

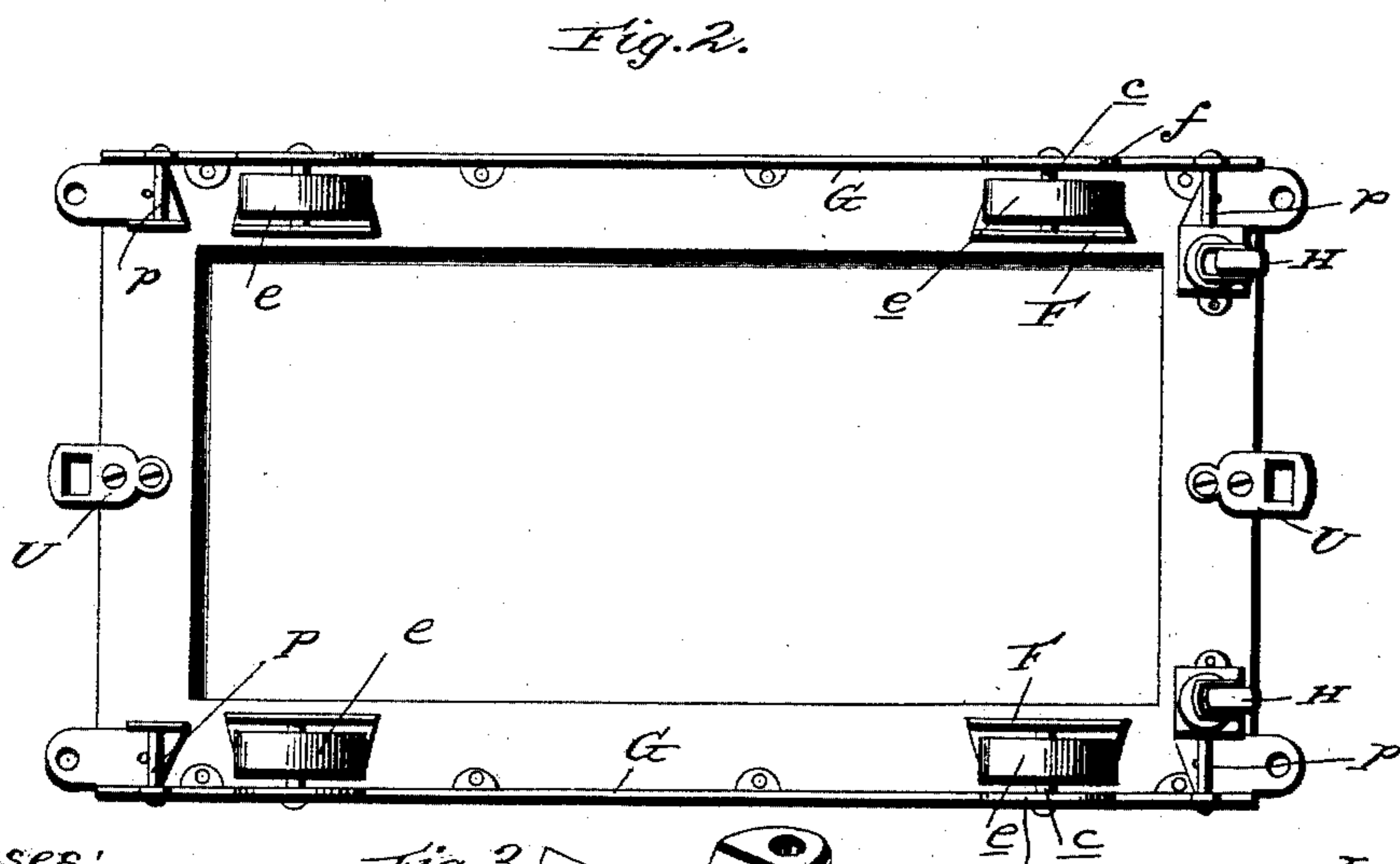
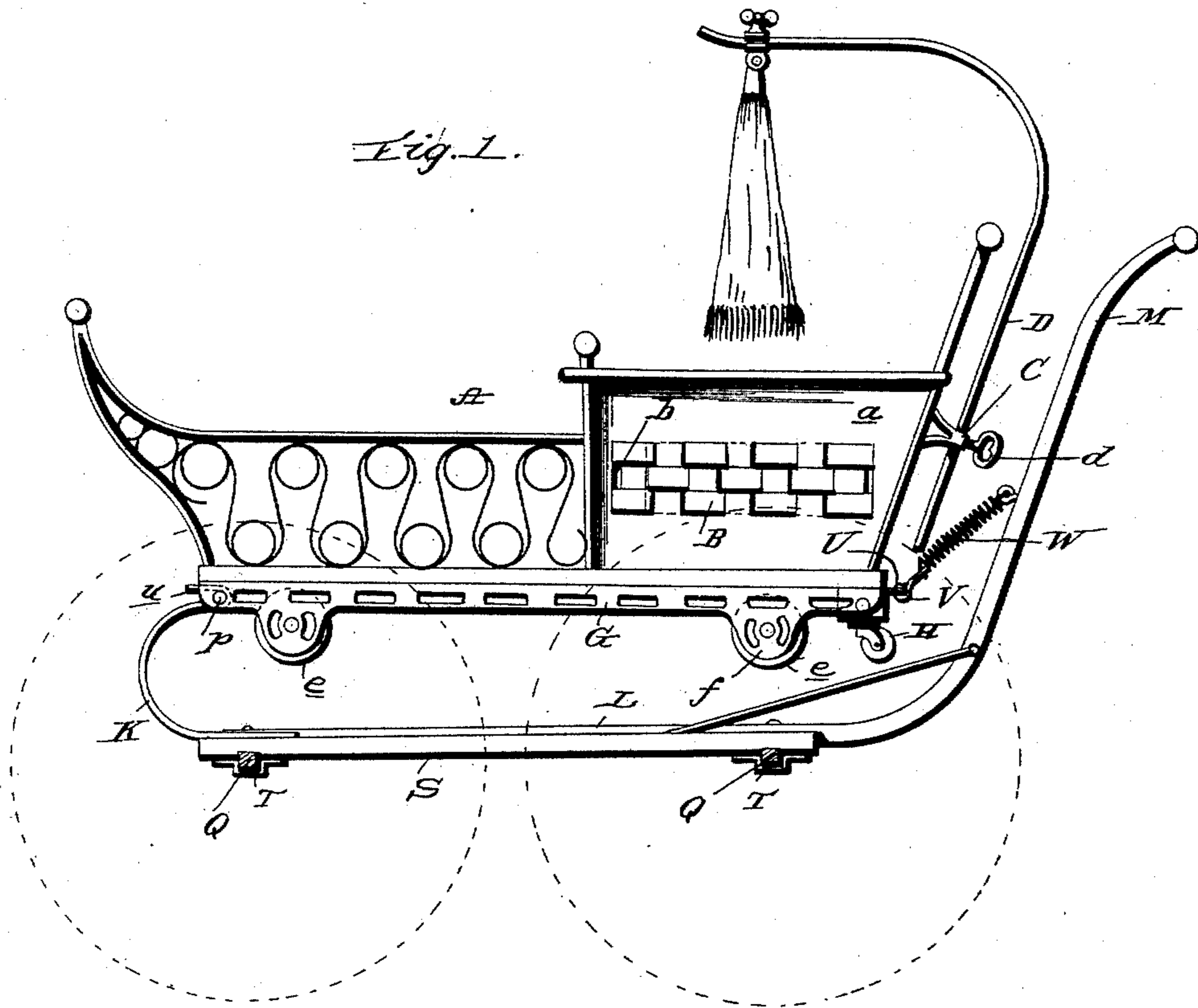
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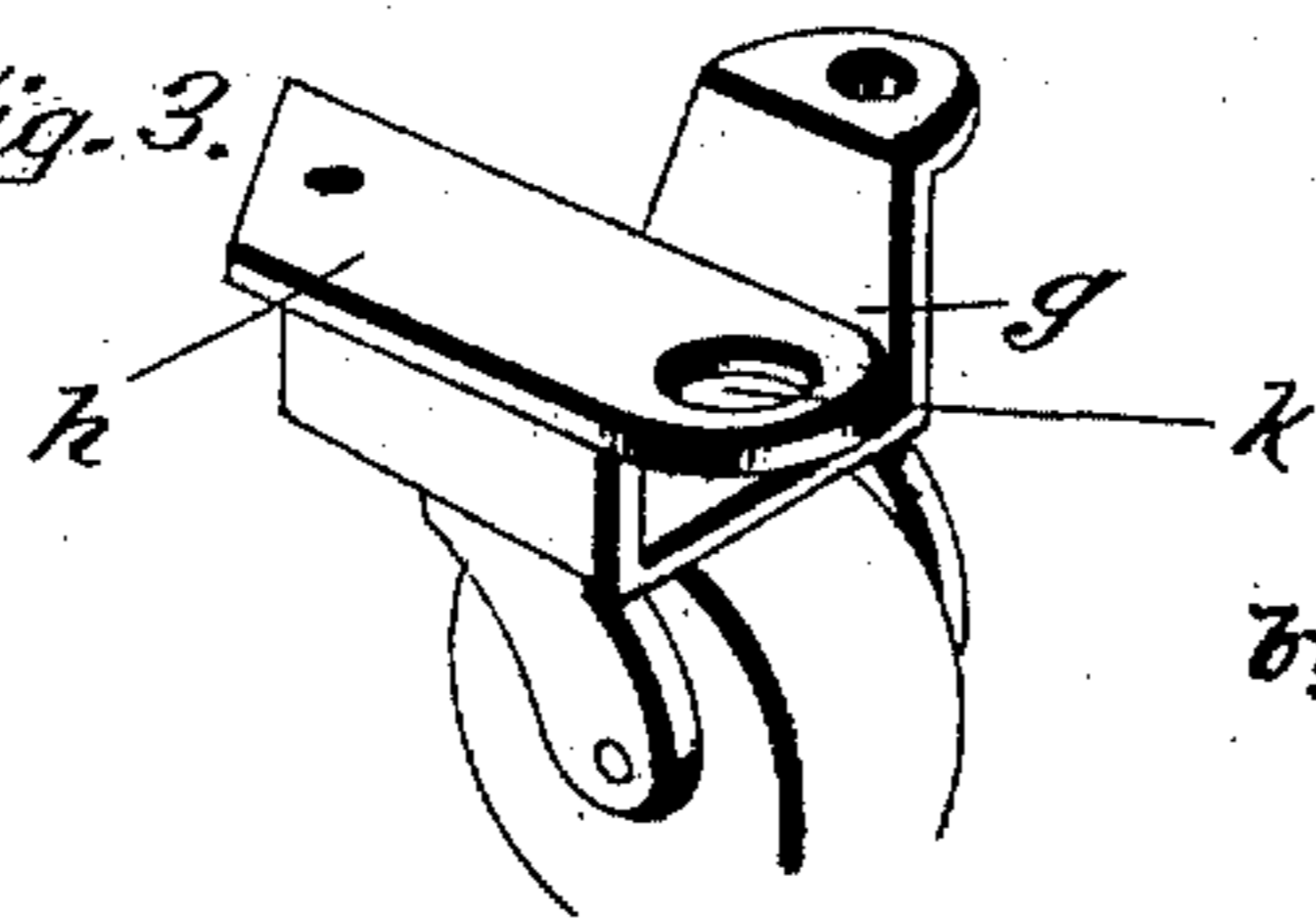
M. HERZ.  
BABY CARRIAGE.

No. 468,342.

Patented Feb. 9, 1892.



*Fig. 3.*



Witnesses:  
*C. H. Gauder*  
*W. F. Matthews.*

Inventor  
*Martin Herz.*  
by *James Sheehy*  
Attorney

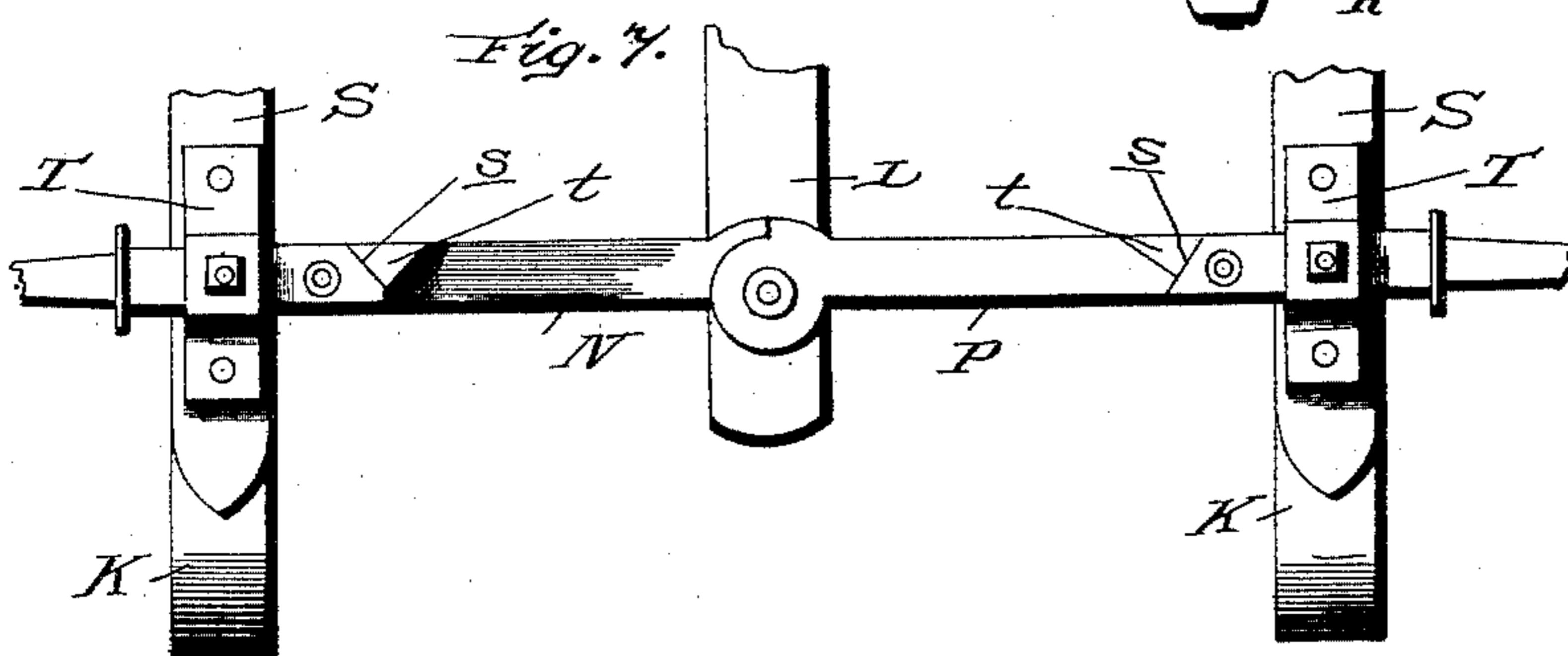
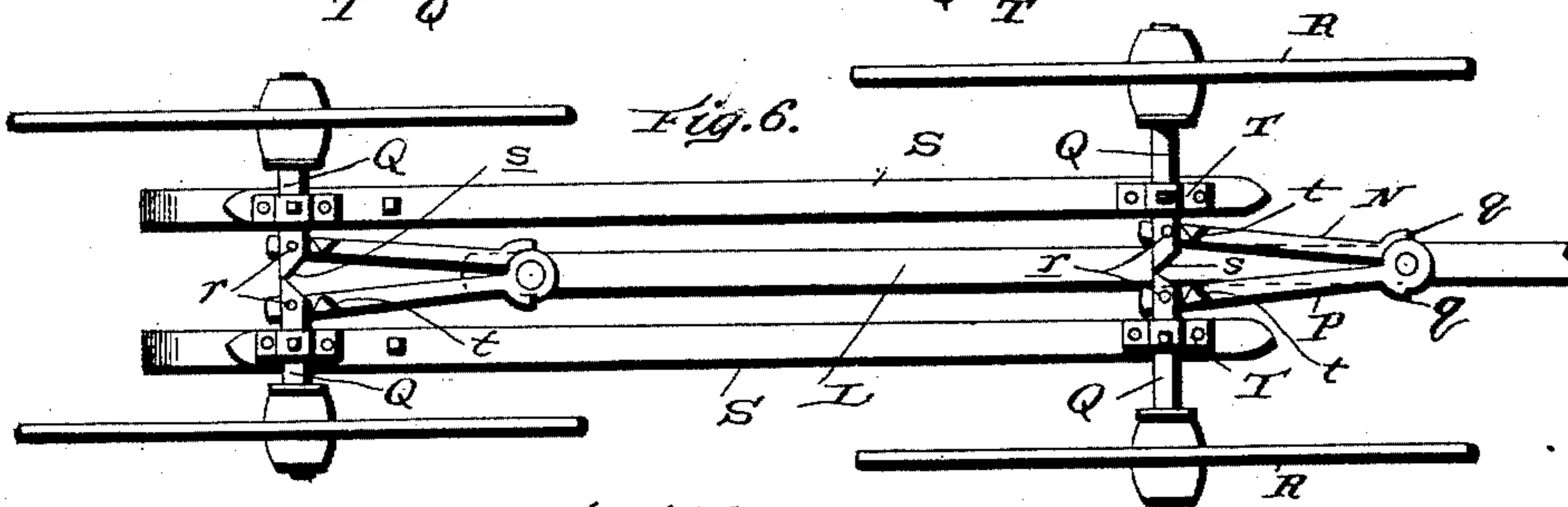
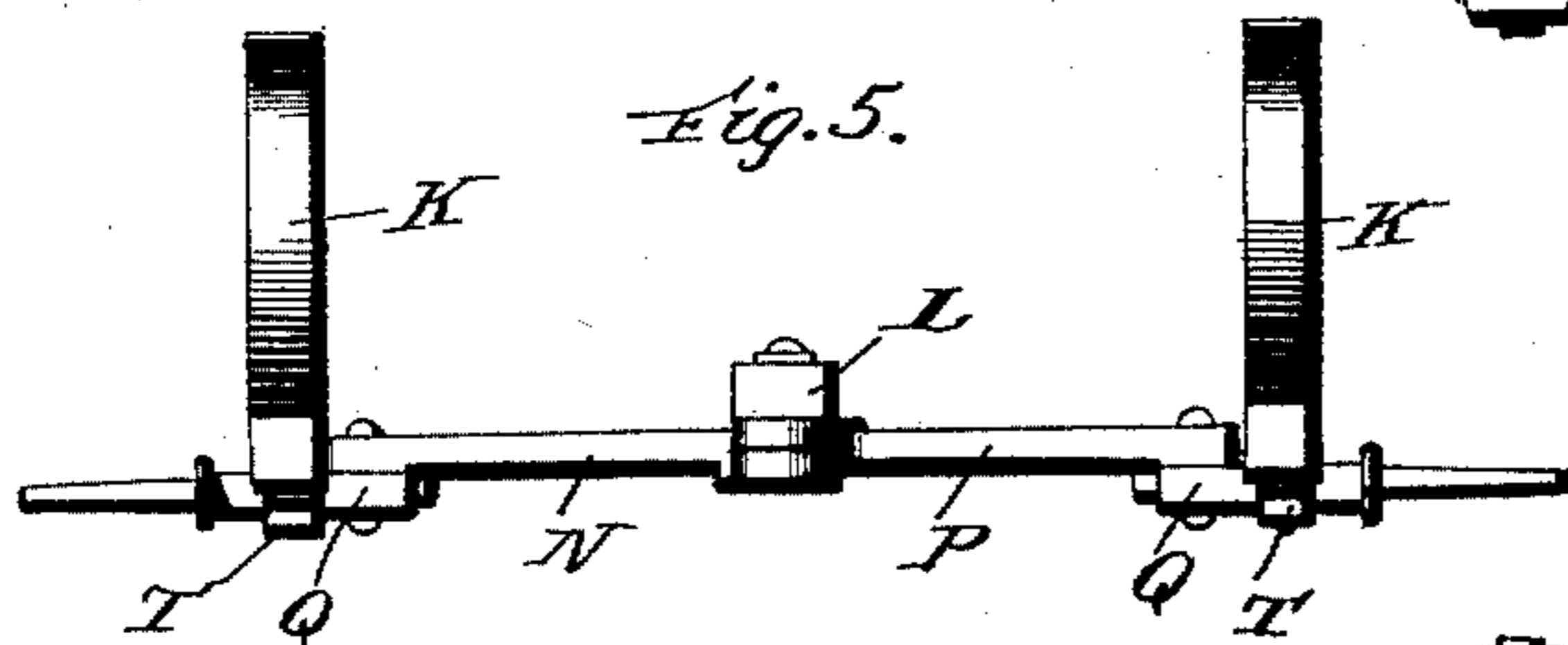
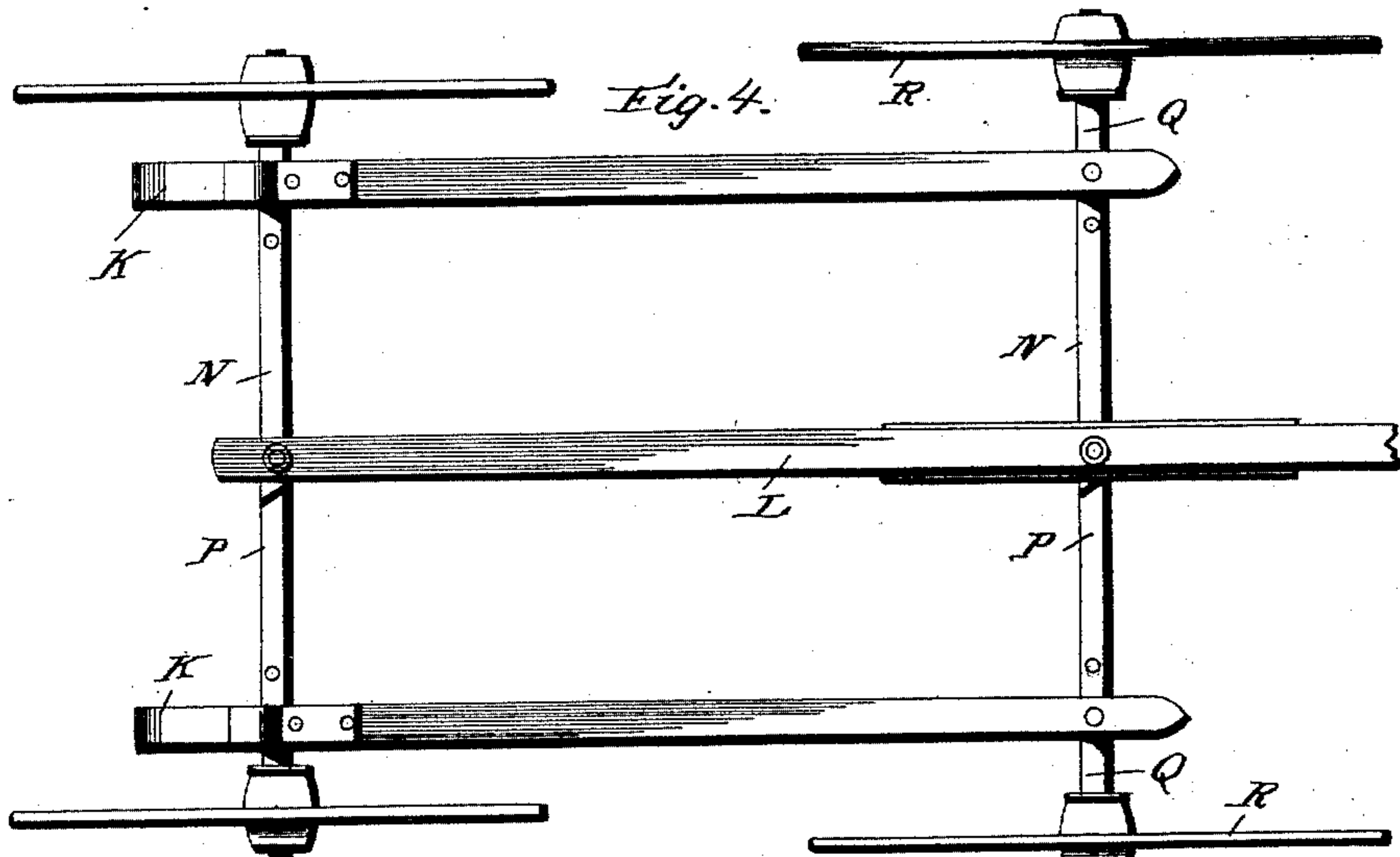
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Witnesses:  
C. H. Paeder  
H. F. Matthews.

Inventor  
Martin Herz  
by James Sheehy  
Attorney

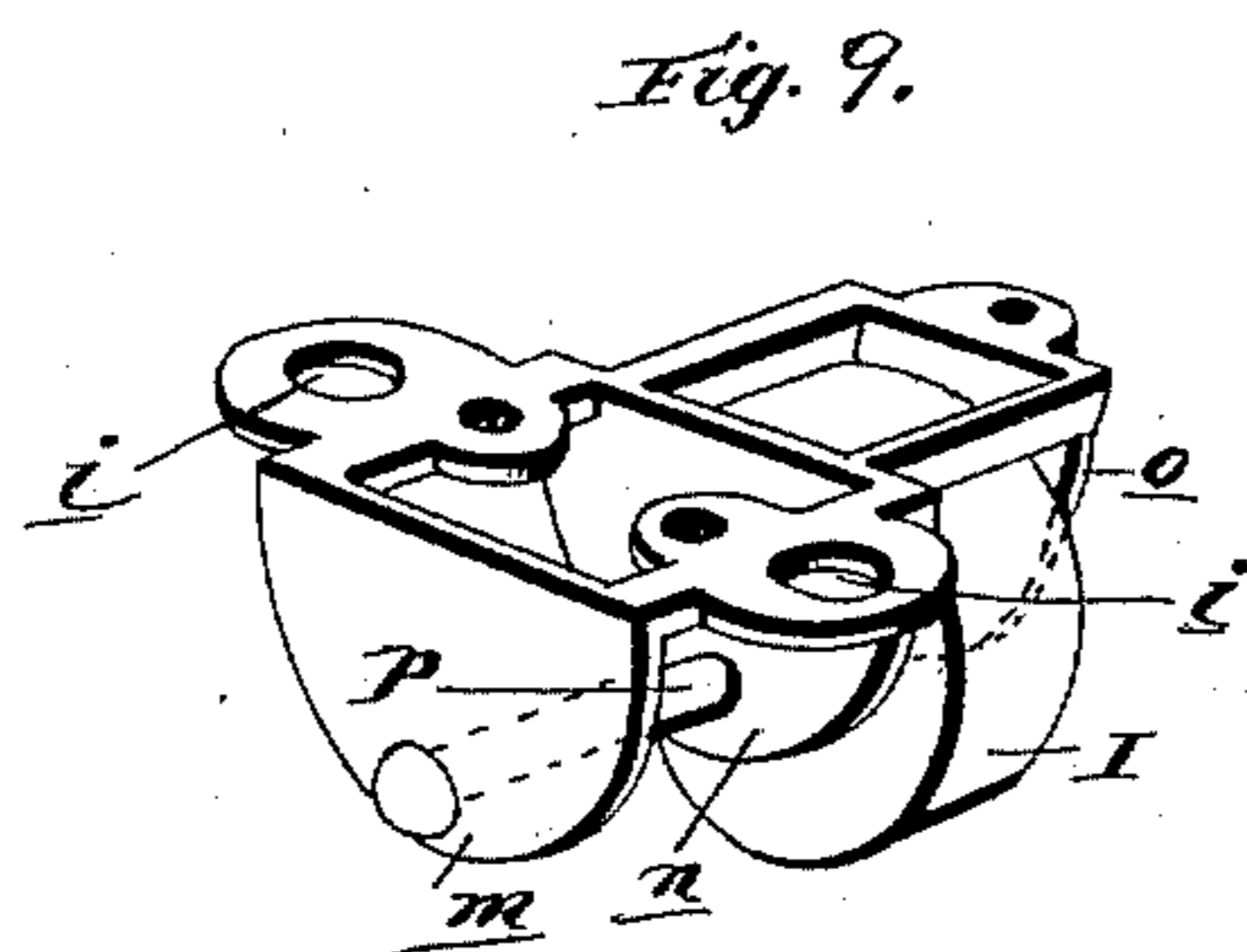
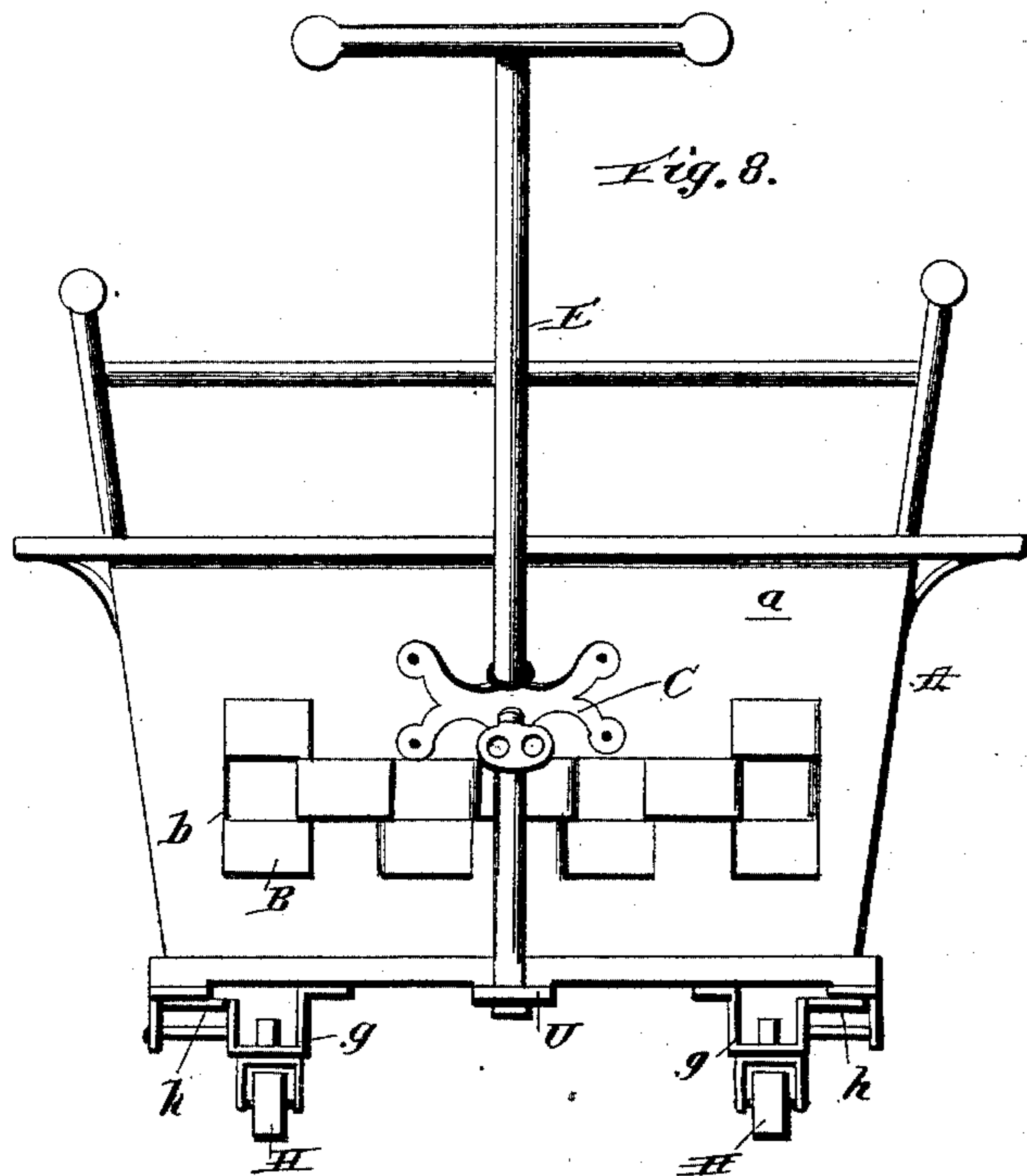
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3 Sheets—Sheet 3.

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BABY CARRIAGE.

No. 468,342.

Patented Feb. 9, 1892.



Witnesses:  
C. H. Raeder  
N. F. Matthews.

Inventor  
Martin Herz.  
by James Sheehy  
Attorney

# UNITED STATES PATENT OFFICE.

MARTIN HERZ, OF NEW YORK, N. Y.

## BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 468,342, dated February 9, 1892.

Application filed October 2, 1891. Serial No. 407,505. (No model.)

*To all whom it may concern:*

Be it known that I, MARTIN HERZ, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Baby-Carriages; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates, generally, to improvements in baby-carriages or perambulators of that class capable of being converted from a high carriage to a low-down wagon or trundle.

The invention has for its object, among other things, to provide a running-gear which may be folded into a comparatively flat contour, so that when the body of the carriage has been removed for house use the running-gear may be conveniently placed away in a closet or the like and occupy but little space.

The invention further has for its object, together with cheapness of manufacture, the adaptation of devices for the adjustable attachment of a parasol rod or support and the interchangeable reception of a removable handle for the body when used as a trundle or wagon.

The invention also has for its object the enhancement of the beauty of the body or basket by providing the same with strips of celluloid, which may be of various colors, according to the fancy, in imitation of ribbons, such as commonly employed in rattan and other bodies, said celluloid being applied in the manufacture of the carriage, as its removal by the purchaser becomes unnecessary owing to the fact that when it becomes soiled it may be cleansed by a wet cloth or the like.

A further object of the invention is the economical and durable means which I provide for securing the body to the running-gear, so that the child therein may be allowed to be placed face or back to the direction of travel, which is very desirable in windy or sunny weather.

Other objects and advantages will appear from the following description and claims, when taken in connection with the accompanying drawings, in which—

Figure 1 is a side elevation of my improved carriage with one set of wheels removed and their axles in section. Fig. 2 is an inverted plan view of the body with the gear removed. Fig. 3 is a perspective view of one of the castings for sustaining the caster-rollers with a roller therein. Fig. 4 is a top plan view of the gearing removed from the body and showing the same in its normal position. Fig. 5 is a front elevation of the gear with the body removed. Fig. 6 is an inverted plan view of the gear in a folded position. Fig. 7 is an inverted plan view of one axle and springs with the reach and side bars partly broken away. Fig. 8 is a rear elevation of the body removed from the gearing to be used as a wagon or trundle. Fig. 9 is a perspective view of one of the castings, showing the same as a modification.

In the said drawings similar letters indicate corresponding parts throughout the several views, referring to which—

A indicates the carriage-body, which may be of wicker-work, rattan, or other suitable material, with the seat-box *a* preferably formed from wood-veneer or the like, although it may be formed from other suitable material. This seat-box is provided at suitable intervals with transverse vertically-disposed slots *b*, which are arranged in the sides and back, as shown.

B indicates strips of celluloid, which may be red, blue, or other suitable color; or, if desired, two or more colors may be used at the same time. These strips of celluloid B are laced in the slots *b* of the body, so as to have the appearance of ribbons, which are usually used to ornament a carriage. The back wall of the body is provided with a bracket C, having a vertically-disposed eye for the interchangeable reception of the parasol rod or holder D and the handle E and carries a locking-screw *d*, as shown. The bottom of the body is provided on its under side and near opposite outer ends or corners with castings F, which are designed to serve the purpose of bearings for one end of a journal-rod *c*, carrying wheels or rollers *e*, the outer ends of which rods are supported in hangers *f*, secured to the longitudinal edges of the body, as shown, and for the sake of ornamentation

a depending strip *G* of metal, which may be silver or nickel plated and of any fanciful design, is secured to the side edges of the bottom.

5 Journaled in castings at the rear corners of the body, on its under side, are caster-wheels *H*, which assume a greater altitude than the rollers or wheels *e*, so that the body must be tilted rearwardly before the caster-wheels  
10 will be brought into play, which are designed to serve as stops and guides for the easy turning of the trundle or wagon.

The castings in which the rollers *H* are journaled are better illustrated in Fig. 3 of  
15 the drawings and comprise a depending rectangular loop *g*, with an eye in its horizontal branch for the passage of the stem of the caster-wheel, and a lateral branch *h*, having an eye *k* for the reception of straps, strings,  
20 or other sustaining devices, as will be presently described.

A modification of this casting is illustrated in Fig. 9 of the drawings, by which I am enabled to dispense with a caster-wheel of the  
25 ordinary construction and employ a plain roller for a similar purpose. Referring more particularly to Fig. 9, it will be seen that I have provided three depending hangers *m*, *n*, and *o*, having aligned apertures for the recep-  
30 tion of a horizontal rod *p*, which is designed to serve the twofold function of an axle for the roller *I* and a means of connection with the springs *K*. This casting is also provided with holes for the reception of fastening-  
35 screws or the like, and is also provided with holes *i* at opposite ends, between the hangers *m* and *n*, for the attachment of straps, springs, or other devices for yieldingly sustaining the  
40 body on the frame at one end of the carriage, and by having these holes at opposite ends of the casting they may be used in a reverse manner or at either end of the carriage-body.

The running-gear is provided with a single reach *L*, which has one end curved rearwardly  
45 and upwardly and terminating in a handle *M*. Each axle is composed of two central sections *N* and *P*. These sections are jointed or pivoted at their inner ends to the reach *L*, and the joints are preferably elbow-joints hav-  
50 ing abutting shoulders *q*, so that when opened to their fullest extent by the forward movement of the reach they will assume transverse parallel positions. The outer ends of these sections *N* and *P* are pivotally connected, as  
55 shown at *r*, with the inner ends of the spindle-sections *Q* of the axles. These spindle-sections carry the supporting-wheels *R* and are secured to the under sides, near opposite ends of the side bars *S*, by means of clips  
60 *T*. The inner ends of the spindle-sections are beveled obliquely in opposite direction, as shown at *s*, which are designed when the running-gear has been opened to contact with a corresponding surface of beveled lugs *t*, fixed  
65 to or formed on the sections *N* and *P* at a

suitable distance from their pivotal connections with the spindle-sections of the axles. By this means it will be seen that by pushing the reach rearwardly and pressing the wheels toward each other the side bars may  
70 fold closely against the reach and the axles assume the positions shown in Fig. 6 of the drawings, while when this movement is reversed and the reach pushed forwardly the axles will be extended laterally and locked in  
75 the position shown in Fig. 7. The side bars *S*, which connect the spindle-sections of the axles, have secured to their forward ends upwardly and rearwardly bowed springs *K*, the upper ends of which terminate in hooks *u* to  
80 receive the rods *p* of the castings for the rollers *H*, although when these castings are arranged on the front under side of the body the caster-wheels are not of course employed.

The body is provided on its under side, in  
85 its longitudinal center, with slotted plates *U*, the slots of which project, respectively, from the front and rear ends of the body. The plate at the front end of the body is designed to receive a snap *V* on the lower end of a  
90 spring *W*, the opposite end of which is secured to a screw-eye or the like arranged on the handle portion of the reach for yieldingly sustaining said end of the body on the gear-frame when the body has been reversed, while the  
95 plate on the opposite end of the body not only serves to receive the snap, as described, but also receives and firmly seats the lower angular end of the handle-rod *E* when the body is used as a trundle, as better shown in Fig. 8  
100 of the drawings.

While I have shown and described the rear portion of the body as sustained by the springs *W*, yet it is obvious that straps or other suitable means might be employed, and when the  
105 ordinary folding frame having a double reach and double handle-bars is used the eyes on the ends of the castings carrying the rollers will serve to receive one end of said straps, which may be crossed, if desired, and the op-  
110 posite ends secured to the handle-bars.

In operation when it is desired to remove the body from the running-gear it is simply necessary to unhook the springs *K* from the  
115 rods *p* and detach the snap *V* from the slotted plate at the opposite end, when the body may be lifted off and placed upon the floor bearing upon its rollers *e*. The parasol-rod, which of course is not necessary to use in-  
120 doors, is then removed from the eye of the bracket *C* and the rod *E* passed through said eye and seated at its lower end in the slot of the rear plate *U*, after which the locking-screw  
125 *d* may be turned so as to secure said handle in the bracket, when the running-gear may be folded in the position shown in Fig. 6 of the drawings and placed away until it is desired to use the carriage outdoors again. As before mentioned, when it is desirable to have  
130 the child face the nurse or attendant the body

is placed upon the running-gear in a reverse manner, the snap taken into the slotted plate at the front of the body, and the springs K hooked into the rods or bolts *p* at the rear of the body.

Having described my invention, what I claim is—

1. A folding carriage-gear consisting, essentially, of two axles formed from the parts N and P, hinged at their inner ends and carrying the lugs *t* near their outer ends, the spindle-sections Q, having their inner ends cut obliquely to engage said lugs, the side bars secured to the spindle-sections, and the combined reach and handle pivotally connected at the inner joint of the respective axle-sections N and P and adapted to operate substantially as specified.

2. The combination, with the axles composed of two spindle-sections and two hinged inner sections pivoted at their outer ends to said spindle-sections, of the side bars secured to the spindle-sections, the bowed springs having their upper ends terminating in hooks and secured to the forward ends of the side bars, and a single reach pivotally connected to the hinged ends of the inner sections of the axles and terminating in a handle-bar, substantially as specified.

3. The carriage-body mounted upon rollers and also having caster-wheels or smaller rollers at its rear corners, in combination with the slotted plates at the front and rear side thereof, the springs having their upper ends terminating in hooks and secured to the frame of the running-gear, and a suitable means for connecting the springs to the body

and one of the slotted plates to the handle-bar, substantially as specified.

4. The casting having the three depending hangers, in combination with the rod or bolt passing through the same and adapted to sustain a roller between two of the hangers and also receive the hooked end of a carriage-spring, substantially as specified.

5. The casting described, formed from a single piece and having three depending hangers and also having the eyes at opposite ends of its top in a longitudinal plane, in combination with a bolt or rod passing through holes in the hangers and adapted to serve as a journal for a roller and also as a means for receiving the hooked end of a carriage-spring, substantially as specified.

6. The carriage-body slotted, as described, in combination with the strips of celluloid laced in the slots, substantially as specified.

7. The removable body provided with rollers and adapted to be removed from the running-gear, in combination with the slotted plate at the rear lower side of the body, the bracket also secured to the rear side above the slotted plate and carrying a binding-screw, and the removable handle adapted to pass through the eye of the bracket and seat at its lower end in the slot of the plate, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

MARTIN HERZ.

Witnesses:

BERNARD ADLER,  
MARK C. ADLER.