

No. 659,423.

Patented Oct. 9, 1900.

R. B. TOPPING.  
FOLDING BABY CARRIAGE.

(Application filed Mar. 19, 1900.)

(No Model.)

FIG. 1.

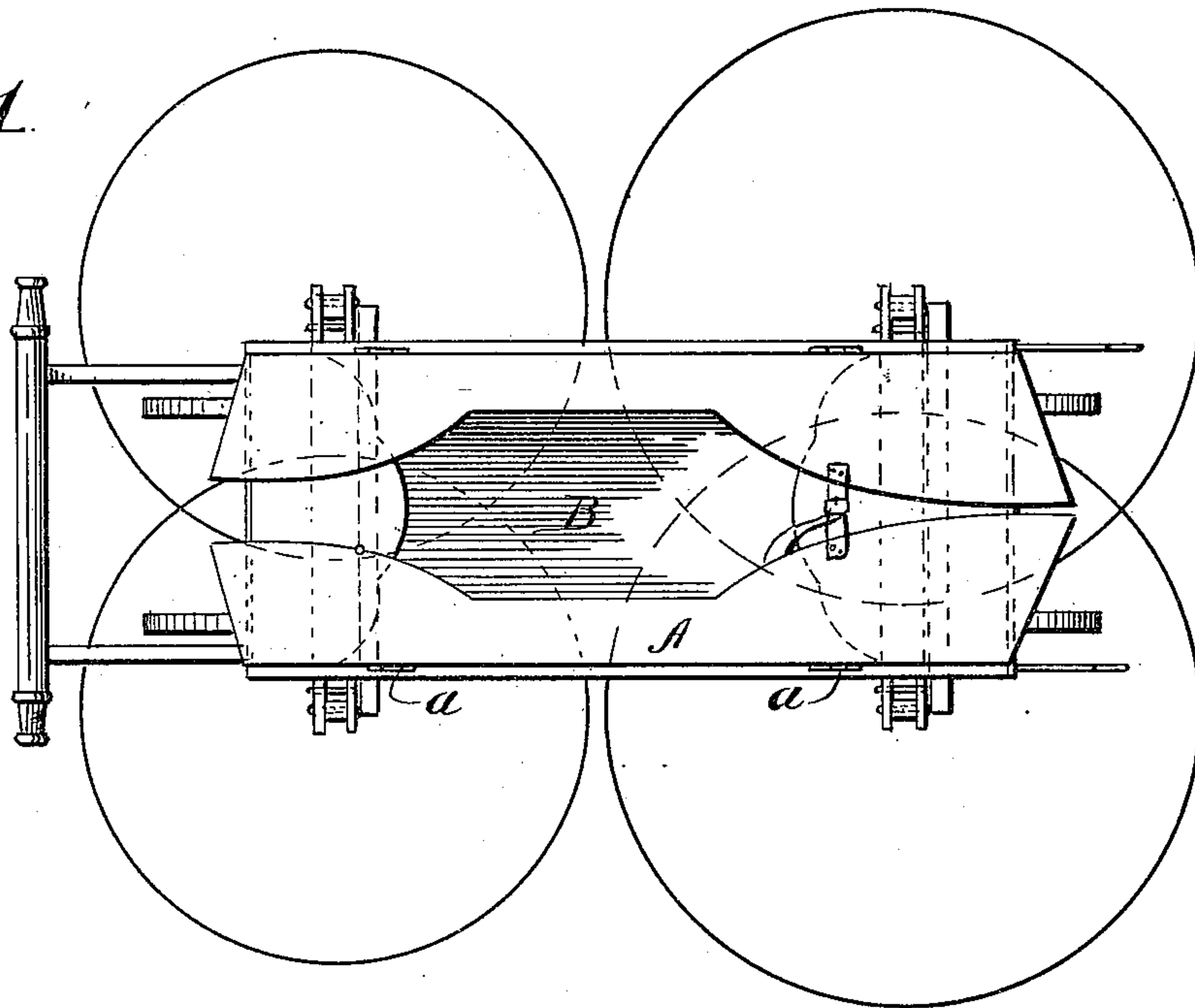


FIG. 2.

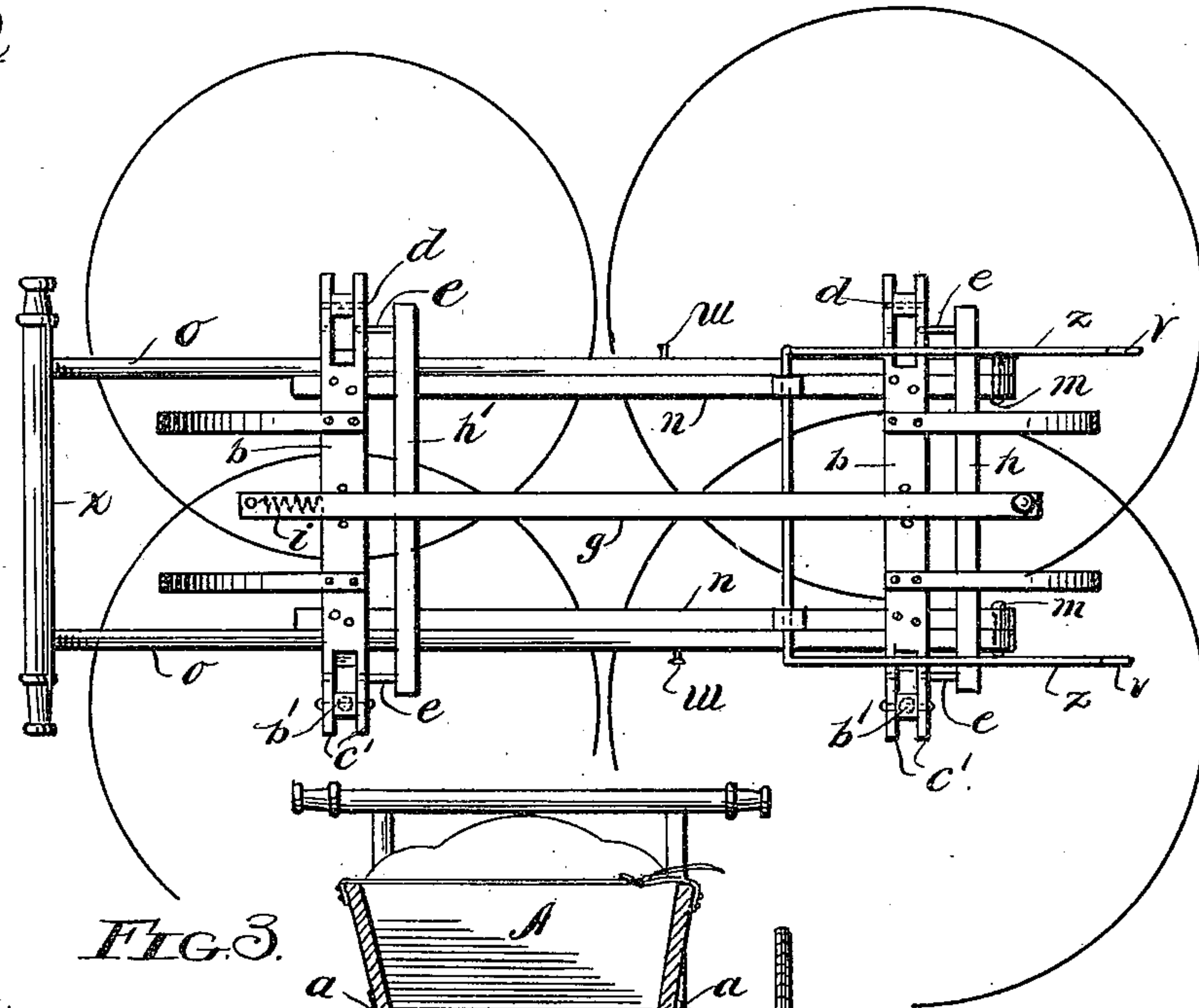
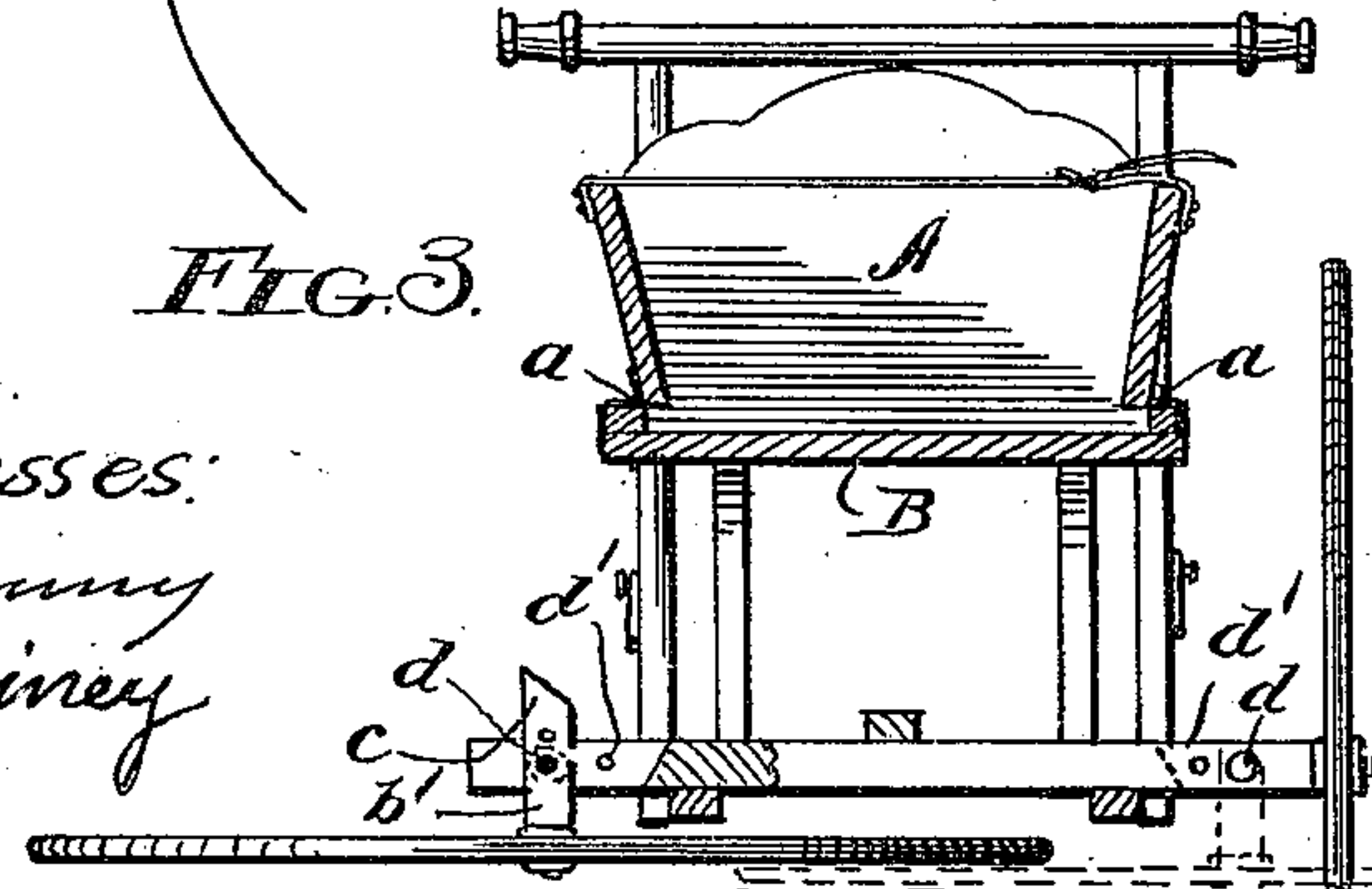


FIG. 3.



Witnesses:  
J. Halpenny  
W. S. Swiney

Inventor:  
Ross B. Topping  
By H. C. Hunsberger  
Att'y



# UNITED STATES PATENT OFFICE.

ROSS B. TOPPING, OF CHICAGO, ILLINOIS.

## FOLDING BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 659,423, dated October 9, 1900.

Application filed March 19, 1900. Serial No. 9,325. (No model.)

*To all whom it may concern:*

Be it known that I, ROSS B. TOPPING, a citizen of the United States, residing at Chicago, county of Cook, and State of Illinois, have  
5 invented a new and useful Improvement in Folding Baby-Carriages, of which the following is a specification.

The objects of my invention are to provide a carriage that may be folded in a compact  
10 package, so as to be conveniently carried by the handle, transported or stored when not in actual service, and easily and quickly set up when wanted.

My invention is illustrated in the accompanying drawings, in which—  
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Figure 1 is a plan view of the carriage folded. Fig. 2 is a plan view of the running-gear. Fig. 3 is a cross-section showing one  
20 wheel folded under the running-gear, the opposite wheel erect.

Similar letters refer to similar parts throughout the several views.

In the construction I adopt the usual form of a baby carriage or perambulator having  
25 four wheels and rearward-extending shafts provided with a handle for use in propelling it. The body A is, as usual, provided with four sides, except that these four sides are attached to the floor or bottom by means of  
30 the hinges *a*, so that they may be folded inwardly and lie flat on the bottom B. The axles *b b* are provided with a knuckle-joint *b'* at each end. These knuckle-joints carry on their free end the spindles for the wheels,  
35 and at each joint the projecting piece *c*, which enters the jaw *c'*, is elongated and the end beveled. On a line with the eye *d* in the joint inward is another eye *d'* through the several parts, including the projecting piece  
40 *c*, through which the pin *e*, hereinafter described, is inserted to make the joint rigid.

A coupling-bar *g* connects the two axles at their center. A pin on each side of the coupling-bar on each axle prevents lateral displacement, or a loosely-fitted staple may be  
45 substituted for the pins to permit a limited sliding movement of the bar. The rear end of the coupling-bar projects beyond the axle and carries a cross-bar *h* rearward of the rear  
50 axle. A similar cross-bar *h'* is attached to the coupling-bar rearward of the front axle. Each of these cross-bars carries on each end

forwardly-projecting horizontal pins *e*, adapted to engage in the eyes *d'* in the joints *b'*, so that if the wheels are in their normal position a short forward movement of the coupling-bar *g* inserts the four pins *e* into the eyes  
55 *d'*, locking the joint. A spiral spring *i* at the head of the coupling-bar *g*, engaging with a bolt in the head of the bar, the other end thrust against the front axle, holds the pins  
60 *e* firmly in their places. Two side bars *n n* are also provided, one on each side of the coupling-bar and attached to the under side of the axles, which in the ordinary form of  
65 the carriage is an extension of the propelling-shafts. On the rear end of the side bars *n n* is a loose pin *m*, to which are attached the propelling-shafts *o o*. A handle *x* joins the free ends of the shafts. The shafts are thus  
70 capable of swinging under the carriage and lie alongside of the side bars, the handle projecting slightly forward of the front end of the carriage. A wire *Z*, bent into a rectangular form, is pivotally attached to the two  
75 side bars. The free ends projecting rearward are provided with a hook *v*, which engages a button *y* on the sides of the shaft to hold the shafts up when the carriage is in use.

In folding the carriage the shafts are detached from the wire hooks and swung under the running-gear, the handle of the shafts projecting from the front end. The coupling-bar *g* is moved rearward, withdrawing the four pins *e* simultaneously from the axle-joints. The wheels are then turned under  
85 and lie down on the rim of the hubs. The sides and ends of the body are swung inward on their hinges and lie on the floor, making a flat and convenient package which may be  
90 picked up and carried by the handle on the end of the shafts.

Having thus described my invention, what I claim as new, and desire to protect by Letters Patent, is—  
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In a folding baby-carriage the combination of a body having sides hinged to the bottom of said body to fold inwardly, with two axles having a knuckle-joint at each end, two eyes in said knuckle-joint, a coupling-bar connecting the center of the two axles and having a limited sliding rearward movement, a cross-bar on said coupling-bar rearward of each axle, a pin projecting forward horizontally  
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on each end of said cross-bars, said pin adapted to engage with an eye in said knuckle-joint, side bars on the running-gear of said carriage, a hinge on the rear end of said side  
5 bars, shafts attached to said hinge adapted to swing underneath said running-gear substantially as described.

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

ROSS B. TOPPING.

Witnesses:

D. L. TOPPING,  
H. C. HUNSBERGER.