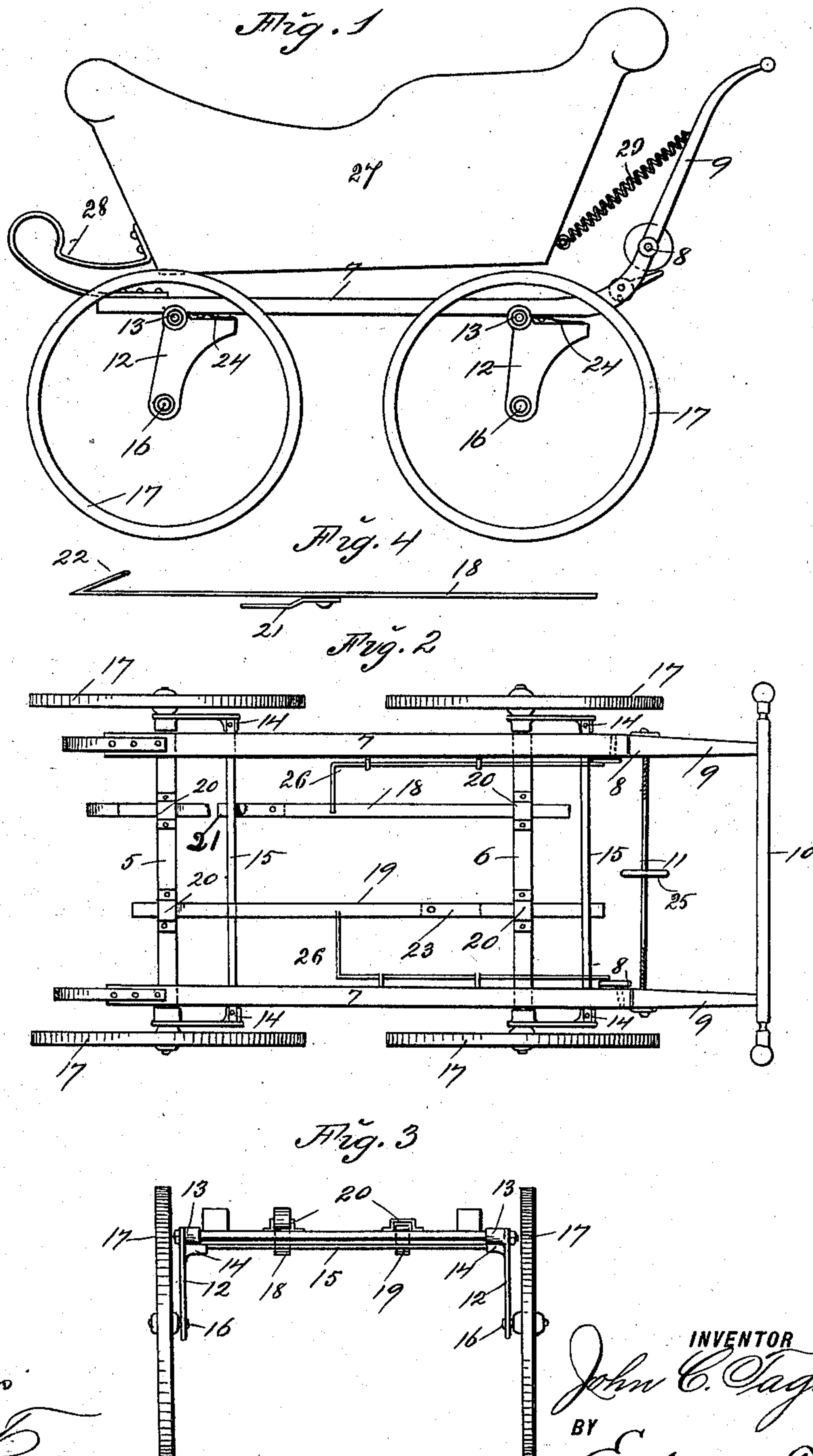


(No Model.)

J. C. TAGUE.
BABY CARRIAGE.

No. 598,210.

Patented Feb. 1, 1898.



WITNESSES

C. Nordfors
C. Gerst

INVENTOR

John C. Tague.

BY

Edgar S. Peters
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN C. TAGUE, OF NEW YORK, N. Y.

BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 598,210, dated February 1, 1898.

Application filed January 14, 1897. Serial No. 619,262. (No model.)

To all whom it may concern:

Be it known that I, JOHN C. TAGUE, a citizen of the United States, and a resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Baby-Carriages, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar
5 10 numerals of reference indicate corresponding parts wherever found throughout these several views.

This invention relates to baby-carriages and similar light vehicles; and the object of the invention is to provide a vehicle of this class with wheels which can be folded adjacent to the body portion of the vehicle whenever desirable in order to facilitate the shipping and storage of the vehicle; and with this and other objects in view the invention consists in the construction, combination, and arrangement of parts hereinafter described and claimed.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which—

Figure 1 is a side view of a baby-carriage made according to my invention; Fig. 2, a plan view thereof with the body removed; Fig. 3, a front end view of the construction shown in Fig. 2, and Fig. 4 a side view of a detail of the construction.

In the practice of my invention I provide a baby-carriage or other vehicle which comprises a main frame consisting of the forward axle 5, the rear axle 6, and the side-bars 7, which are rigidly secured to the axles, and secured to the rear ends of the side-bars 7 at 8 are upwardly and backwardly curved arms 9, which are connected at their upper and outer ends by a cross-bar 10, which constitutes the handle by which the vehicle is pushed or drawn, and said arms 9 are also preferably connected near their lower ends by a rod 11. I also provide four hangers 12, one of which is connected with each end of the axles 5 and 6, and said hangers are triangular in form, and the upper forward corners thereof are provided with inwardly-directed tubular hubs or heads 13, into and through which the ends of the axles project, and the rear upper corners of said hangers are provided with in-

wardly-directed shoulders or projections 14, which are connected by cross-rods 15, and the base of these triangular hangers is directed upwardly, and the lower ends of each are provided with spindles 16, on which the wheels 17 are mounted, said spindles being directed outwardly, as clearly shown in Fig. 3. As thus constructed it will be seen that the hangers 12 are free to swing on the ends of the axles 5 and 6, and the wheels 17 are mounted in the lower ends of said hangers, and I also provide sliding bars 18 and 19, which are mounted in suitable keepers 20, secured to the upper sides of the axles, and are free to slide therein, and the bar 18 is provided adjacent to the central portion thereof and on its under side with a spring-hook 21, which projects forwardly, and the bar 19 is provided near its rearward end and on the under side thereof with a spring-hook 23, which projects backwardly.

The rod 11, by which the lower ends of the arms 9 are connected, is provided with reverse screw-threads at its opposite ends, and said arms are hinged to the side-bars 7, and the ends of the rod 11 pass through and form a part of said hinges, and mounted on said rod is a wheel 25, by which said rod may be turned, and by means thereof the arms may be made rigid when desired or allowed to be raised or lowered; but my invention is not limited to this means for connecting the handle-arms with the side-bars 7 and any suitable devices may be employed for this purpose.

The sliding bars 18 and 19 are each provided with a rod 26, which extends backwardly and is connected with a crank-lever or similar device pivotally connected with the rear ends of the side-bars 7, and said rods 26 serve as means for operating the bars 18 and 19.

The body 27 is supported at its front end by springs 28, which project forwardly and which are connected with the forward ends of the side arms 7, and the rear end thereof is provided with spiral springs 29, which are connected with the upper portion of the arms 9, and by means of this arrangement the body 27 may be sprung lower or supported in a lower position than when the ordinary form of springs which are placed between the body

and the side-bars of the frame of the vehicle are employed.

Each of the hangers 12 is provided with a spring 24, secured to the upper side thereof, which is adapted to bear on the lower surface of the side-bars, and the operation will be readily understood from the foregoing description when taken in connection with the accompanying drawings and the following statement thereof.

The normal position of the hangers 12 and the wheels 17 is that shown in the drawings, and in this position the cross rod or bar 15, which connects the forward hangers 12, is held in place by the spring 21 on the under side of the bar 18, and the bar 15, which connects the rear hangers 12, is held in proper position by the rear end of the bar 19, and whenever it is desired to fold the wheels adjacent to the sides of the vehicle or the body portion thereof it is only necessary to pull the bar 18 backwardly, so as to release the spring 21 from the cross rod or bar 15, and then turn said cross rod or bar forwardly, and this operation will raise the forward wheels 17 and fold them adjacent to the sides of the body of the vehicle, and the sliding bar 18 is then pushed forwardly, so as to support the cross-rod 15 in this position. The sliding bar 19 is then pushed forwardly, so that the cross-rod 15 and the rear hangers will be disconnected therefrom, and said cross-rod is then turned downwardly and forwardly, which operation will raise the rear wheels or fold them adjacent to the sides of the body of the vehicle, after which the bar 19 is moved backwardly, so that the spring-hook 23, secured to the under side thereof, will engage with the cross-rod 15 and hold it in place or hold the wheels in the folded position.

This device is simple in construction and operation and perfectly adapted to accomplish the result for which it is intended, and it is evident that changes in and modifications of the construction herein described may be made without departing from the spirit of my invention or sacrificing its advantages.

The springs 24 exert a yielding pressure on the hangers when in the position shown in Fig. 1 and hold them steady, this pressure being exerted on the side-bars 7 and on the cross-rods 15, and any desired form of spring may be employed for this purpose.

Having fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A baby-carriage or other light vehicle, in which the wheels are mounted upon the lower ends of hangers, the forward upper corners of which are provided with hubs through which the ends of the axles pass, said hangers being adapted to be folded or turned so as to fold the wheels adjacent to the sides of the body of the vehicle, and said hangers being triangular in form, and being provided with cross-

rods by which they are connected, and the axles of the vehicle being provided with sliding bars, which are adapted to hold said cross-rods and said hangers in the desired position, substantially as shown and described.

2. A baby-carriage or other light vehicle, comprising a frame which consists of two horizontal side-bars, two axles secured thereto adjacent to the ends thereof, hangers mounted on the ends of the axles, wheels mounted on said hangers, said hangers being adapted to be folded forwardly so as to raise the wheels adjacent to the body of the vehicle, and each set of said hangers being connected by cross-rods by means of which the hangers may be folded, and sliding bars connected with the axles and adapted to operate in connection with said cross-rods for holding the hangers in the desired position, substantially as shown and described.

3. A baby-carriage or other light vehicle, comprising a frame which consists of two horizontal side-bars, two axles secured thereto adjacent to the ends thereof, hangers mounted on the ends of the axles, wheels mounted on said hangers, said hangers being adapted to be folded forwardly so as to raise the wheels adjacent to the body of the vehicle, and each set of said hangers being connected by cross-rods by means of which the hangers may be folded, and sliding bars connected with the axles and adapted to operate in connection with said cross-rods for holding the hangers in the desired position, and said hangers being provided with springs upon their upper sides which bear upon the side-bars of the frame, substantially as shown and described.

4. A baby-carriage or other light vehicle, comprising a frame which consists of two horizontal side-bars, two axles secured thereto adjacent to the ends thereof, hangers mounted on the ends of the axles, wheels mounted on said hangers, said hangers being adapted to be folded forwardly so as to raise the wheels adjacent to the body of the vehicle, and each set of said hangers being connected by cross-rods by means of which the hangers may be folded, and sliding bars connected with the axles and adapted to operate in connection with said cross-rods for holding the hangers in the desired position, and said hangers being provided with springs upon their upper sides which bear upon the side-bars of the frame, and the said side-bars of the vehicle being also provided with handle-arms, and with a bed or body portion which is supported, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 19th day of June, 1896.

JOHN C. TAGUE.

Witnesses:

W. W. HILL,
CHARLES S. ROGERS.