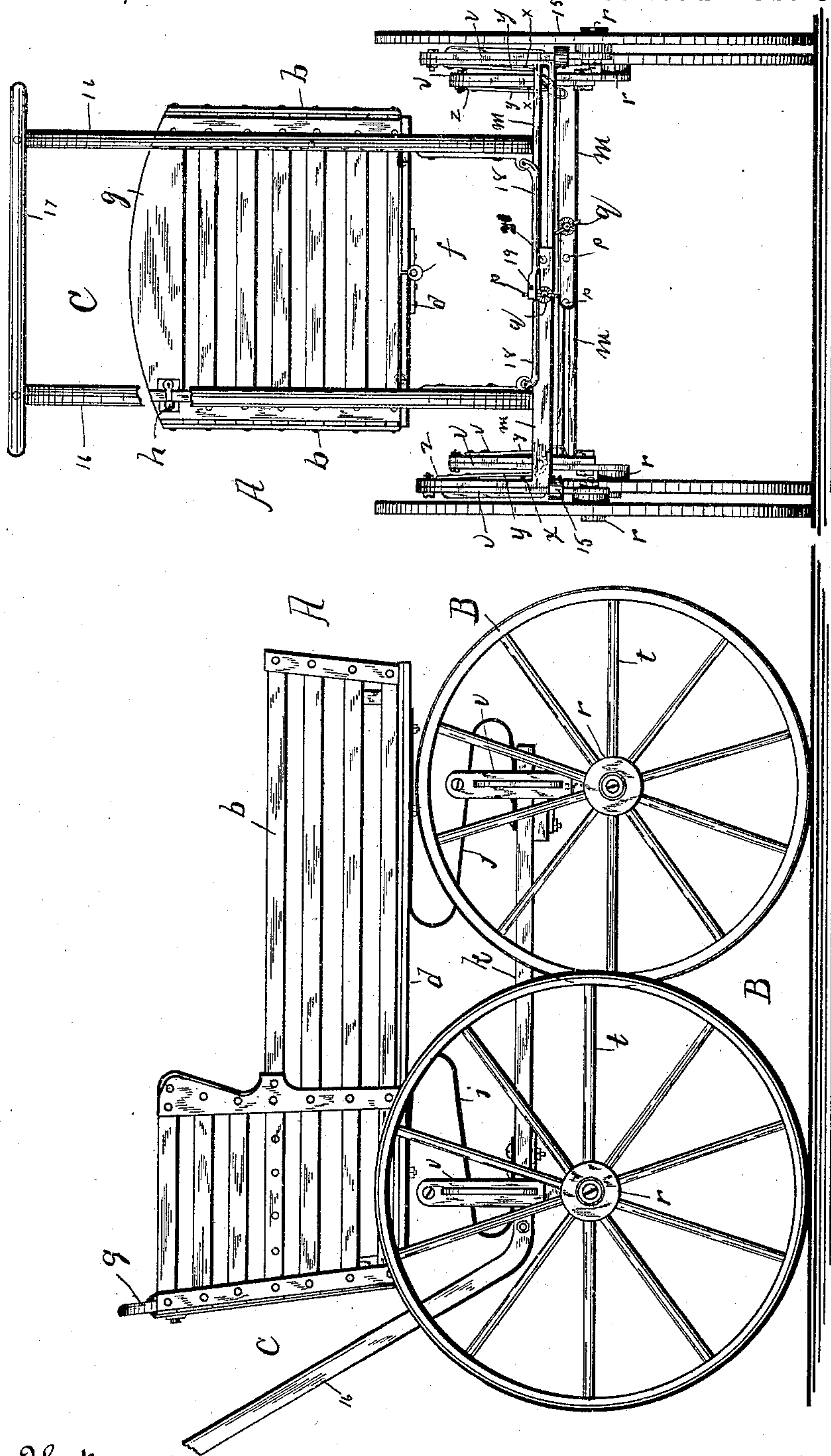


Fig. 2.

Fig. 1.

Witnesses
H. Purdy
W. C. Cayer

Per *James W. Oulton* Inventor
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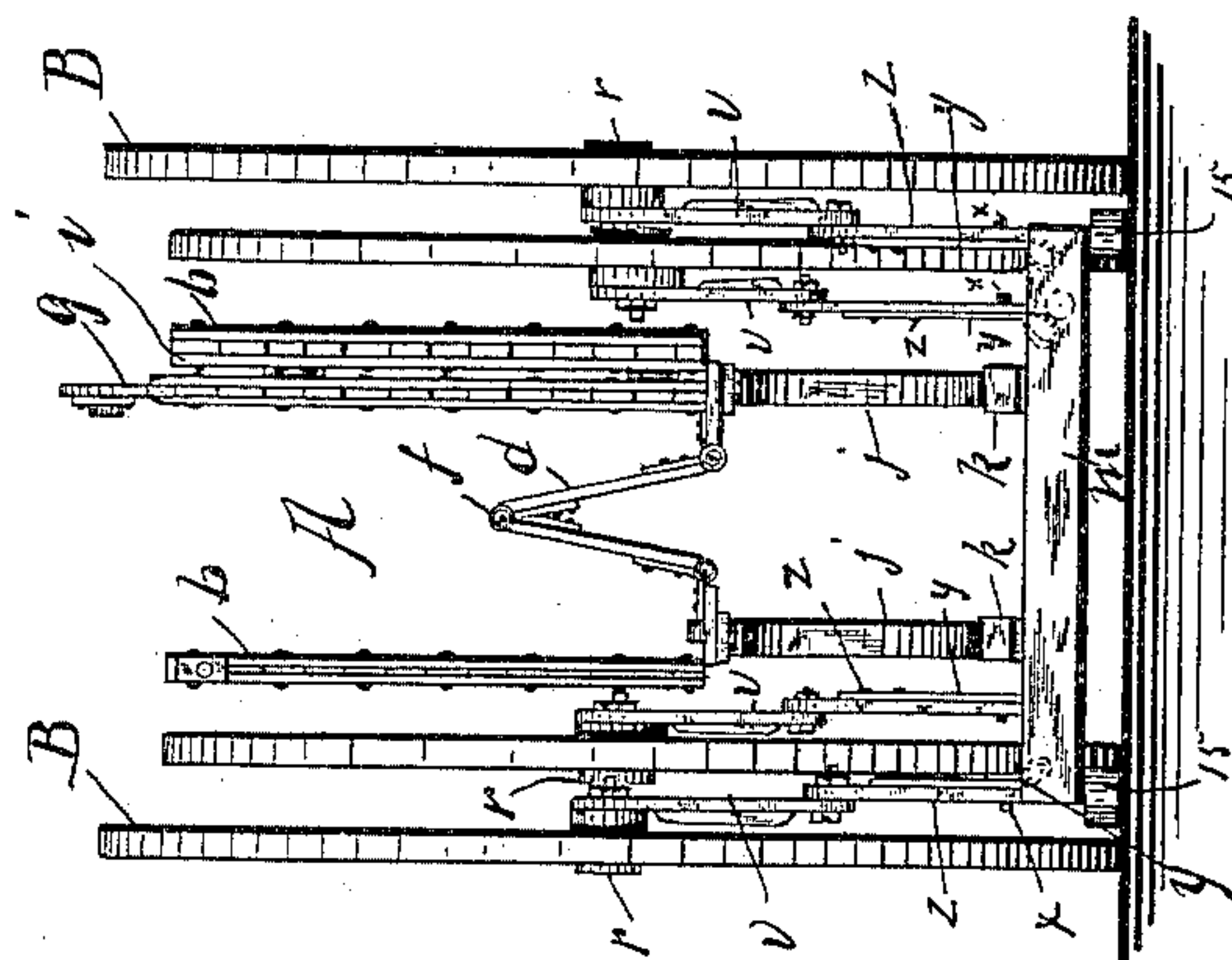


Fig. 4.

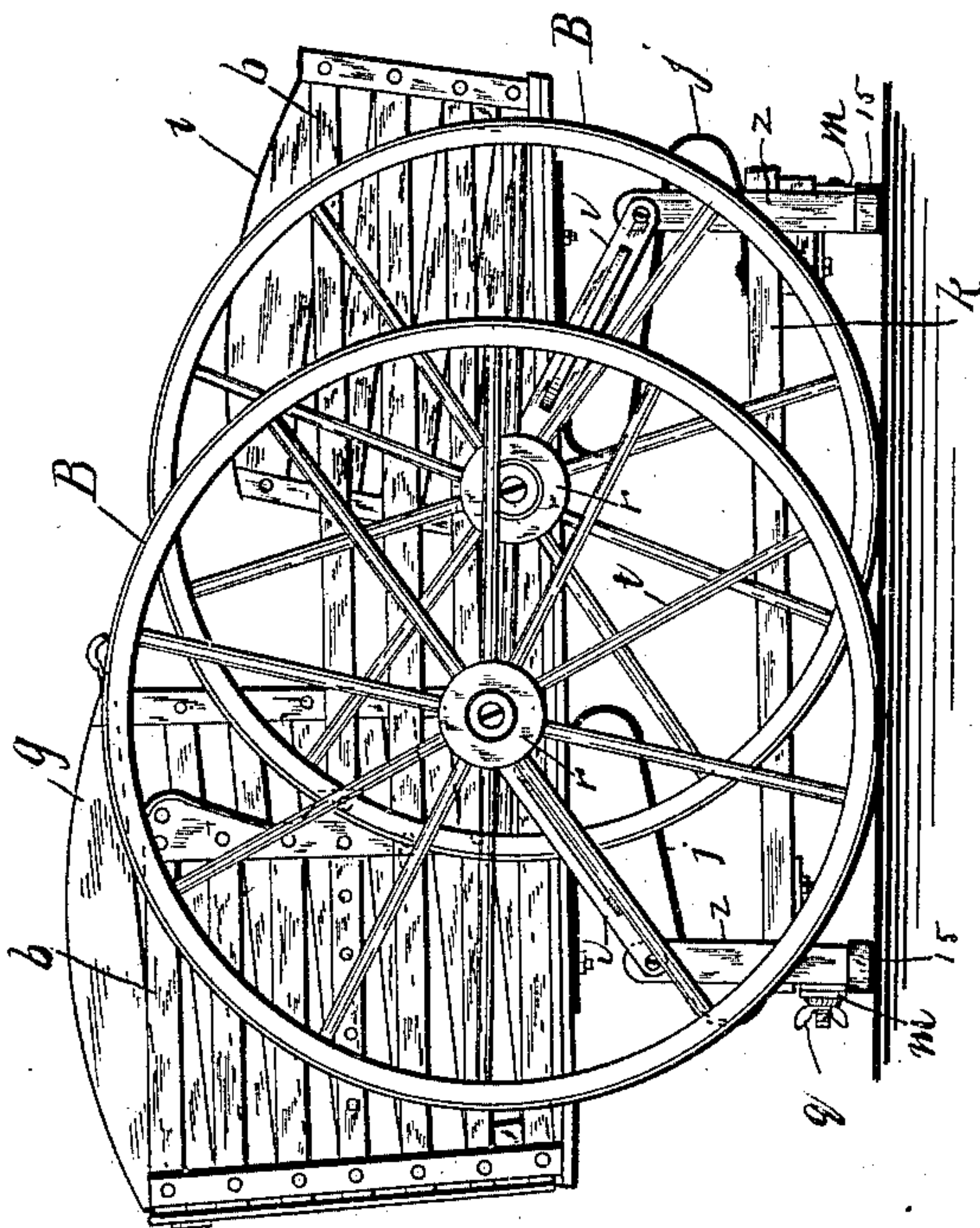


Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

JAMES W. OULTON, OF LYNN, AND DAVID A. MEISTER, OF BOSTON,
MASSACHUSETTS.

COLLAPSIBLE BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 445,599, dated February 3, 1891.

Application filed May 22, 1890. Serial No. 352,717. (No model.)

To all whom it may concern:

Be it known that we, JAMES W. OULTON, of Lynn, in the county of Essex, State of Massachusetts, and DAVID A. MEISTER, of Boston, in the county of Suffolk, State of Massachusetts, have invented certain new and useful Improvements in Collapsible Baby-Carriages, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation of our improved carriage; Fig. 2, a rear elevation of the same; and Figs. 3 and 4, like views, respectively, showing the carriage folded, the handle being removed.

Like letters and numerals of reference indicate corresponding parts in the different figures of the drawings.

Our invention relates especially to trundle or baby carriages so constructed that they may be folded; and it consists in certain novel features hereinafter fully set forth and claimed, the object being to produce a simpler, cheaper, and more effective device of this character than is now in ordinary use.

The nature and operation of the improvement will be readily understood by all conversant with such matters from the following explanation.

In the drawings, A represents the body of the carriage, which is preferably formed of slat-work, as shown. The sides *b* of said body are connected by a bottom *d*, comprising two sections hinged together centrally at *f* and respectively to said sides. The head-board *g* is hinged to one side *b*, and is fitted to swing inward, as shown in Figs. 3 and 4, when the body is collapsed. A catch *h* (see Fig. 2) secures said head to the opposite side *b* when open. A foot-board *i* is hinged in like manner to the opposite end of the same side *b*. The sides *b* are supported on springs secured to side bars *k*, mounted on the axles *m*. The axles are formed in two sections, one of said sections being slotted, as best shown in Fig.

2, and the companion section being fitted to slide longitudinally thereon by means of pins *p*, passing through said slots. Set-screws *q* lock said sections when extended.

The wheels B are preferably provided with metallic hubs *r*, in which the spokes *t* are clamped. Said hubs are respectively journaled on one end of a vertically-arranged bar *v*. The opposite ends of said bars are respectively pivoted to the top of a vertical arm *z* on the axles *m*. On the inner face of each of said arms a flat spring *y* is secured, their free ends being provided with a pin *x*, projecting through said arm into a suitable opening in the bar *v*, locking said bar and arm together when they register. A stop 15 at each end of the axles *m* checks the rearward swing of the bars *v*.

The handle C is detachable, and consists of two curved side rods 16, connected at their tops by a handle-bar 17. To the lower end of each side rod a metallic rod 18 (see Fig. 2) is pivoted, the adjacent ends of said rods being pivoted together at 19 and provided with a stop 20 to secure them in a horizontal position. Pins on the lower end of each side rod fit into corresponding sockets in the rear ends of the side bars *k*.

In the use of our improvement, when it is desired to collapse the carriage, the head-board *g* and foot-board *i* are unlatched and turned inward against a side *b*. The pivoted rods 18 on the handle are pushed upward sufficiently to free the handle-pins from their sockets in the side rails *k*, detaching the handle therefrom. The set-screws *q* being turned outward, the axle-sections are made to slide longitudinally, drawing the companion wheels toward each other; the hinged body-bottom *d* moving inward, as shown in Fig. 4. The spring *y* being forced outward, freeing the bars *v* from the arms *z*, the wheels B are swung inward by means of their pivoted arms, occupying the position shown in Fig. 3. The height and breadth of the carriage are thus greatly reduced and the parts arranged in convenient position for transportation or storage. The detached handle C may readily be disposed between the wheels and body.

Instead of hinging the bottom and head and foot boards, they may be made detachable and fitted to slide in ways on the sides b.

Having thus explained our invention, what we claim is—

1. In a carriage of the character described, a body provided with a hinged bottom and mounted on axles formed in sections fitted to slide longitudinally on each other, combined with wheels mounted on bars pivoted to said axles, and locking mechanism for said bars and axle-sections, substantially as described.

2. In a carriage of the character described, a body comprising sides connected by a hinged or detachable bottom and mounted on sectional axles, the axle-sections being fitted to slide longitudinally, in combination with

wheels journaled on bars pivoted to swing vertically on said axles, stops for said bars, and locking mechanism for the bars and axle-sections, substantially as set forth.

3. In a carriage of the kind described, a laterally-collapsible body mounted on springs secured to sectional axles, the axle-sections being fitted to slide longitudinally, wheels journaled on bars pivoted to swing vertically on said axles, locking mechanism for the wheels and axles, and a detachable handle, combined substantially as described.

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Witnesses:

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