

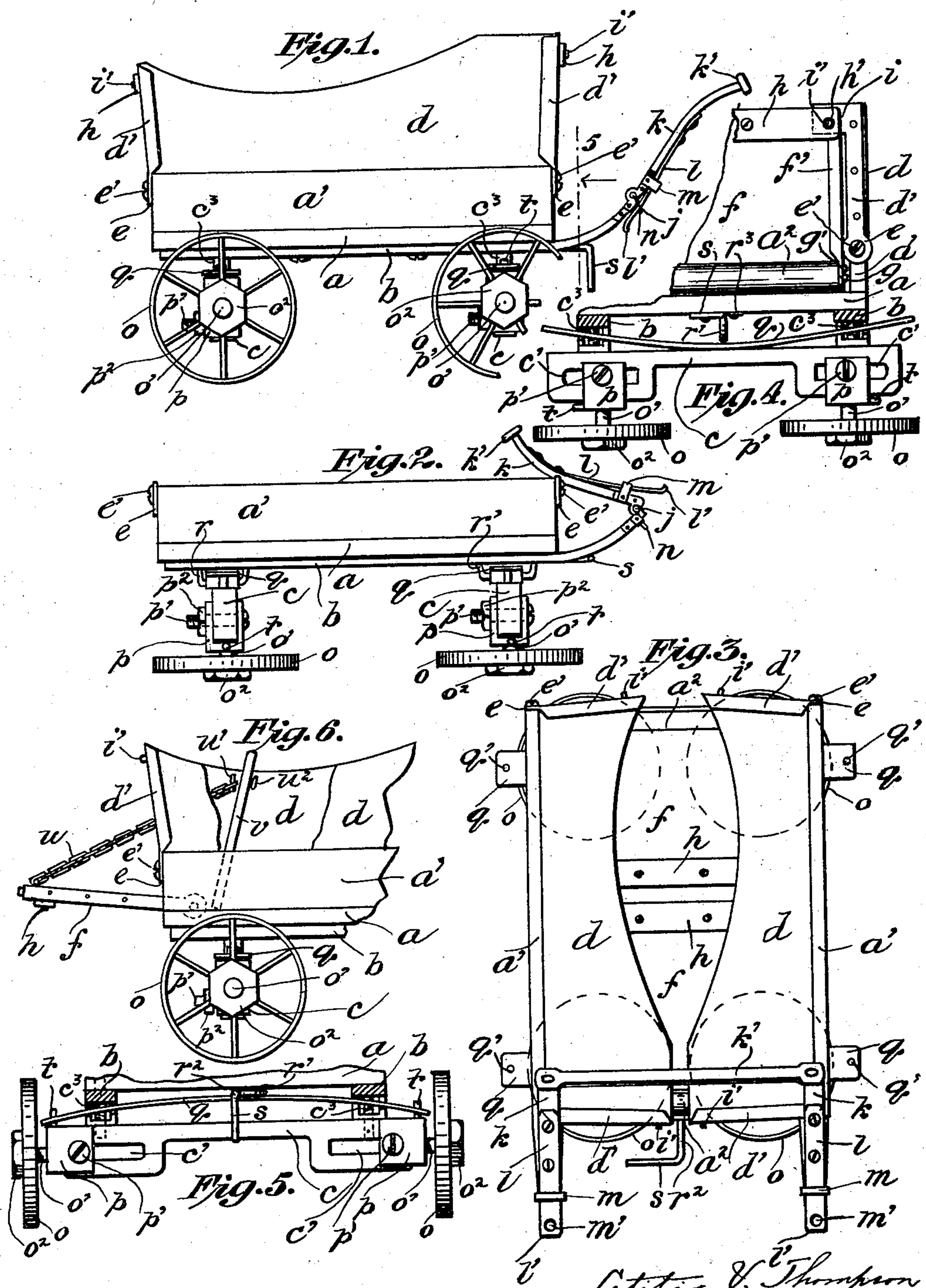
No. 754,102.

PATENTED MAR. 8, 1904.

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BABY CARRIAGE.

APPLICATION FILED OCT. 30, 1903.

NO MODEL.



Witnesses  
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# UNITED STATES PATENT OFFICE.

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## BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 754,102, dated March 8, 1904.

Application filed October 30, 1903. Serial No. 179,165. (No model.)

*To all whom it may concern:*

Be it known that I, LETITIA V. THOMPSON, a citizen of the United States, residing at New York, borough of Manhattan, State of New York, have invented certain new and useful Improvements in Baby-Carriages, of which the following is a specification.

This invention relates to baby-carriages; and the object of the invention is to provide a baby-carriage which can be folded into a small compass either for enabling it to be conveniently carried from place to place for excursions, picnics, or travel or for shipment in large quantities.

A further object is to so construct the carriage that it may be supported rigidly in position without danger of rolling.

A further object is to so construct the carriage that it is adapted for carrying two babies.

The invention consists of certain features of construction and combinations of parts to be hereinafter described and then claimed.

In the accompanying drawings, which show the preferred form of my invention, Figure 1 is a side elevation of my improved baby-carriage, showing the same in using position, a part being broken away. Fig. 2 is a side elevation of the same, showing it folded so that it may be conveniently carried. Fig. 3 is a plan view of the folded carriage. Fig. 4 is a rear elevation, parts being in section and a part removed, the carriage being folded. Fig. 5 is a rear elevation of the lower portion of the carriage parts in section, showing how the wheels are locked in rolling position for use; and Fig. 6 is a side elevation of the rear portion of the carriage, part being removed, showing the same adapted for carrying two babies.

Referring to the drawings, the bottom *a* of the carriage-body has affixed thereto side bars *b*, to which are in turn affixed the axles *c*. Both axles being the same, the same reference-letters will be used for each and its related parts, as will appear hereinafter. To the sides of the bottom *a* of the carriage-body are applied low side rails *a'*, to the ends of which the folding sides *d* are hinged through the medium of end pieces *d'*, applied to the side pieces and

provided with ears *e*, which receive pivot-studs *e'*, projecting from the ends of the side rails *a'*. The bottom *a* has also low end rails *a''*, to the ends of which are pivoted the ends *f*, which are provided with metallic end pieces *f'*, which are in turn provided with ears *g*, which extend down into spaces between the end rails *a''* and the side rails *a'* and receive studs or pivot-pins *g'*, which project from the ends of the end rails *a''*. It will be observed from this construction that the ends *f* may be folded down into the space between the side rails, and that the sides *d* may be folded down into said space over the end rails, as shown clearly in Figs. 2 and 3. Suitable means are provided for securing the sides and the ends together to form the carriage-body. These means comprise a spring-strip *h*, secured to the outer sides of each end *f* intermediately of its length, so that the free ends will extend in the form of spring-clips, the extremities of which are preferably turned outwardly and are provided with perforations *h'*. The metallic end pieces of the sides *d* are provided with inwardly-projecting lugs *i*, from which project beveled catches *i'*. When either end piece is in proper position, the sides are swung up, so as to cause the lugs to enter under the free ends of the springs *h* and, together with the beveled catches *i'*, to raise said ends, so that when the catches come opposite the perforations in the springs the latter will snap over the said catches, and thereby lock the sides and said end *f* together. Both ends *f* are locked together in the same manner, the ends being first moved up into proper position. It is a very easy matter to disconnect the sides and ends by simply lifting the free ends of the springs *h* and disengaging the catches therefrom by moving the sides outwardly. The sides and ends may then be folded down onto the bottom of the carriage-body.

To the side bars *b* are hinged at their projecting rear ends at *j* arms *k*, which are connected by means of the handle *k'*, said arms carrying, preferably, flat springs *l*, provided with outturned ends *l'* for convenience of manipulation and passing under keepers *m*, affixed to the arms, so as to prevent the weakening



or breakage of the springs by pulling them away from the arms. The free ends of the springs project beyond the hinge-joint at  $j$  and are provided with perforations  $m'$ , which  
 5 are adapted to receive locking studs or pins  $n$ , that project from the under sides of the rearwardly-extending ends of the side bars  $b$ . The handle is locked into using position by moving it down to its full extent, the free  
 10 ends of the spring snapping over the studs or pins  $n$ , which enter the perforations  $m'$  therein. The handle will then be rigid, and the carriage can be rolled when the wheels are in using position. To fold the handle down, as  
 15 shown in Fig. 2, it is only necessary to lift the free ends of the springs from engagement with the pins or studs  $n$ .

Wheels  $o$  have bearing on journals  $o'$ , on which they are confined by nuts  $o^2$ , and the  
 20 journals  $o'$  are carried by means of brackets  $p$ , which, as shown in Fig. 2, are bent into U shape, so as to embrace both sides of the axle to which the bracket is applied, while through the side parts of each bracket a bolt  $p'$   
 25 passes, which also passes through and may move in a longitudinal slot  $c'$  in the end of the axle  $c$ . Nuts  $p^2$  are applied to the screw-threaded ends of said bolts, so as to hold them in position. The construction is the same for each  
 30 wheel. The corners of the axles at their lower outer ends are rounded off, so that the brackets may be swung around them to enable the inner sides of the same to abut against the ends of the axles, the wheels being then  
 35 in rolling position. To lock the wheels and brackets in this position, a C-spring  $q$  is employed, which spring is not firmly secured at any part, but is simply hung so that it may have a slight endwise movement upon the  
 40 fastening-bolts  $c^3$ , which secure the axles to the side bars. Normally the spring bulges upwardly, its outer ends slanting downwardly. Engaged with the bulged upper sides of the springs are cranks  $r r'$ , which are formed on  
 45 a rock-shaft  $r^2$ , which is journaled in brackets  $r^3$ , so as to extend longitudinally of the bottom of the carriage-body. The rear end of the said rock-shaft is provided with a hand-crank  $s$ , whereby the shaft may be turned  
 50 either to force the crank portions  $r r'$  down upon the middle portions of the said springs  $q$  or to release the crank portions therefrom. Said brackets  $p$  are provided with upwardly-projecting studs  $t$ , which are adapted to en-  
 55 gage perforations  $q'$  in the outer free ends of the C-springs  $q$ . When the studs  $t$  are thus engaged with the springs  $q$ , the wheels are locked in rolling position, as shown in Figs. 1 and 5; but when the rock-shaft  $r^2$  is rocked  
 60 so as to force the cranks  $r'$  down upon the middle portions of the C-springs the latter are flexed, so that the free ends thereof are thrown upwardly, thus disengaging the same from the studs  $t$ . The wheels and brackets  
 65 will then either fall into the position shown

in Figs. 2 and 4 or they may be moved into that position. When in this position and the sides, ends, and handle of the carriage-body are folded, the carriage may be readily transported. Also when in this position the jour-  
 70 nals, being upright, will serve as legs to support the carriage-body against rolling, and this is desirable when it is desired to remain for any considerable length of time at one place.

The front end  $f$  of the carriage-body may, as shown in Fig. 6, be supported like the tail-board of a wagon by means of chains or flexible connections  $u$ , suitably attached to the said end and applied to hooks  $u'$  on the inner  
 80 surfaces of the sides  $d$ . Adjacent the hooks  $u'$  and separated a suitable distance rearwardly therefrom are other hooks or pins  $u^2$ . Between the hooks  $u' u^2$  a removable partition  $v$  may be inserted to form a back when the front  
 85 end is down, the carriage being then adapted to be used as a seat for a baby, while the compartment back of the partition  $v$  may be used to contain another. It is evident that other adjustments of the carriage-body can be ac-  
 90 complished, if desired—as, for instance, the rear end  $f$  may be disengaged from the sides and supported in inclined position upon the handle-arms. It is also evident that the parts may be strapped or secured in folded posi-  
 95 tion, so as not to become loose or wobble. The body portions of the carriage may be made of any suitable light material, as wicker or bamboo, and the other parts may be constructed lightly but strongly, if desired.

Having thus described my invention, what I claim as new therein, and desire to secure by Letters Patent, is—

1. In a baby-carriage, the combination of the bottom, folding sides and ends, axles, brackets  
 105 swinging on and shiftable longitudinally of said axles, journals held by the brackets and wheels on the journals, for substantially the purposes set forth.

2. In a baby-carriage, the combination of the bottom, folding sides and ends, axles and wheels  
 110 mounted to be moved in rolling position and to be moved under the bottom, said wheels being movable longitudinally of the axles, for substantially the purposes set forth.

3. In a baby-carriage, the combination of the bottom, folding sides and ends, axles applied to the bottom, brackets suitably mounted on the ends of the axles to be moved over their  
 115 extreme ends and to be moved under the axles, journals supported by the brackets adapted to be used as legs and wheels on the journals, said journals being movable longitudinally of the axles, for substantially the purposes set forth.

4. In a baby-carriage, the combination of the carriage-body provided with axles, swinging and shiftable journals carried by the axles, wheels mounted on the journals, spring locking devices, and studs on the journals and co-  
 125 130



operating with said locking devices for automatically locking the wheels in rolling position, said journals constituting legs when the wheels are in non-using position, for substantially the purposes set forth.

5. In a baby-carriage, the combination of the carriage-body provided with axles, brackets engaging over the ends of the axles, journals on the brackets, a pin-and-slot connection between each bracket and its axle, said brackets and journals being movable in line with the axle and at right angles thereto and said pin-and-slot connection remaining established during these positions of the brackets and journals, and wheels mounted on the journals, for substantially the purposes set forth.

6. In a baby-carriage, the combination of the carriage-body provided with axles, brackets engaging over the ends of the axles, journals on the brackets, a pin-and-slot connection between each bracket and its axle, said brackets and journals being movable in line with the axle and at right angles thereto and said pin-and-slot connection remaining established during these positions of the brackets and journals, wheels mounted on the journals, and means for locking the brackets and wheels in rolling position, such means being independent of the axles, for substantially the purposes set forth.

7. In a baby-carriage, the combination of the carriage-body provided with axles, brackets swinging on said axles and provided with jour-

nals, wheels mounted on said journals and means for locking the wheels in rolling position, said means comprising studs or pins on the brackets and springs supported by the axles, for substantially the purposes set forth.

8. In a baby-carriage, the combination of the carriage-body provided with axles, brackets swinging on said axles and provided with journals, wheels mounted on said journals and means for locking the wheels in rolling position, said means comprising pins or studs on the brackets, C-springs loosely mounted and adapted to engage the said studs or pins and means for flexing the said springs for disengaging the ends from said pins or studs, for substantially the purposes set forth.

9. In a baby-carriage, the carriage-body comprising the bottom provided with side rails and end rails, the side rails being higher than the end rails and the end rails being separated suitable distances from the side rails, ends hinged to the end rails in the space between the same and the side rails, and the sides hinged to the higher side rails, for substantially the purposes set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

LETITIA V. THOMPSON.

Witnesses:

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