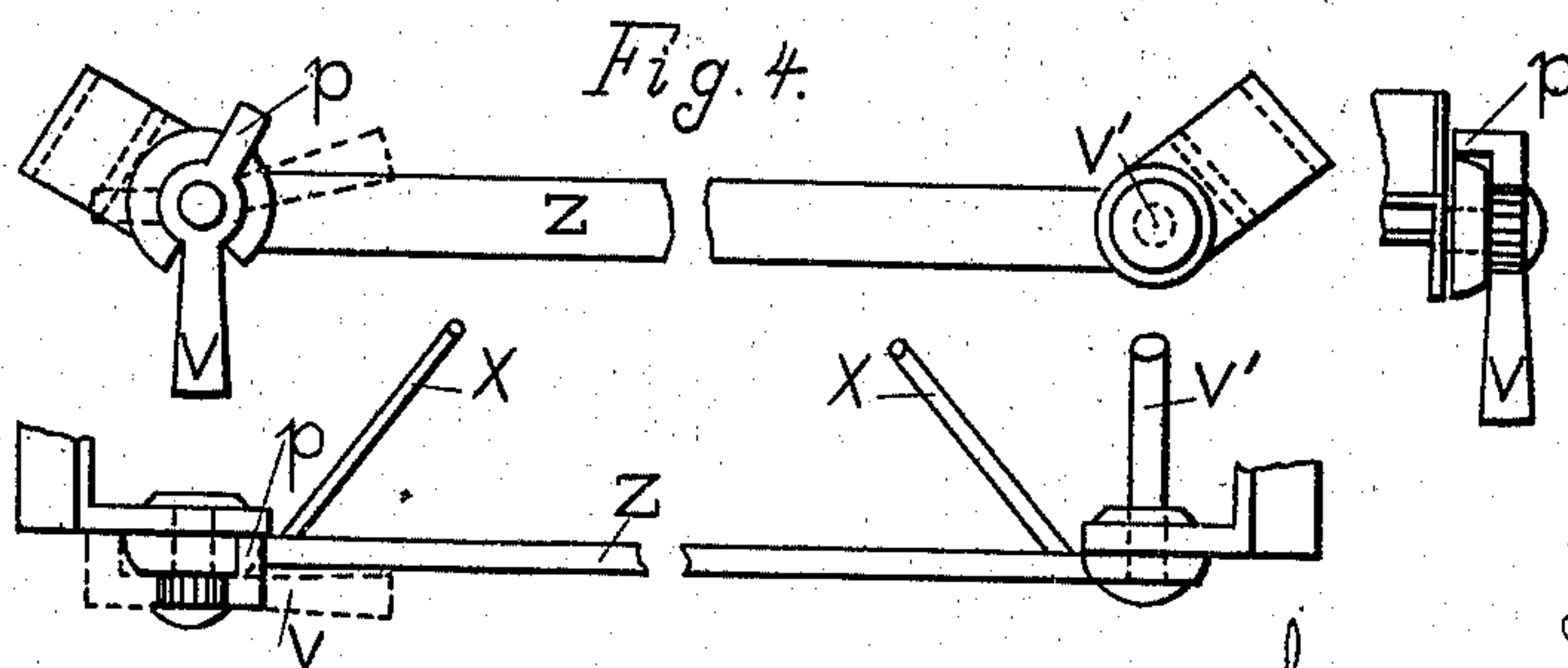
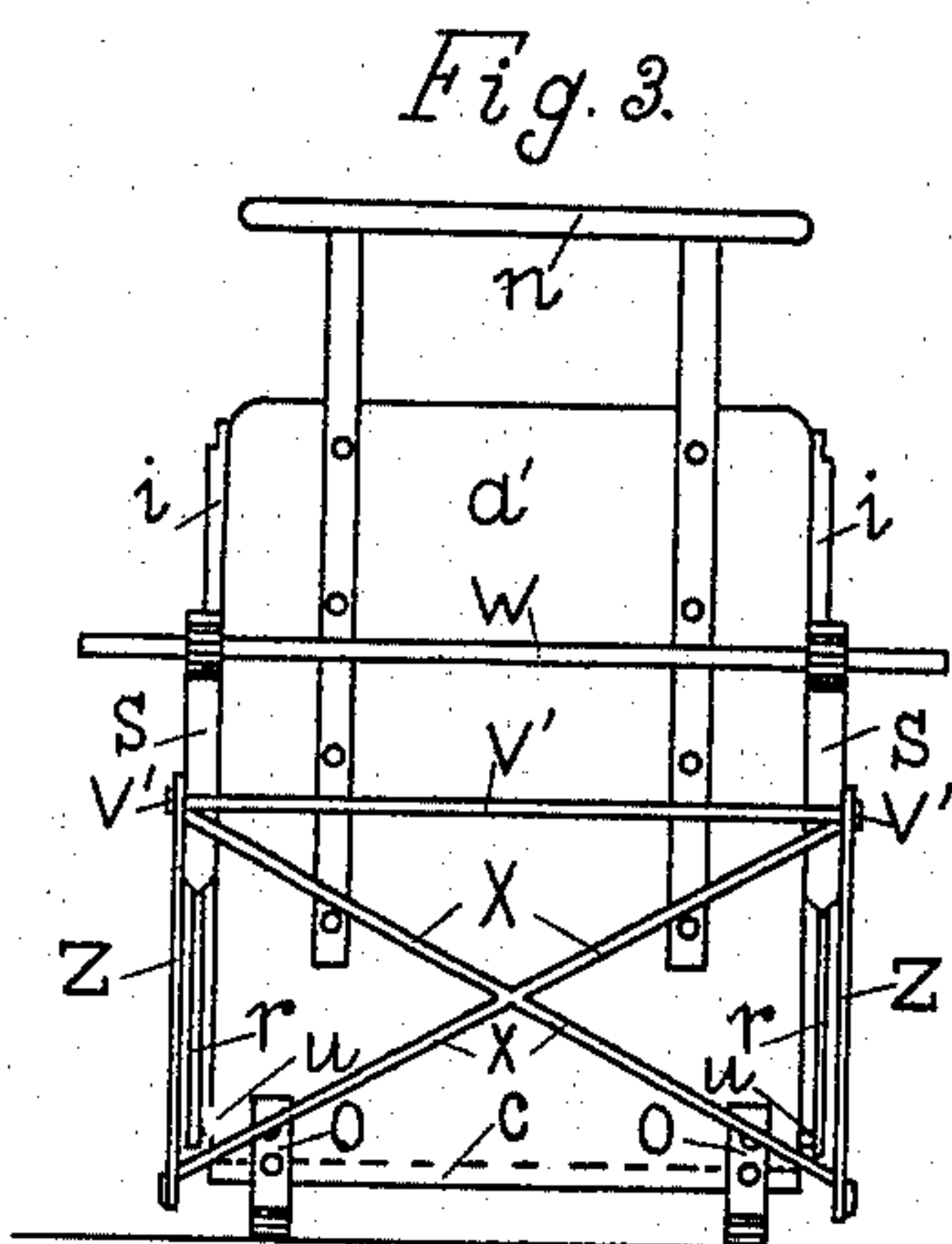
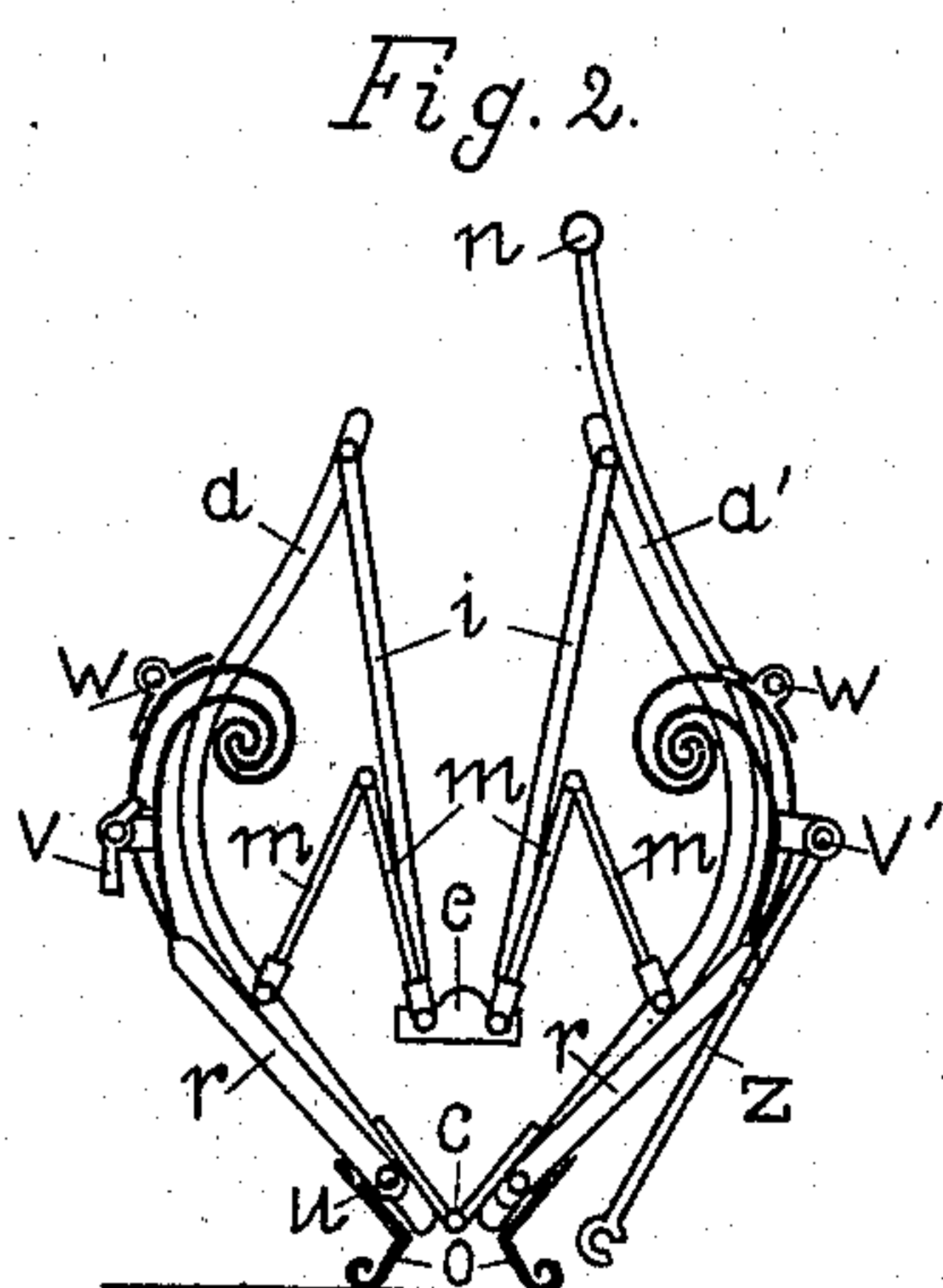
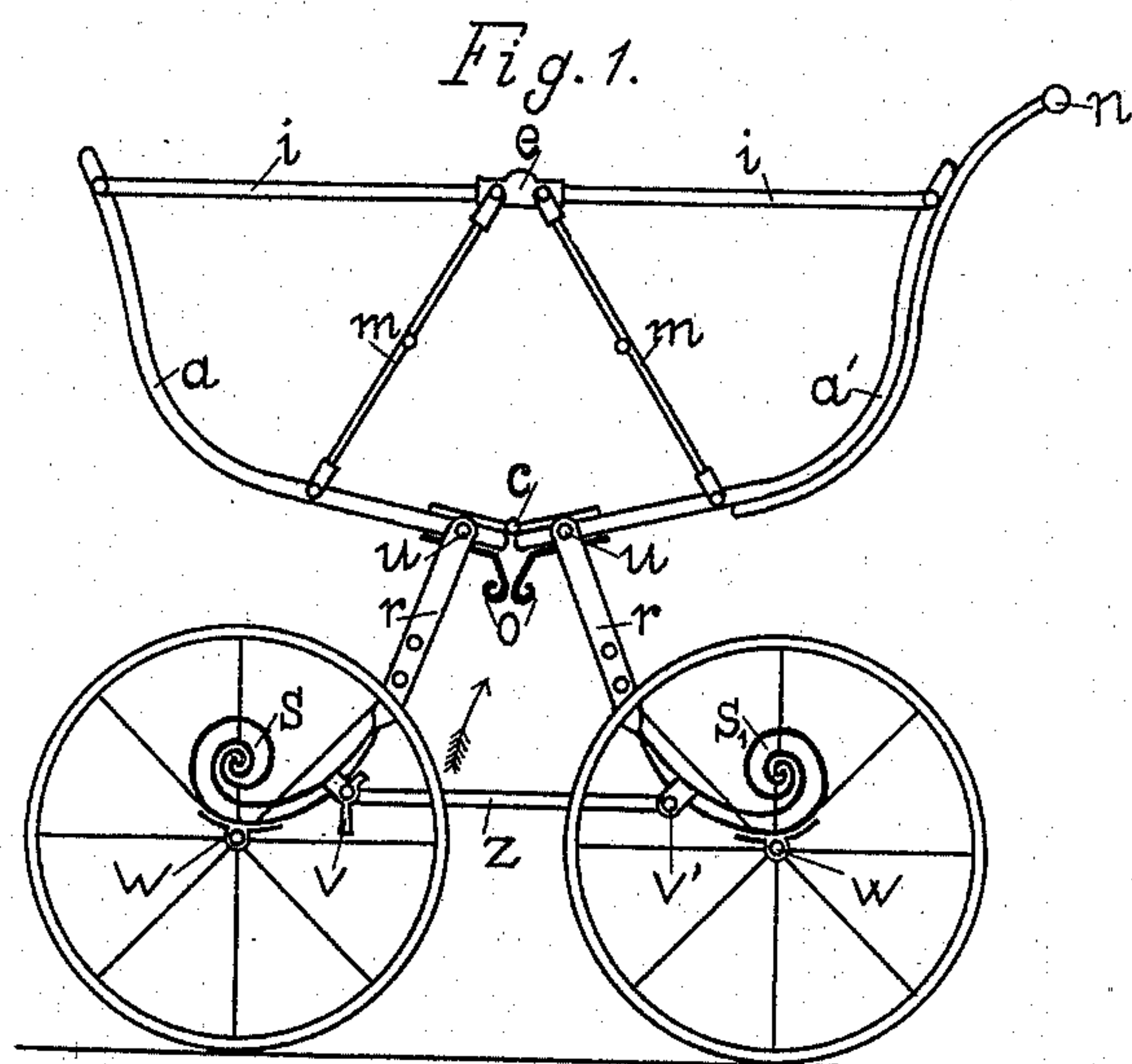


(No Model.)

H. NOELTE.  
CHILD'S CARRIAGE.

No. 565,631.

Patented Aug. 11, 1896.



Witnesses  
H. van Oldenmeel  
E. A. Scott

Inventor  
Hermann Noelte  
by *[Signature]*  
Attorneys



# UNITED STATES PATENT OFFICE.

HERMANN NOELTE, OF BERLIN, GERMANY.

## CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 565,631, dated August 11, 1896.

Application filed November 26, 1895. Serial No. 570,248. (No model.) Patented in Germany July 29, 1895, No. 44,386, and in England September 3, 1895, No. 16,514.

*To all whom it may concern:*

Be it known that I, HERMANN NOELTE, a citizen of Prussia, residing at Hallesches Ufer 21, Berlin, S. W., Germany, have invented certain new and useful Improvements in Children's Carriages; and I do hereby 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 has been patented in Germany July 29, 1895, No. 44,386, and in England No. 16, 514, September 3, 1895.

This invention relates to a child's carriage adapted to be collapsed or folded, and is therefore especially adapted for carrying up stairs, for shipping purposes and the like.

In the drawings, Figure 1 shows a profile view of the same ready for use. Figs. 2 and 3 show the carriage when folded. Fig. 4 shows details of the apparatus for steadying and fixing the wheel-frame on an enlarged scale.

The front and rear sides, as well as the bottom of the carriage, are formed by the basket walls  $a a'$ , hinged at  $c$ , and made of twisted bamboo or osier. The side walls are made of cloth, oil-cloth, or some other flexible material fixed to  $a a'$ , and to the top supports  $i i$ . These side coverings have been omitted in the drawings for the sake of clearness.

When ready for use, the carriage-basket is held by the braces  $i i$  and  $m m$ , which are pivoted at each side of the carriage to the transverse piece  $e$ . When folded, these supports adopt the position shown in Fig. 2. In order to hold the parts of the basket  $a a'$  more rigidly the one against the other, I have provided the supporting-pieces  $o o$  at the bottom of the same, which serve at the same time as feet when the carriage is folded, Fig. 2.

The lower frame consists of the springs  $S S'$ , rolled of one piece and bent at ninety degrees at their parts  $r r$  in order to be fixed more easily to the basket-frame. These springs are linked to the carriage-basket at the point  $u$  in order that they can be folded upward around these pivots, Fig. 2.

The axles  $w w$ , it will be observed, are straight and are riveted to the springs. In order to fix the lower frame, the springs  $S S'$

are connected by the two braces  $Z Z$ , arranged at both sides of the carriage, linked at the point  $v'$  and attachable at the point  $v$  by means of a pendulum-lever. The pendulum-lever is provided at its upper shorter part with a catch  $p$ , which projects over the eye of the brace  $Z$ , so that the latter is prevented from movement upward, Fig. 4.

If the brace  $Z$  is to be thrown upward, the lever  $v$  is put in the position marked by dotted lines in the figure and the eye of the brace  $Z$  is free again. In order to prevent a lateral displacement of the frame, both braces  $Z$  and  $Z'$  are connected by the cross-braces  $x x$ , Fig. 3.

The wheels are provided with the coupled hubs and boxes, which can be removed very easily from the axles  $w w$  and be put in the folded carriage.

When it is desired to fold the carriage, the pendulum-lever  $v$  is first brought in the position shown by dotted lines in Fig. 4, the cross-braces  $Z Z X X$  are thrown upward in the direction of the arrow, the carriage sinks down upon the support-pieces  $o o$ , the supporting-braces  $i i m m$  are folded, the springs  $S S'$  are bent upward, and the carriage adopts the position indicated in Fig. 3, the wheels are removed and put in the carriage. Bed and bed-clothes are also put in the basket. The handle-bar  $n$  of the carriage serves at the same time as a handle for the basket. In order to prevent the basket from unfolding, a buckle or leather belt connects the parts  $a a'$  at the top.

I claim—

1. In combination, the body formed of sections pivoted centrally of the body to collapse vertically, the braces for holding the body-sections apart, the spring carrying the wheels and pivoted to the body-sections at or near the central pivotal point thereof, said springs adapted to move outward in collapsing and against the body-sections, the brace  $z$  between the springs and the wheels journaled at the ends of the springs, substantially as described.

2. In combination, the body-sections pivoted together centrally of the body, the springs pivoted to the body-sections near their pivotal point and extending downward and out-

ward therefrom, the wheel-axles carried by the springs, the brace *z* pivoted to one spring and detachably engaging the other and the locking-lever *v* for securing the free end of  
5 the brace, substantially as described.

3. In combination, the centrally-pivoted body-sections, the collapsible springs adapted to fold up against the outer sides of the body when collapsed, and the brackets *o, o*, depend-

ing from the body-sections at the pivotal joint *ro* thereof, substantially as described.

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

HERMANN NOELTE.

Witnesses:

W. BESCHETZNICK,  
ERNST WULFF.