

No. 698,101.

Patented Apr. 22, 1902.

D. BROADBELT.  
FOLDING CARRIAGE.

(Application filed June 20, 1900. Renewed Jan. 29, 1902.)

(No Model.)

2 Sheets—Sheet 1.

FIG. 1

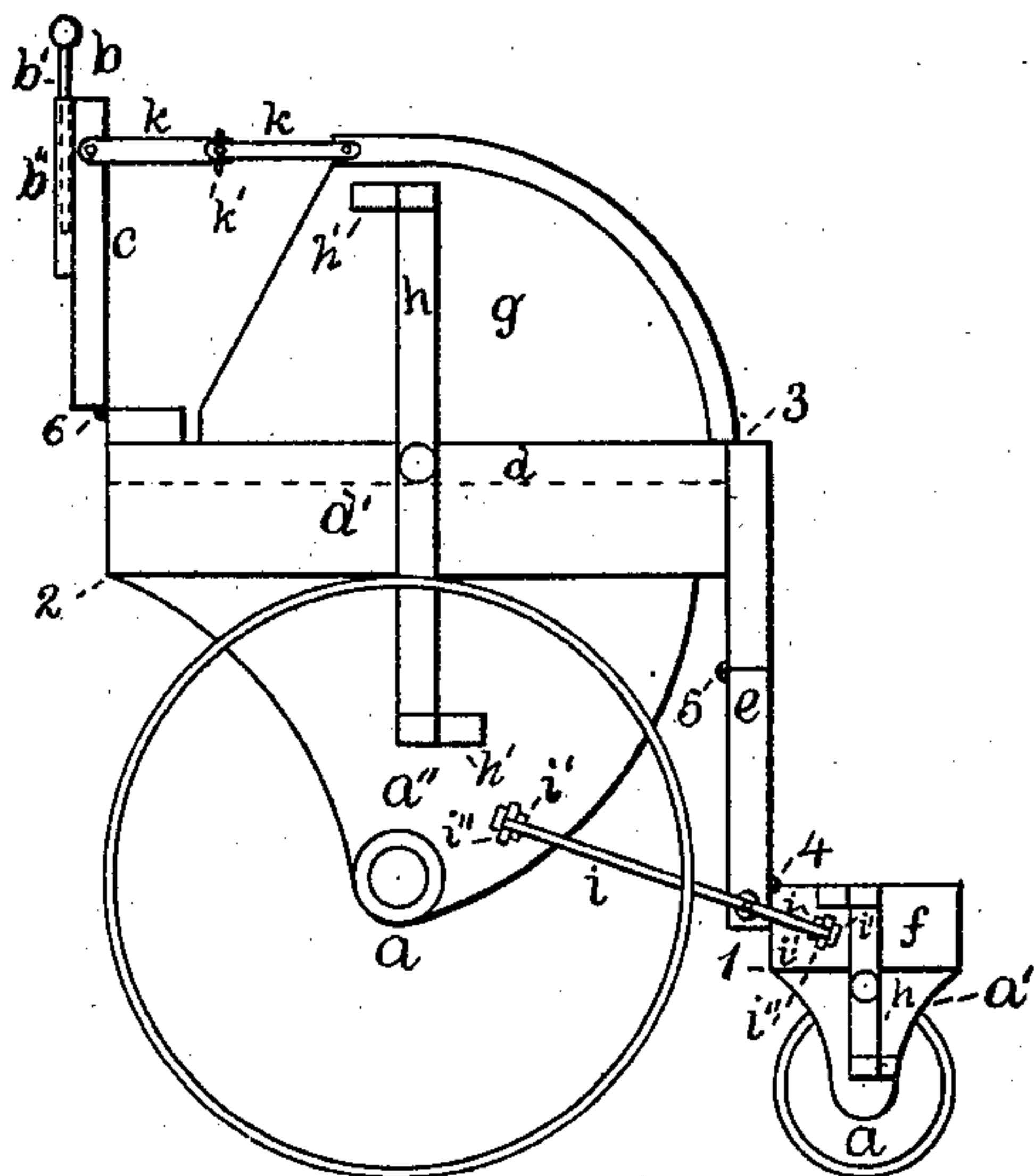


FIG. 2

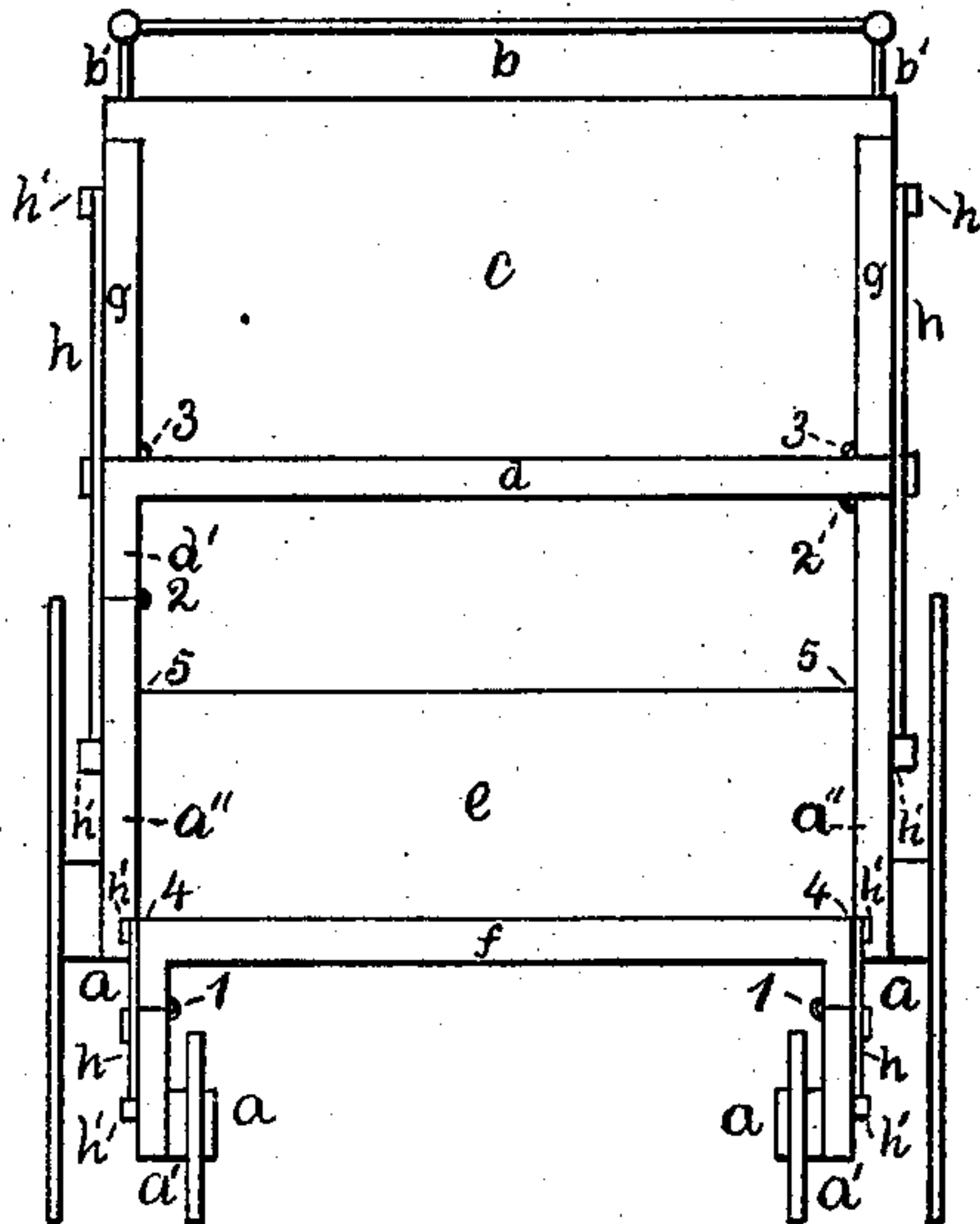


FIG. 3

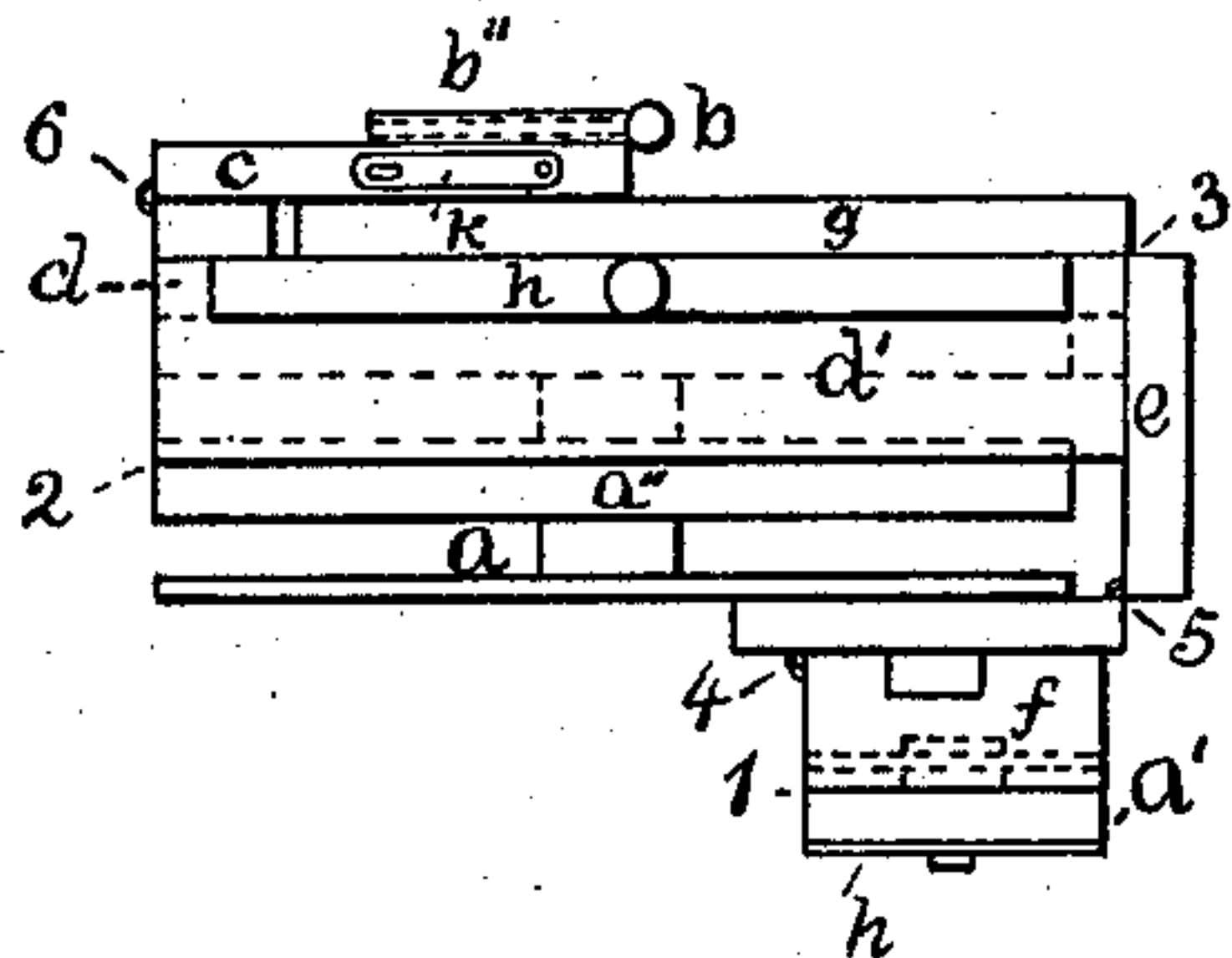
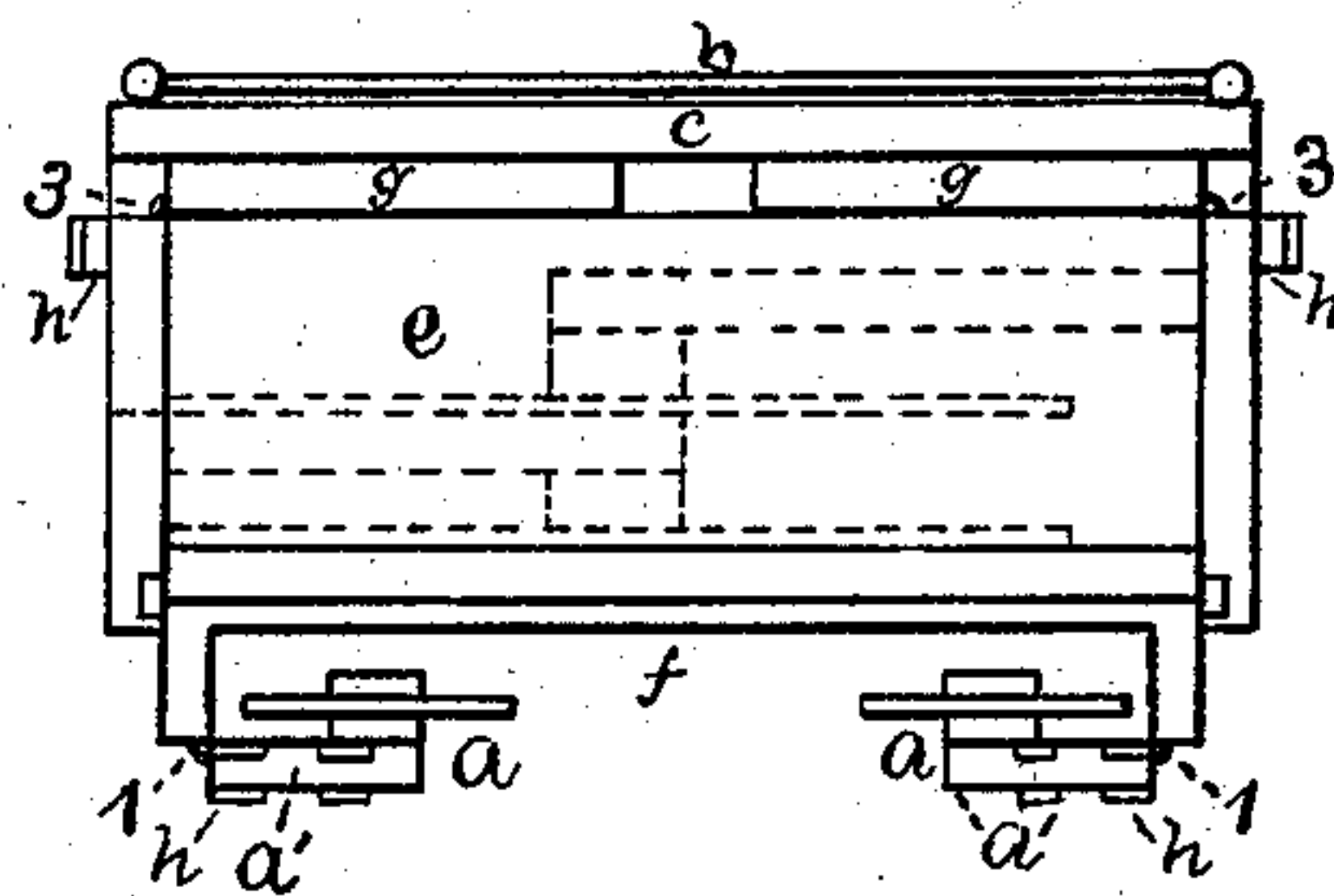


FIG. 4



WITNESSES

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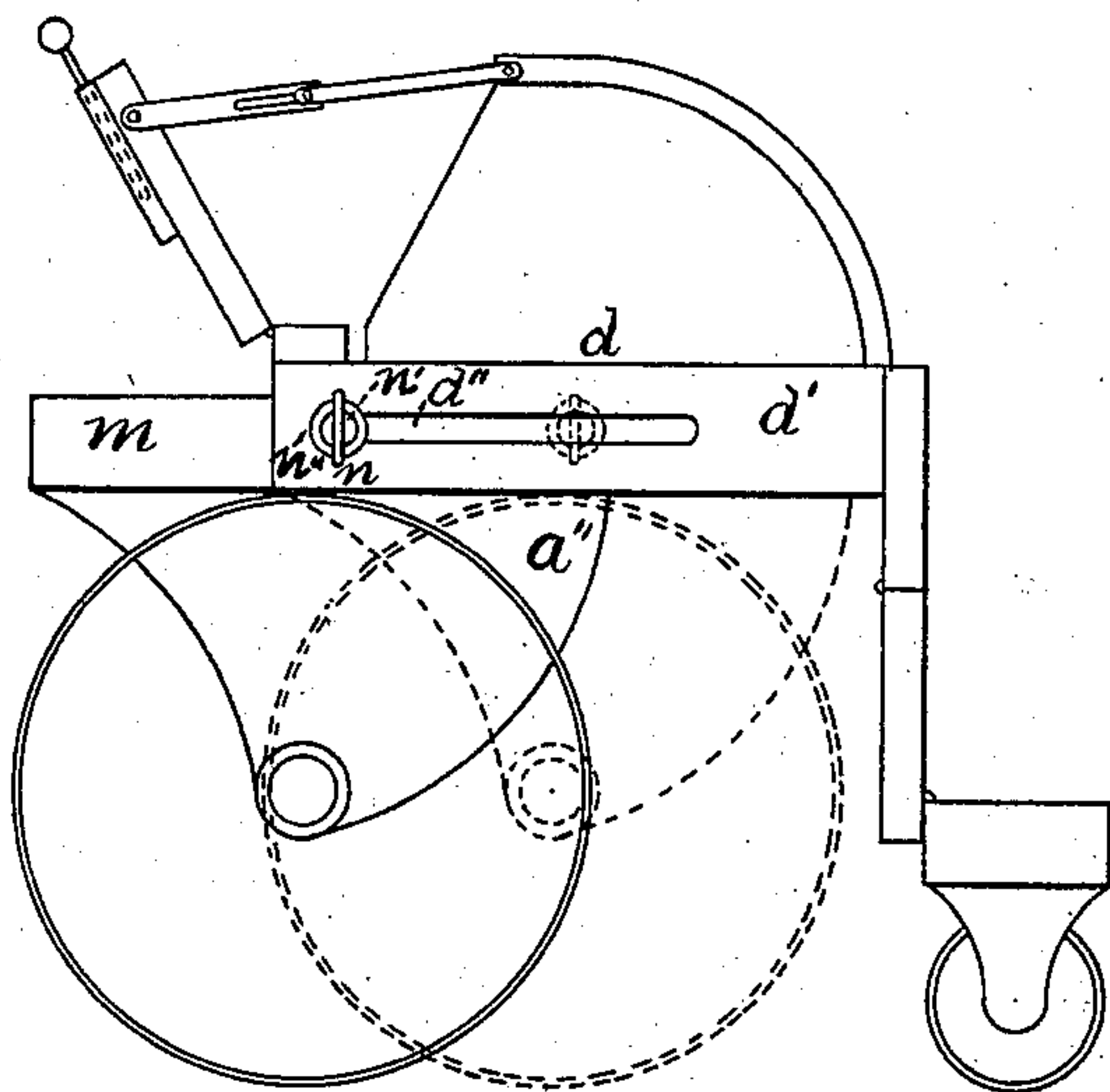


FIG. 5

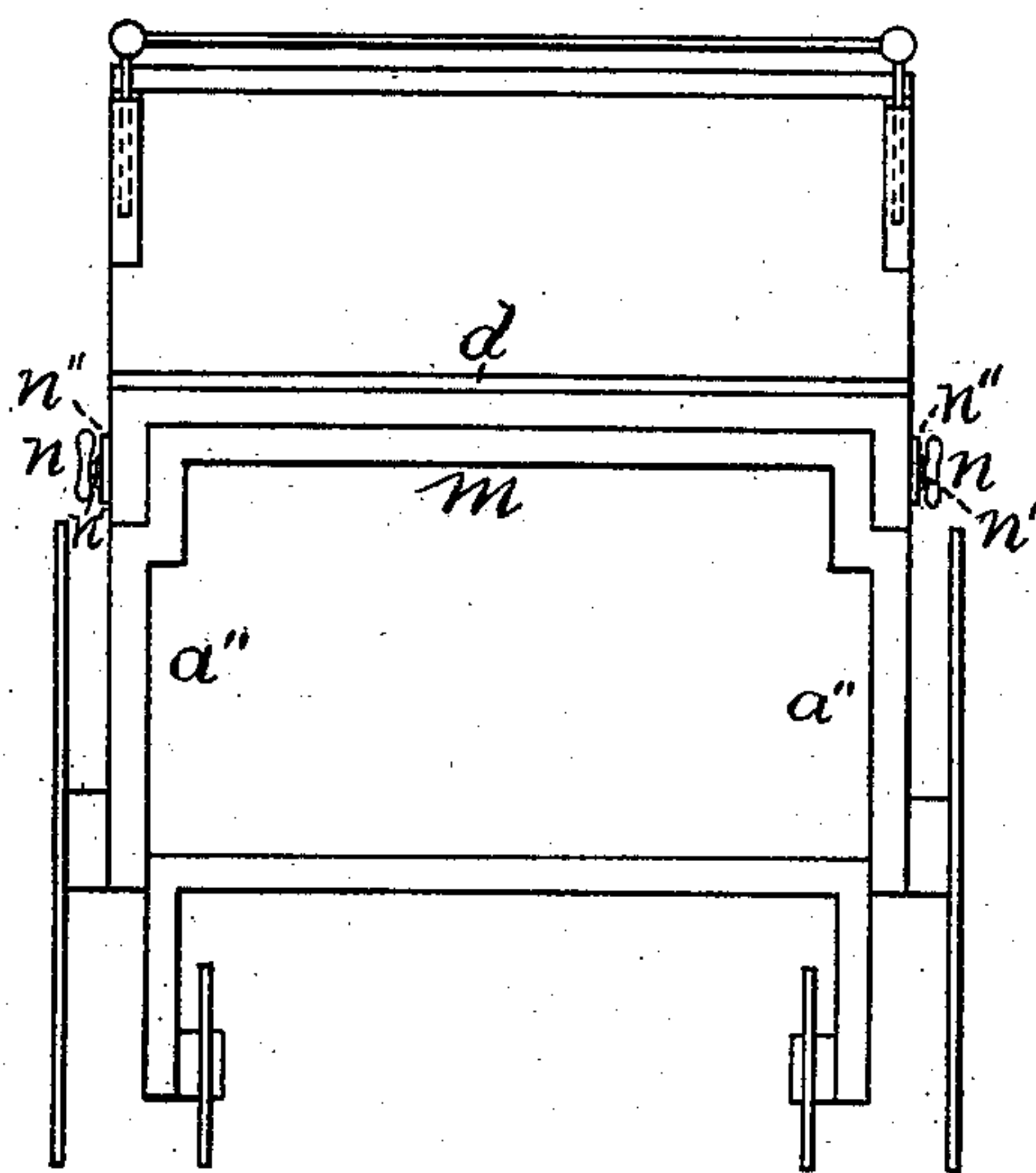


FIG. 6

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# UNITED STATES PATENT OFFICE.

DANIEL BROADBELT, OF NEW YORK, N. Y.

## FOLDING CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 698,101, dated April 22, 1902.

Application filed June 20, 1900. Renewed January 29, 1902. Serial No. 91,740. (No model.)

*To all whom it may concern:*

Be it known that I, DANIEL BROADBELT, a citizen of the United States, and a resident of New York city, in the county of New York and State of New York, have invented certain new and useful Improvements in Folding Carriages, of which the following is a specification.

My invention relates to vehicles that are used for the conveyance of children and are propelled by an attendant; and the object of my invention is to provide vehicles of the kind mentioned so constructed that they may be folded into small compass for convenient transportation or storage. I attain this object by the means illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation, and Fig. 2 a front elevation, of a carriage when unfolded and ready for use. Fig. 3 is a side elevation, and Fig. 4 a front elevation, of a carriage when folded for transportation or storage; and Fig. 5 is a side elevation, and Fig. 6 a rear elevation, of a carriage in which a sliding adjustment for the rear wheels is shown apart from the folding mechanism.

The drawings represent a child's carriage of a general form similar to many in common use, and provided with running-gear *a*, handle-bar *b*, back *c*, seat *d*, fall-board *e*, and foot-rest *f* is so constructed that the several parts mentioned are connected in their proper order by hinges, which permit said parts to be compactly folded together. Thus the front-wheel brackets *a'* are attached by hinges 1 1 to the foot-board *f* and fold inwardly against the latter. The foot-board *f* is attached by hinges 4 4 to the fall-board *e* and folds upwardly against it, and the rear-wheel brackets *a''* and the fall-board *e* are respectively attached by hinges 2 2 and 5 5 to the seat-board *d* and fold inwardly and upwardly toward the latter. In order that the last-mentioned parts may fold together compactly, one rear-wheel bracket *a''* is hinged directly to a lower side corner of the seat-board, permitting the bracket *a''* to be folded against and parallel with the latter; but the corresponding bracket *a''* is hinged to a batten *d'*, firmly attached to the seat-board *d* and extending below the latter a sufficient distance to permit the wheel-bracket *a''*, hinged there-

to, to fold against and parallel with the wheel attached to the corresponding bracket. The rear running-gear being folded, as aforesaid, the fall-board is in turn folded transversely against and parallel with it.

The side boards *g* are attached at their inner lower corners to the seat-board *d* by the hinges 3 3, and the back-board *c* is similarly attached to the seat-board *d* by the hinges 6 6. All these parts are arranged, as before described, so that they may be folded inwardly and downwardly upon the seat-board *d* or upon each other.

The handle-bar *b* is provided with vertical shanks *b'*, which telescope into the tubular sockets *b''*, attached to the rear side of the back-board *c*, and permit the vertical adjustment of said handle-bar *b*, which may be brought close to the top of the back-board *c* when the carriage is folded.

Transverse rigidity of the folding parts is maintained when the carriage is prepared for use by latch-bars *h* and *i*, pivoted, respectively, on the sides of the seat-board *d*, fall-board *e*, and foot-board *f*. The latch-bars *h*, mounted on the seat-board *d*, and latch-bars *i*, mounted on the foot-board *f*, engage, respectively, with cleats *h'*, rigidly attached to the side boards *g*, and with cleats *i''* on the ends of the foot-board *f* and to the wheel-brackets *a''*, respectively, said cleats *h'* being formed with projecting overhanging ledges, between which and the adjacent surfaces of contiguous parts the ends of the latch-bars *h* are engaged.

The latch-bars *i*, which maintain the fall-board *e* in its proper position transversely with the carriage and also maintain the foot-board *f* at the proper angle with the fall-board *e*, are made of thin spring metal and have offsets formed in their edges near the ends thereof to engage the cleats *i''*, which are located, respectively, on the wheel-brackets *a''* and the ends of the foot-board *f* and are formed with offsets *i'*, which retain the ends of the latch-bar *i* in position vertically when engaged therewith. The engagement of the latch-bars *i* with the cleats *i''* is effected by springing the ends of the former over the offsets on the latter.

The back-board *c* is maintained in position for use by the adjustable links *k*, one of each



pair of which is slotted and both of which are rigidly secured by screws and thumb-nuts. When the carriage is to be folded, the links  $k$  may be separated.

5 In the sliding adjustment shown in Figs. 5 and 6 the rear-wheel brackets  $a''$  are attached to a slide  $m$ , which is adapted to reciprocate under the seat-board  $d$  and between the bat-  
tens  $d'$ . The latter are slotted at  $d''$  to permit  
10 thumb-screws  $n$  to pass therethrough, said thumb-screws  $n$  having each a shoulder  $n'$ , between which and the batten  $d'$  is interposed a washer  $n''$ . In the operation of this part of  
15 my invention, the thumb-screws  $n$  being partly unscrewed, the slide  $m$  may be moved inwardly or outward, carrying with it the rear-  
wheel brackets  $a''$  and the wheels mounted thereon, thus effecting any desired lateral ad-  
20 justment of the latter relative to the carriage, thus increasing the wheel-base of the vehicle when the latter is in use and so doing with-  
out affecting the compactibility of the vehicle for transportation.

I claim as new and as my invention—

25 1. In folding carriages the combination of a fall-board, a foot-rest and front-wheel brackets secured thereto, the fall-board, together with the foot-rest, front-wheel brackets and

front wheels attached thereto, capable of being folded inwardly and upwardly substan- 30  
tially in the manner and for the purposes set forth and shown.

2. In folding carriages—in combination with a fall-board—a foot-rest and front-wheel brackets, secured thereto and capable of being folded inwardly and upwardly—slides and brackets having the rear wheels attached thereto by means of which the rear wheels may be adjusted longitudinally with the seat of the carriage, and the whole compactly fold- 40  
ed, substantially in the manner and for the purpose set forth and shown.

3. The slide  $m$ , wheel-brackets attached thereto, wheels attached to said brackets, and means for engaging said slide to prevent lat- 45  
eral motion thereof; all combined, arranged and operated substantially as shown and for the purpose described.

Signed at New York, in the county of New York and State of New York, this 8th day of 50  
June, A D. 1900.

DANIEL BROADBELT.

Witnesses:

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CHAS. H. DAVIDS.