

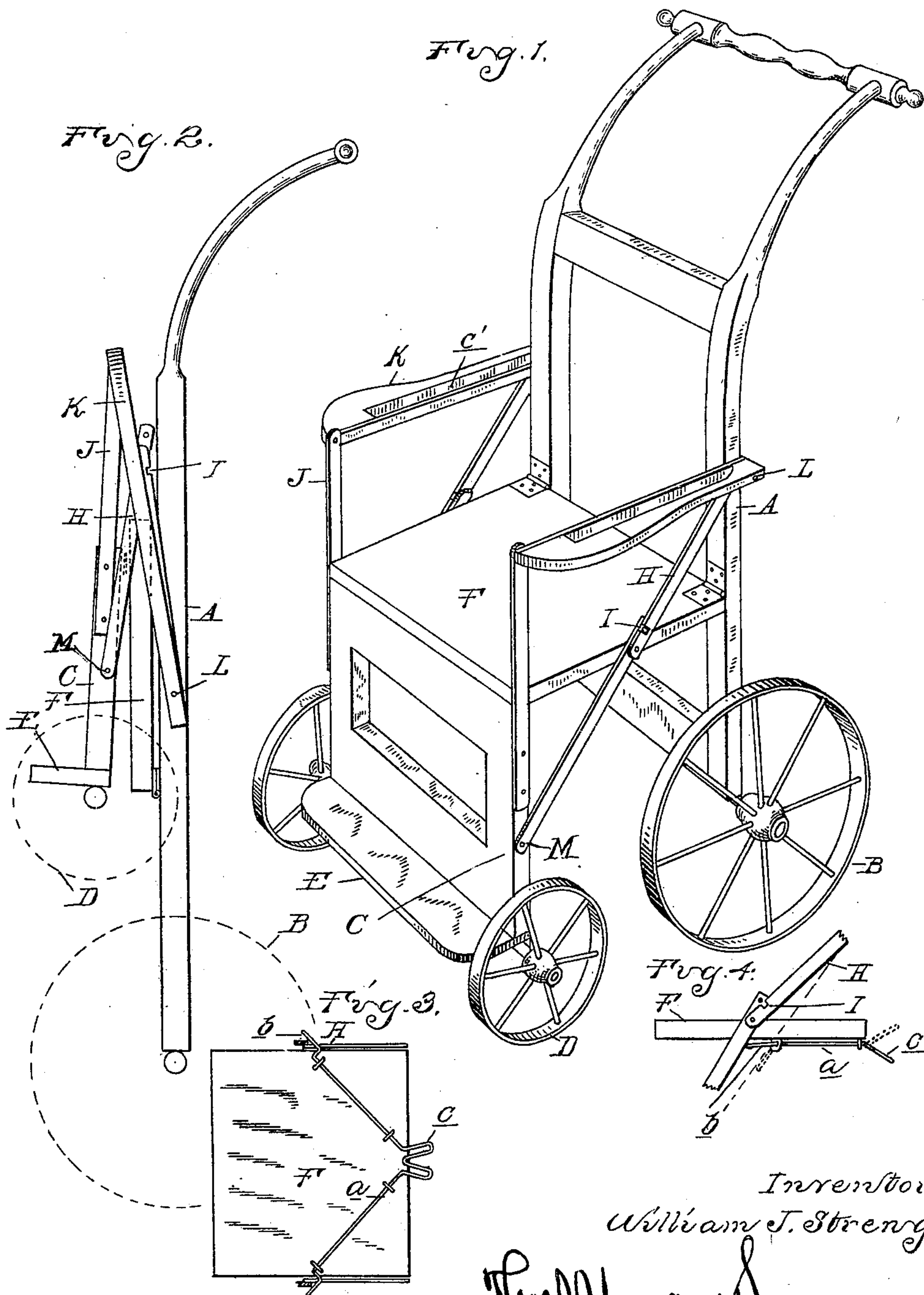
No. 636,582.

Patented Nov. 7, 1899.

W. J. STRENG.
PERAMBULATOR.

(Application filed Apr. 10, 1899.)

(No Model.)



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UNITED STATES PATENT OFFICE.

WILLIAM J. STRENG, OF DETROIT, MICHIGAN.

PERAMBULATOR.

SPECIFICATION forming part of Letters Patent No. 636,582, dated November 7, 1899.

Application filed April 10, 1899. Serial No. 712,559. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. STRENG, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Perambulators, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention consists in the construction of a perambulator, and particularly in the construction of a folding frame, whereby the perambulator may be folded up for conveniently storing away or for carrying into street-cars, if desired, in a compact and convenient form.

The invention further consists in the construction, arrangement, and combination of the various parts, all as more fully hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a perambulator embodying my invention, showing it in position as in use. Fig. 2 is a side elevation thereof, showing the parts in the position in which they would be when the same are folded up. Fig. 3 is a bottom plan view of the seat, illustrating the manner of "breaking" the rule-joint in the jointed braces. Fig. 4 is a side elevation thereof, showing in full and dotted lines the different positions of the crank in operating the joint-breaking device.

A is a rear frame, substantially vertical and preferably curved rearwardly at the top, so as to form the push-handle for the device. At the lower end this rear frame, or what I may call the "handle-frame," has connected to it the rear wheel B in any suitable manner.

C is the front frame, arranged substantially parallel with the rear frame and at its lower end supported upon the front wheels D, which may be connected to it in any suitable manner. This front frame at its lower end preferably has a foot-rest E thereon.

F is a seat which at its rear end is hinged to the top of the front frame.

H is a brace-rod with a rule-joint I intermediate its length, extending from the rear frame to a lower point on the front frame, so as to act as a brace and a tie to hold the front frame against lowering too far and to prevent its folding up accidentally.

J are posts secured to the front frame at

the sides and extending up above the seat, as shown. These posts at their upper ends are pivoted to the front ends of the arms K. These arms at their rear ends are pivoted to the rear frame A.

I preferably make the pivot L a common pivot for the arm and the upper end of the jointed brace and the lower pivot M a pivotal point for the lower end of the jointed brace.

The parts being thus constructed, their operation is as follows: In the normal position of the parts shown in Fig. 1 the device is in shape for use and the seat is held in a horizontal position by means of the jointed brace H and the arm K.

If it is desired to fold up the perambulator, it may be done by breaking up the rule-joint I and then pulling upward upon the arms of the front of the seat, which will move the parts into the position shown in Fig. 2, the seat being closed against the back, the front frame closing against the seat, the arms K and connecting-rod J assuming the nearly vertical position shown in the drawings. In order to put the device into shape for use again, it is only necessary to push down the seat and the parts will drop into the position shown in Fig. 1.

I may and preferably do provide means for breaking the rule-joint from the rear. This may be accomplished, for instance, by the construction shown in Figs. 3 and 4, in which *a* are rock-shafts on the under side of the seat, journaled in suitable bearings and having the actuating rock-arms *b* at their outer ends in juxtaposition to the rule-joints I and at the other end the rock-arms *c*. These rock-arms *c* are preferably connected together, as shown. In the drawings the rock-arms and the shafts are shown as formed from a single piece of wire bent into the shape described. The operator, putting a foot upon the rock-arms *c*, which extend rearward from the seat, will turn the shaft *a* and move the arms *b* against the under side of the rule-joint and break it up, so that by taking hold of the arm the frame may be folded as described. This device I only deem necessary in case I use two of the joint-braces H, one upon each side of the seat, and this I do not deem essential, although I may in a

heavier class of devices apply it that way. The arms are preferably slotted, as shown at *c'*, so that the joint-braces may be folded up therein.

5 What I claim as my invention is—

1. The combination of two vertical frames, a seat hinged to both frames intermediate their lengths, an arm or connecting-rod pivotally connected to both frames above the
10 seat, and a jointed brace-rod extending from the back frame to the front frame, whereby the frames may move as and for the purpose described.

2. In a perambulator the combination of
15 the handle-frame at the back, the rear wheels secured to the lower end thereof, the seat hinged thereto, a front frame hinged to and depending from the seat, wheels secured to the foot thereof, a diagonal brace-rod pivoted
20 to the front and rear frames and a rule-joint in said rod.

3. In a perambulator, the combination of the front and rear upright frames, a seat hinged to the rear frame and to the top of

the front frame, side posts on the front frame
25 arms pivoted to said side posts and to the rear frame, and diagonal braces extending from the pivotal point of the arms on the rear frame to a pivotal point on the front frame and a rule-joint in said brace, substan-
30 tially as described.

4. In a perambulator, the combination of the front and rear frames, the seat I pivoted to the two frames, the members *H* connecting the front and rear frames having a rule-
35 joint therein, the rock-shafts *a* having rocking arms at opposite ends, the forward rock-arms adapted to strike the joint-brace and
40 "break" the joint and the rear arms being the actuating rock-arms and extending in rear of the seat.

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

WILLIAM J. STRENG.

Witnesses:

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