

No. 778,201.

PATENTED DEC. 20, 1904.

M. B. LLOYD & J. KNUDSON.  
DOLL'S OR CHILD'S CARRIAGE.

APPLICATION FILED AUG. 17, 1903.

NO MODEL.

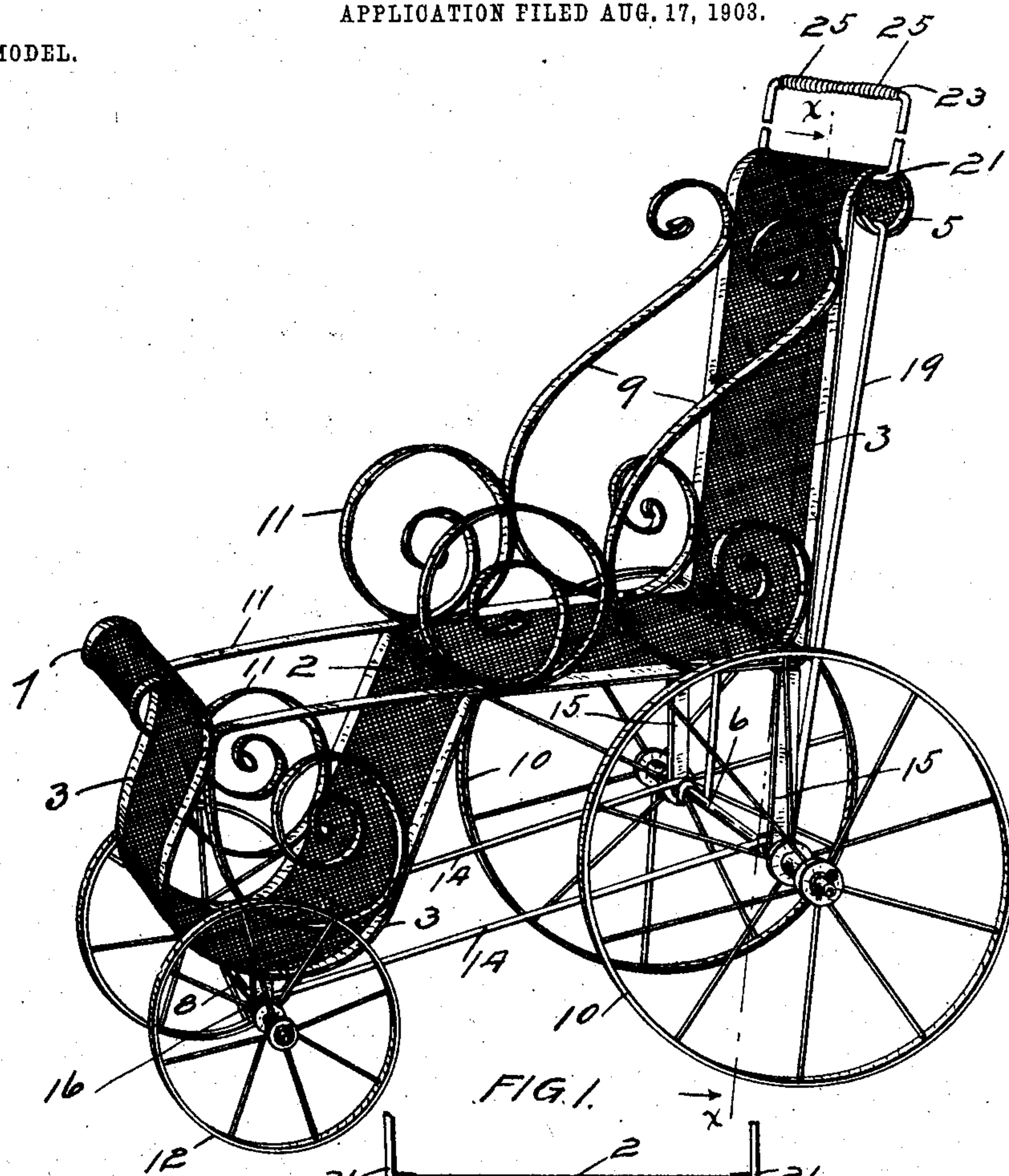


FIG. 1.

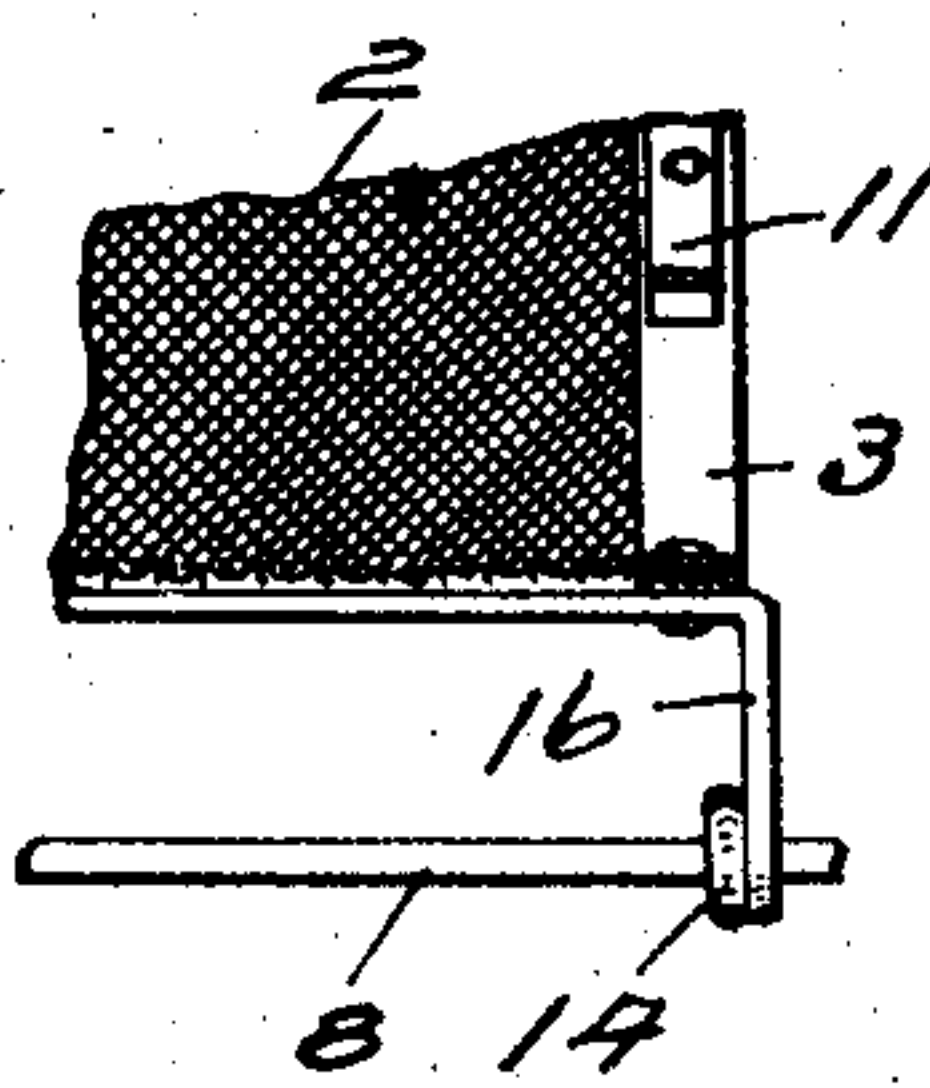


FIG. 3

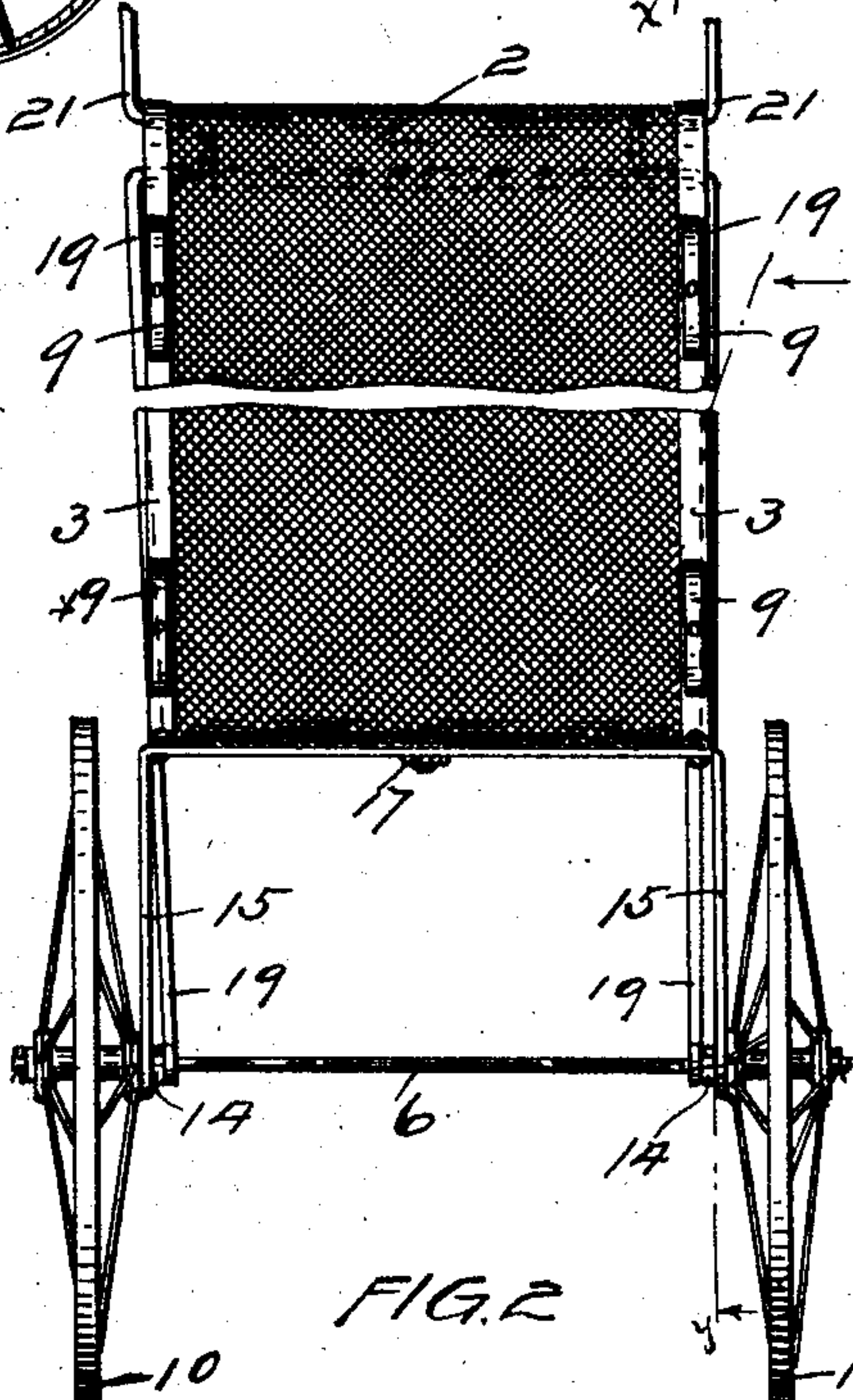


FIG. 2

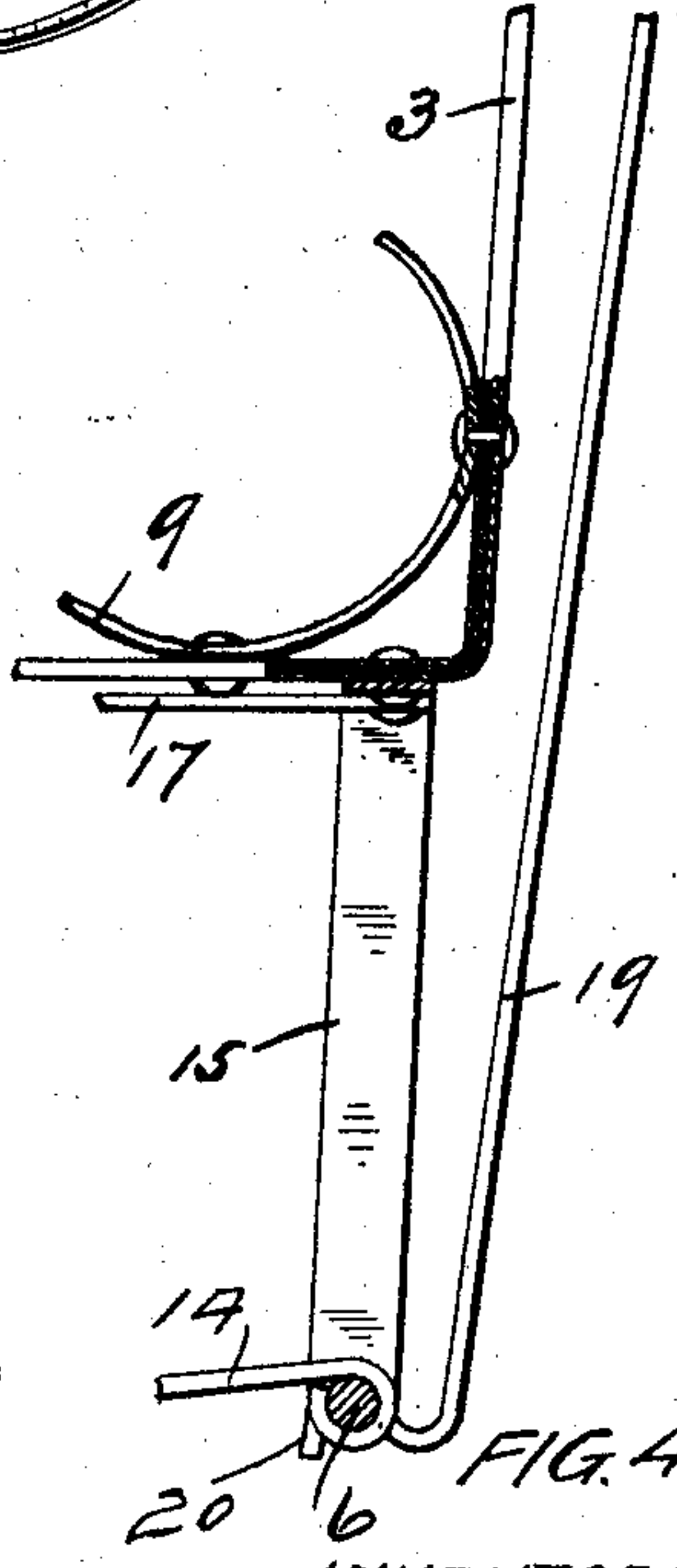


FIG. 4

WITNESSES  
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# UNITED STATES PATENT OFFICE.

MARSHALL B. LLOYD AND JOHN KNUDSON, OF MINNEAPOLIS, MINNESOTA, ASSIGNORS TO LLOYD MANUFACTURING COMPANY, OF MINNEAPOLIS, MINNESOTA, A CORPORATION.

## DOLL'S OR CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 778,201, dated December 20, 1904.

Application filed August 17, 1903. Serial No. 189,702.

*To all whom it may concern:*

Be it known that we, MARSHALL B. LLOYD and JOHN KNUDSON, of Minneapolis, in the county of Hennepin, State of Minnesota, have invented certain new and useful Improvements in Dolls' or Children's Carriages, of which the following is a specification.

This invention relates to improvements in carriages designed for use in wheeling dolls or children; and the objects we have in view are to provide a carriage of this class that is simple and inexpensive in construction, which can be formed entirely of metal, and which will be very durable.

The carriage is designed particularly to be used by children in wheeling dolls. These carriages are generally designated as "doll go-carts."

The invention consists generally in a carriage of this class having the body portion formed of a suitable woven-wire fabric, with its edges provided with metal strips that overlap and secure said edges and with suitable braces secured to said metal strips.

The invention consists, further, in the constructions and combinations hereinafter described, and particularly pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a perspective view of a carriage embodying our invention. Fig. 2 is a section on the line  $x x$  of Fig. 1 looking in the direction of the arrows. Fig. 3 is a detail of the forward axle and one of the forward standards. Fig. 4 is a detail section on the line  $y y$  of Fig. 2 looking in the direction of the arrow.

In the drawings, 2 represents a suitable woven-wire fabric of any desired construction. The edges of this fabric are bound and secured by sheet-metal strips 3, which are preferably bent over the edge of the fabric and secured thereto by any suitable means. Similar strips also are preferably secured to the ends of the fabric. We thus form a wire fabric the side and end edges of which are thus permanently inclosed and bound by the folded-over metal strips. The fabric thus formed

is then pressed into the desired shape for the body of the carriage. We prefer to form the body, as shown in Fig. 1 of the drawings, with a nearly upright back, a horizontal seat portion, a drop or foot portion, and a dash-board or fender. At the upper part of the back we preferably form a curved roll 5 and give to the top of the fender at 7 a somewhat similar curve. We then secure a series of braces suitably riveted to the folded-over sheet-metal binding-strips 3. These braces may be of any suitable curved or scroll form, which give an ornamental finish to the body of the carriage. As here shown, we apply two braces to each side of the carriage. The first braces 9 are secured to the binding-strips near the upper part of the back portion of the body and descending in curved or scroll form are secured again to the binding-strips on the seat portion of the body and again to the binding-strips on the lower portion of the back. Other braces, also preferably of scroll form at the ends, are secured to the binding-strips on the seat portion, are also secured to the lower portions of the braces 9, and extending forward are secured to the sheet-metal strips near the upper portion of the fender and extending downward are again secured to the metal binding-strips on the drop portion of the body. Both sets of braces have their ends preferably bent into suitable scroll form, as shown in Fig. 1 of the drawings.

We do not limit ourselves to the particular shape and arrangement of the braces shown and described or to any particular number of such braces for each side of the carriage. While we have shown two braces at each side of the carriage, a greater or less number may be employed, if preferred.

We provide the carriage with suitable rear axle 6 and forward axle 8, rear wheels 10, and forward wheels 12. These parts may be of any desired or preferred construction. The forward axle is rigid or does not swivel, and brace-rods 14 extend from one axle to the other, one of said rods being preferably arranged near each side of the carriage. We also provide suitable standards upon the body



of the carriage, which extend downward to the axles and through the lower ends of which the axles preferably extend.

We have here shown the carriage provided  
 5 at the rear with standards 15 and at the forward portion of the body with standards 16. Each pair of standards is preferably formed from a single bar or strip of metal which is bent into U form and forms both standards  
 10 and a cross-bar which is secured to the under side of the carriage-body, preferably by being riveted to the binding-strip at each edge of the fabric, as shown in the drawings. We also prefer to provide a metal bar or strip 17,  
 15 that extends beneath the body of the carriage and forms a support for the wire fabric.

For the purpose of wheeling the carriage we preferably provide a suitable handle, that is arranged at the rear of the carriage and extends above the back portion and is adapted  
 20 to be grasped by the person desiring to push the carriage. This handle, as here shown, consists of a U-shaped rod 19, having its lower ends formed with suitable hooks 20, adapted  
 25 to engage the axle 6. At the point where the handle passes the roll 5 at the top of the back suitable inward bends or projections 21 are provided. The lower ends of the handle are engaged with the axle, preferably inside the  
 30 standards 15 and brace-rods 14. Any downward movement of the parts of the handle is therefore prevented. The band or projection 21 in each side of the handle is preferably sprung into the end of the roll 5, and by the  
 35 engagement of these projections with the roll and the hooks 20 with the axle 6 the handle is firmly secured in position. The cross-bar of the handle has preferably arranged thereon a suitable sleeve, preferably formed of a spirally-  
 40 coiled wire 23, and we prefer to form this coil with the enlarged portions 25, which form hand-rests.

The carriage-body as thus constructed is not only very inexpensive in construction, but being  
 45 formed entirely of metal is very durable. The edges of the fabric are covered and bound by the metal strips, so that there are no projecting ends of the wire fabric to come in contact with the clothing or flesh of the user.  
 50 The braces being all secured to the metal strips give the body the necessary rigidity and at the same time form the sides thereof. The metal binding-strips form suitable supports for said braces. None of the parts of  
 55 the framework, except the binding-strips, are connected in any manner to the fabric itself.

We do not limit ourselves to the details of the construction nor to any particular shape or form of braces, as the same may of course  
 60 be varied in many particulars without departing from our invention.

We claim as our invention—

1. A carriage of the class described having its body portion formed of a suitable wire

fabric with sheet-metal binding-strips secured 65 to the edges of the fabric, and suitable braces secured to said binding-strips.

2. A carriage of the class described having its body portion formed of suitable wire fabric with sheet-metal binding-strips secured 70 to the edges of the fabric, suitable braces secured to said binding-strips, and depending standards also secured to said binding-strips and forming bearings for the carriage-axles, substantially as described. 75

3. The combination, in a carriage of the class described, of a body portion formed of a suitable wire fabric with sheet-metal binding-strips secured to the edges of the fabric, suitable braces secured to said binding-strips, and depending standards also secured to said binding-strips and forming bearings for the carriage-axles, substantially as described. 80

4. The combination, in a carriage of the class described, with a body portion formed of 85 a suitable wire fabric with sheet-metal binding-strips secured to the edges of the fabric, said fabric and binding-strips being suitably shaped and suitable braces secured to said sheet-metal strips, substantially as described. 90

5. The combination, in a carriage of the class described, with a body portion formed of a suitable wire fabric with sheet-metal binding-strips secured to the edges of the fabric, said fabric and binding-strips being suitably 95 shaped to form the back, seat, drop and fender portions of the body, and suitable braces secured to said sheet-metal strips on the back, seat, drop and fender portions.

6. The combination, in a carriage of the 100 class described, with a body comprising a back, seat, drop and fender portion, all formed of a woven-wire fabric having sheet-metal binding-strips secured to its edges, and suitable braces extending from the back to the 105 seat portion, from the seat portion to the fender and drop portion, all of said braces being secured to said binding-strips, substantially as described.

7. The combination, in a carriage of the 110 class described, with the carriage-body having a curved top and a handle 19 formed of a U-shaped rod with its lower end secured to the carriage-axle and provided with bends or offsets 21 engaging the curved back, substantially as described.

8. The combination, in a carriage of the class described, with the back having the curved top, of the handle 19 provided with bends or offsets engaging said top, substantially as described.

In witness whereof we have hereunto set our hands this 13th day of August, 1903.

MARSHALL B. LLOYD.  
 JOHN KNUDSON.

In presence of—

H. C. PETERSON,  
 E. A. VORIS.