

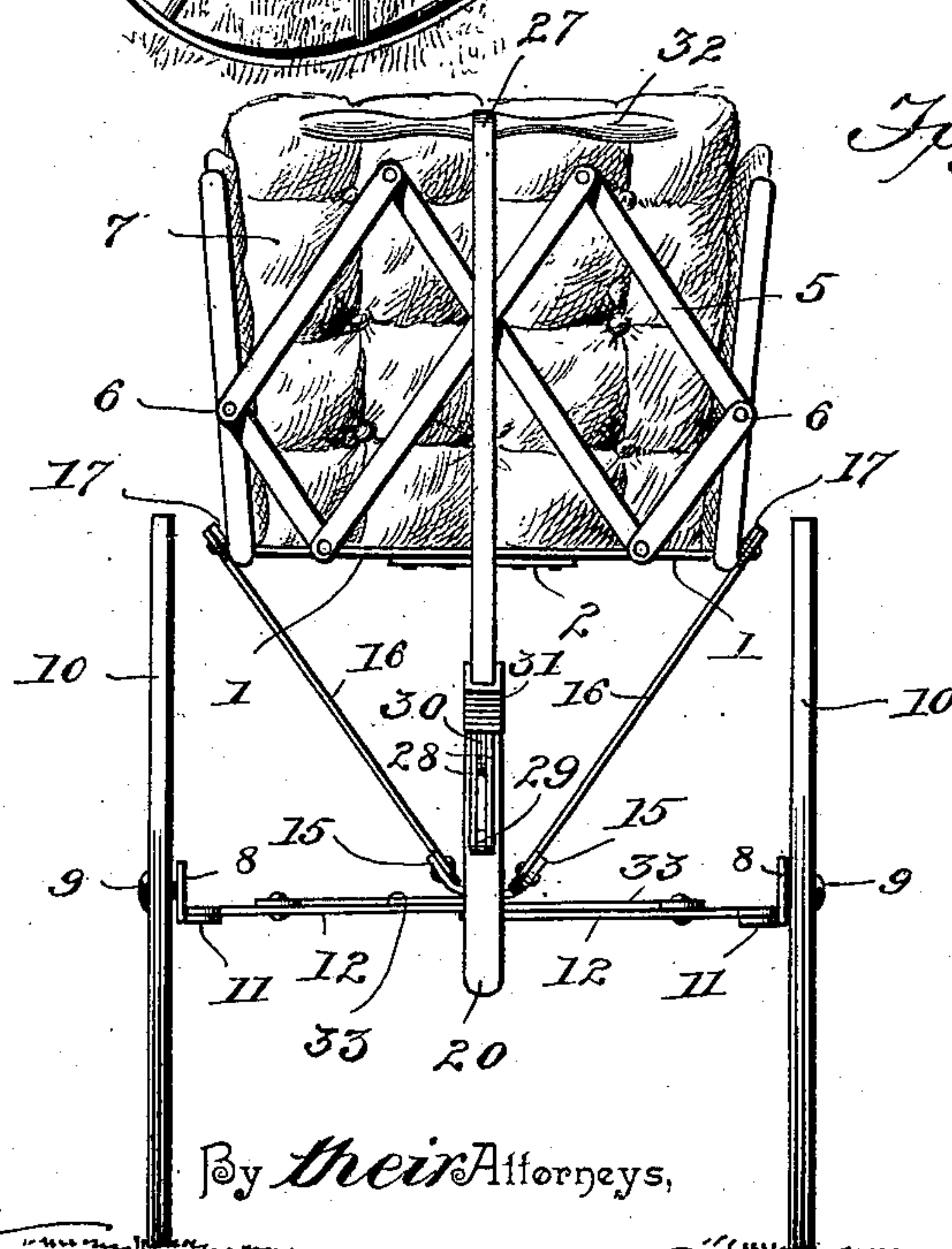
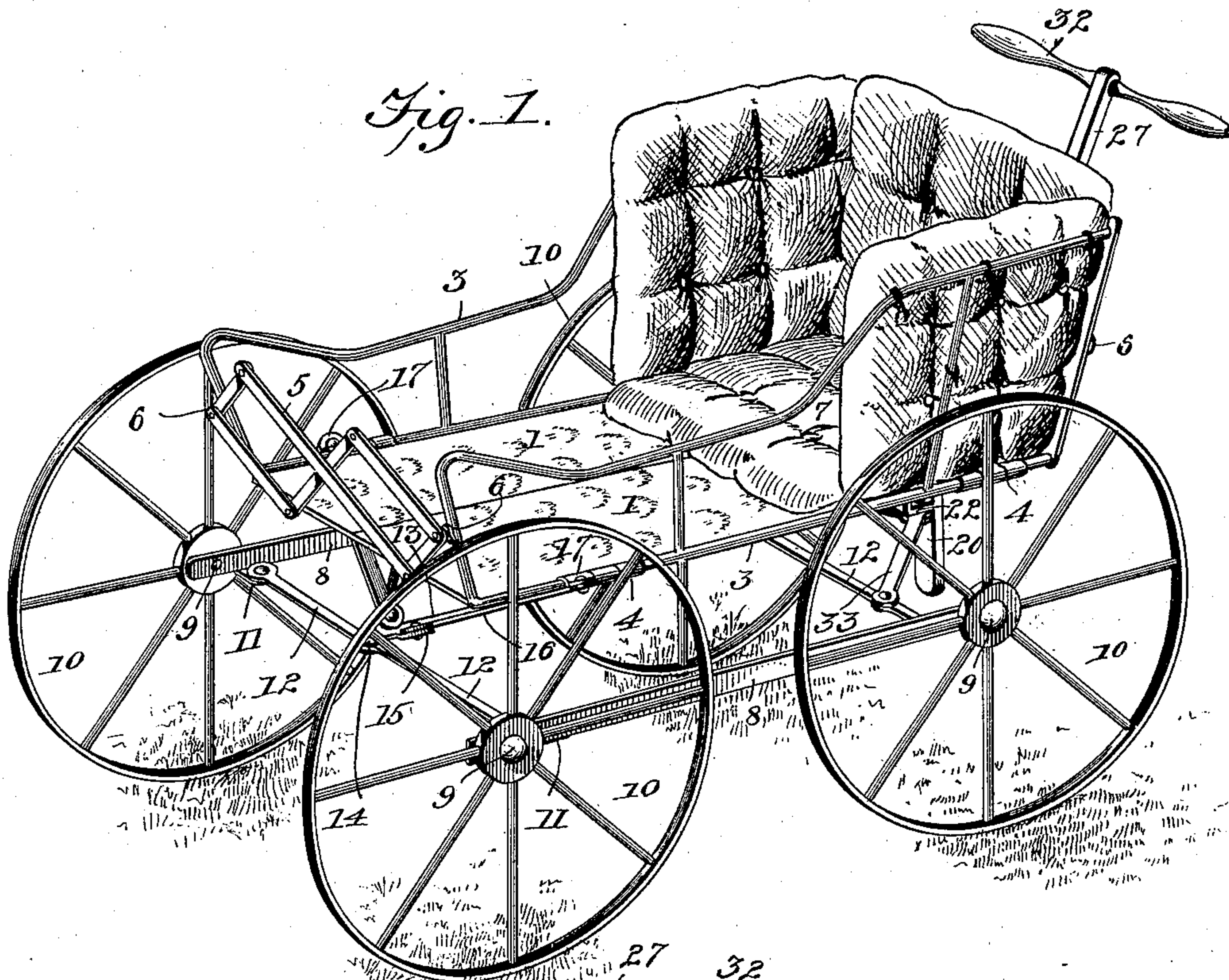
(No Model.)

2 Sheets—Sheet 1.

J. C. CRAIG & W. TAYLOR.
FOLDING BABY CARRIAGE.

No. 592,079.

Patented Oct. 19, 1897.



Witnesses

Edmond
Edwin Cruise.

By *their* Attorneys,

CA Snow & Co.

Inventors
James C. Craig
William Taylor

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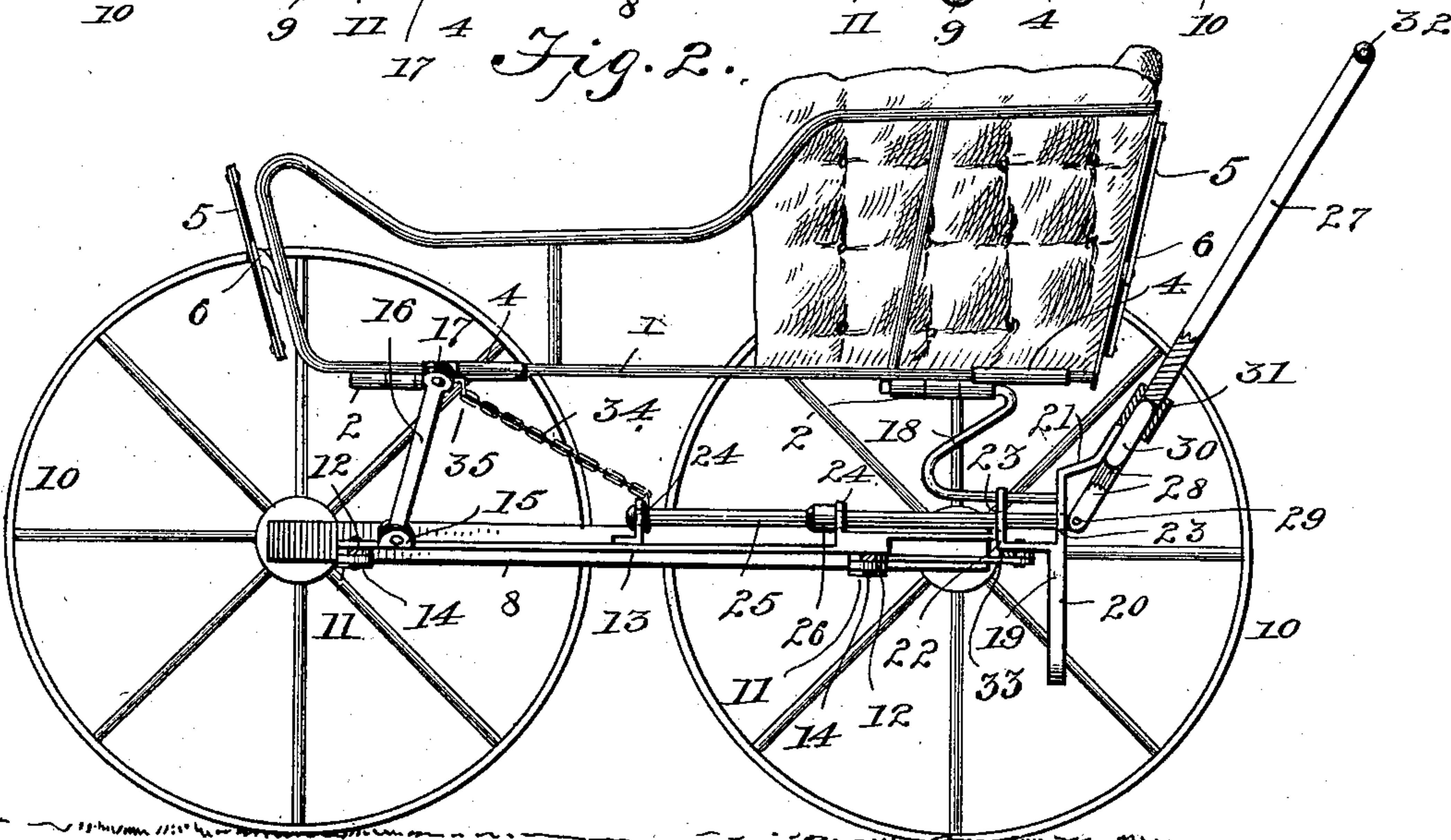
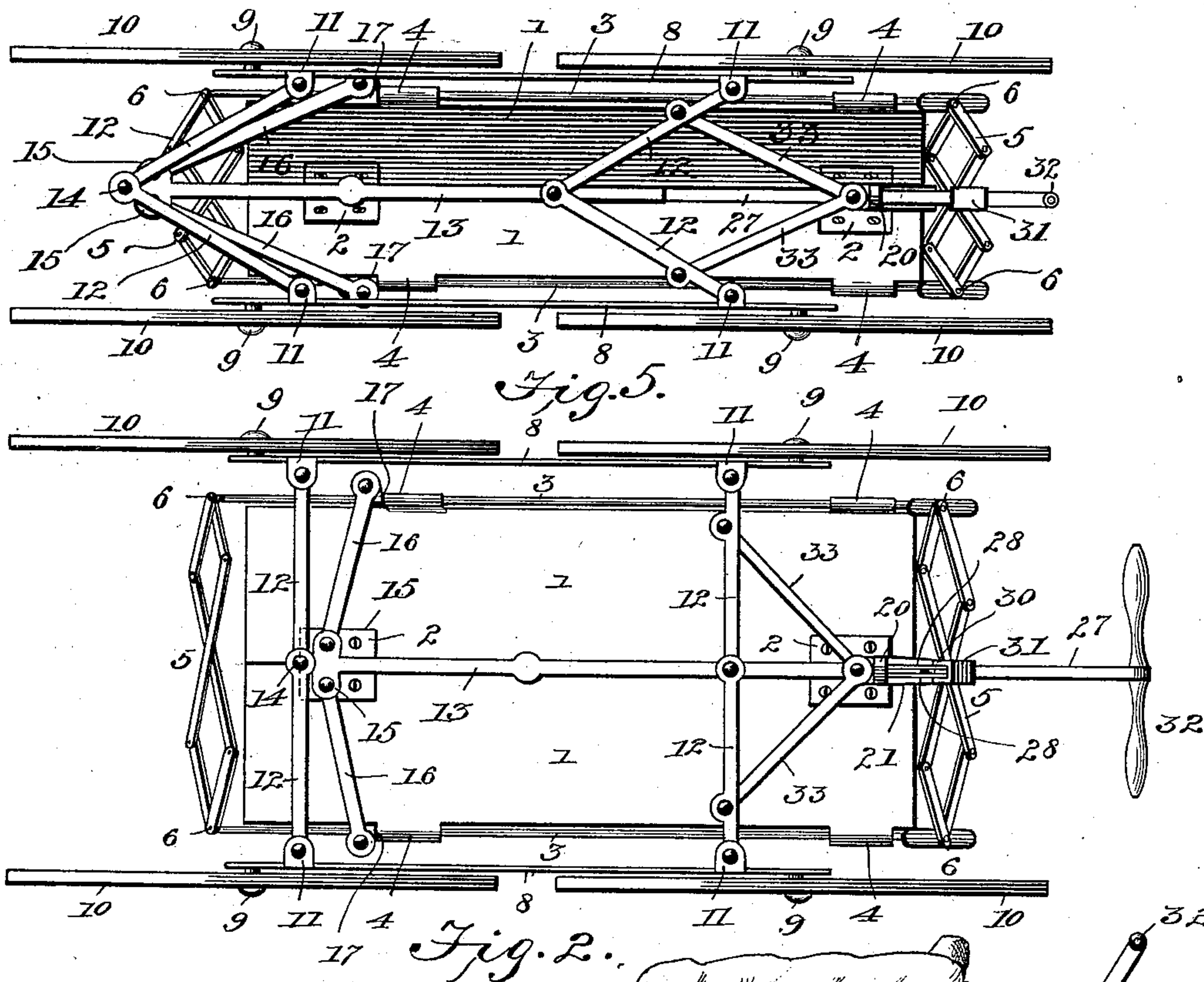


Fig. 4.

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UNITED STATES PATENT OFFICE.

JAMES CUSHNIE CRAIG AND WILLIAM TAYLOR, OF SALT LAKE CITY, UTAH.

FOLDING BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 592,079, dated October 19, 1897.

Application filed May 15, 1897. Serial No. 636,660. (No model.)

To all whom it may concern:

Be it known that we, JAMES CUSHNIE CRAIG and WILLIAM TAYLOR, citizens of the United States, residing at Salt Lake City, in the county of Salt Lake and State of Utah, have invented a new and useful Folding Baby-Carriage, of which the following is a specification.

The invention relates to baby-carriages adapted to be folded together in a longitudinal direction, in order that they may be in a compact form for storage or transportation.

The object of the invention is to improve the construction of carriages of this class in order that the folding or opening may be quickly and easily accomplished.

With this and other objects in view the invention consists in the several details of construction, combination, and arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings, Figure 1 is a front perspective view of the carriage open. Fig. 2 is a bottom plan view. Fig. 3 is a rear elevation. Fig. 4 is a side elevation, the wheels and side-bar of the running-gear being removed on one side of the carriage. Fig. 5 is a bottom plan view of the carriage partially folded.

Similar reference-numerals indicate similar parts in the several figures.

The bottom of the carriage-body is formed of two sections 1, hinged together at their meeting edges, as indicated at 2, in such manner that the sections will fold downwardly and inwardly.

3 indicates the sides of the body, which may consist of any suitable open framework, or they may be solid, as preferred. The lower edges of the sides are hinged to the outer edges of the bottom, as indicated at 4. The ends 5 of the carriage-body consist of lazy-tongs frames, which are pivoted at each end to the respective ends of the sides, as indicated at 6. The sides of the frame may be upholstered in any suitable manner. Each of the bottom sections may be covered with any suitable material.

The seat-cushion is indicated by 7 and is removable in order that it may not interfere with the folding of the carriage.

The running-gear consists of the side bars 8, from each of which the pins 9 project and

which pins serve as axles for the wheels 10. Each bar is provided near its ends with inwardly-projecting ears 11, and to these ears the links 12 are pivoted at their outer ends. The inner ends of each pair of links are pivoted together, as indicated at 14, and to a bar 13, which extends centrally of the carriage in a longitudinal direction. At the front end of the bar 13, and just in the rear of its pivotal connection to the front pair of links 12, ears 15 extend upwardly at an obtuse angle, and to these ears the links 16 are pivoted at their lower ends and the upper ends of the links are pivoted to ears 17 on the sides of the carriage-body.

18 indicates an S-shaped spring, the upper end of which will preferably form the pintle of the rear hinge 4, which connects the sections of the bottom of the carriage-body together. To the lower end of the S-shaped spring a casting 19 is rigidly secured. This casting consists of the vertical bar 20, the upper end of which is bent rearwardly at an obtuse angle, as indicated at 21. An angle-bar 22, which is integral with the vertical bar 20, extends forwardly of the said bar, and the vertical arm of this angle-bar, as well as the bar 20, is provided with rectangular alining openings 23, which openings are somewhat wider in a lateral direction than they are in the vertical direction, for a purpose to be hereinafter referred to. The bar 13 is also provided with upwardly-projecting ears 24, which are perforated, and a rod 25 is supported in the perforations in the ears 24 and in the rectangular openings 23 to have longitudinal movement therein. The rod is provided with an enlargement 26, which is adapted to engage the front and rear ears 24, respectively, to limit the sliding movement of said rod in a forward or backward direction.

27 indicates the handle, which is rectangular in cross-section and bifurcated at its lower end to form two arms 28 in order to straddle the reduced end of the rod 25 and to which it is pivoted, as indicated at 29. The handle is somewhat wider in one direction than it is in the other in order to correspond to the shape of the rectangular openings 23, and it can therefore only slide through such openings when turned in the proper position. The upper bent end 21 of the bar 20 is provided

with a rearwardly-projecting lug 30, adapted to fit into the space between the arms 28, and 31 indicates a sliding collar on the handle 27, adapted to slide down over the lug 30 and thereby lock the handle to the lug. When in this position, the handle is in the proper position to propel the carriage. The upper end of the handle is provided with a handle-bar 32 in the usual manner.

33 indicates links, which are pivoted to each other and to the horizontal member of the angle-bar 22 at one end, and the other ends of these links are pivotally connected to the pair of links 12 at the rear end of the carriage.

34 indicates a chain which is connected at its upper end to a lug 35 on the pintle of the front hinge 4 and at its lower end to the ring 36, which fits loosely on the sliding rod 25 and is adapted to engage the front ear 24 when the carriage is open.

In order to fold the carriage, the sliding collar 31 must be moved up on the handle sufficiently to disengage it from the lug 30, when the handle may be swung down into a horizontal plane. The handle is then given a quarter-turn in order to bring it into the proper position to enable it to slide through the rectangular openings 33, when by grasping the downwardly-projecting part of the vertical bar 20 and pushing on the handle the several links as well as the sections of the bottom of the carriage-body will be caused to fold toward each other and thereby bring the carriage into the position illustrated in Fig. 5, which shows the carriage partially folded, it being, of course, understood that the seat-cushion 7 has been previously removed.

It is obvious that by continuing the inward movement of the handle, the several links and these sections of the bottom of the carriage-body will fold together until the upholstering on the opposite sides of the carriage-body comes in contact, when the carriage will be in a very compact form and the handle-bar will be entirely within the wheels.

When the carriage is in its folded position and it is desired to open it, it is only necessary to pull on the handle 27 and apply an opposite pressure to the bar 20, when the carriage will readily be brought into its open position. The handle must then be given a quarter-turn and folded upward until it engages the lug 30, when by sliding the collar 31 down over the lug 30 the parts will be locked against movement and the carriage will maintain its open position.

In the movements just described it is of course to be understood that the casting 19 maintains its position and that the central bar 13 moves forwardly with the sliding rod 25 and the handle 27.

From the foregoing description it will be seen that the mechanism by which the folding and unfolding are effected is of an extremely simple character and requires but very little time to operate it.

The several parts constituting the folding

mechanism will preferably be made of aluminium or of steel, in order to insure sufficient strength to the several parts without having them of any considerable weight.

It will be understood that changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What we claim is—

1. In a baby-carriage, a body adapted to fold on a central longitudinal line, a running-gear consisting of two side-bars on which the wheels are journaled, pairs of links pivotally connected at one end to the ends of the side-bars and the links of each pair being pivotally connected to each other at their adjacent ends and to a movable bar extending centrally and longitudinally of the body, and links pivotally connecting the body to the running-gear, combined with a casting connected to the body, a sliding rod supported at its rear end in the casting and having a sliding connection with said central bar, and a handle pivotally connected at its lower end to the rear end of the sliding rod and adapted to have a sliding movement through the casting, substantially as described.

2. In a baby-carriage, a running-gear adapted to fold horizontally on a central longitudinal line, combined with a carriage-body consisting of a bottom formed of two sections hinged together at their front and rear ends, sides hinged to the bottom, and ends formed of lazy-tongs frames pivotally connected to the respective ends of the sides, links pivotally connected to the front ends of the sides and the front end of the running-gear, an S-shaped spring connected at its upper end to the body, a casting secured to the lower end of said spring, a sliding rod supported at its rear end in said casting and connected to the running-gear, and a handle pivoted to the rear end of the sliding bar and adapted to have a sliding movement through the said casting, substantially as described.

3. In a baby-carriage, a body the bottom of which is adapted to fold vertically on a central longitudinal line, a running-gear adapted to fold horizontally on a central longitudinal line, and links pivotally connected to the body and running-gear at their front ends, combined with a casting rigidly connected to the body at its rear end, and provided with an oblong rectangular opening, links pivotally connected to the running-gear and said casting, a sliding rod connected to the running-gear and extending through the said rectangular opening, a handle pivotally connected at its lower end to the rear end of the sliding bar, said handle being rectangular in cross-section and adapted to work through said rectangular opening when in a horizontal plane, and means to lock the handle, when elevated, to the casting, substantially as described.

4. In a baby-carriage, a body and running-

gear suitably connected together and adapted
to fold on a central longitudinal line, com-
bined with a casting rigidly secured to the
rear end of the carriage-body the upper end
5 of said casting being bent rearwardly, a lug
projecting rearwardly from said bent end, a
sliding rod connected to the running-gear and
supported at its rear end in said casting, a
handle having spaced arms at its lower end
10 pivoted to the rear end of the sliding rod and
adapted to receive said lug between them,

and a sliding collar on the handle to lock the
latter to the lug, substantially as described.

In testimony that we claim the foregoing as
our own we have hereto affixed our signatures 15
in the presence of two witnesses.

JAMES CUSHNIE CRAIG.
WILLIAM TAYLOR.

Witnesses:

SAM RANEY,
J. J. CORUM.