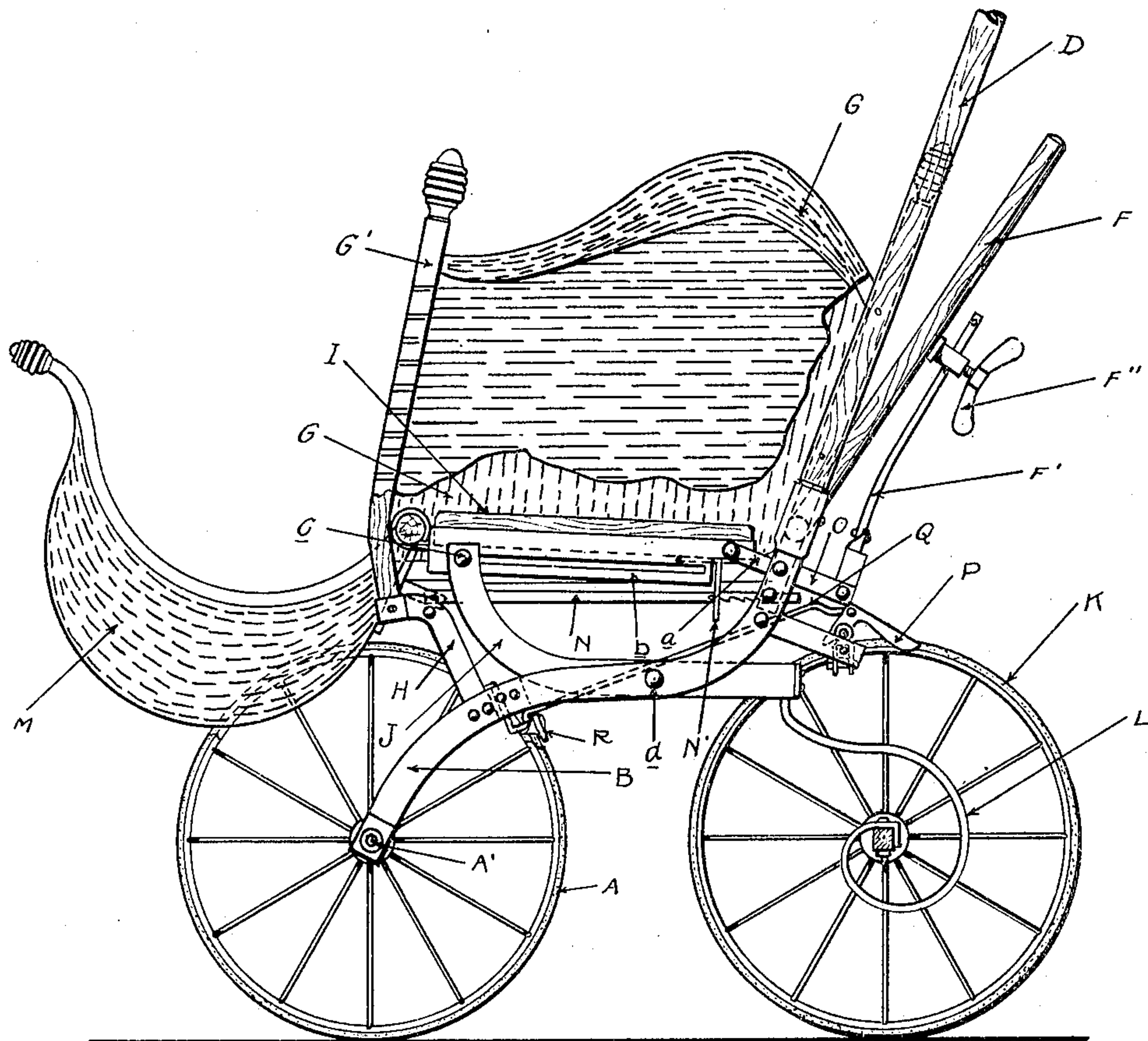


No. 807,607.

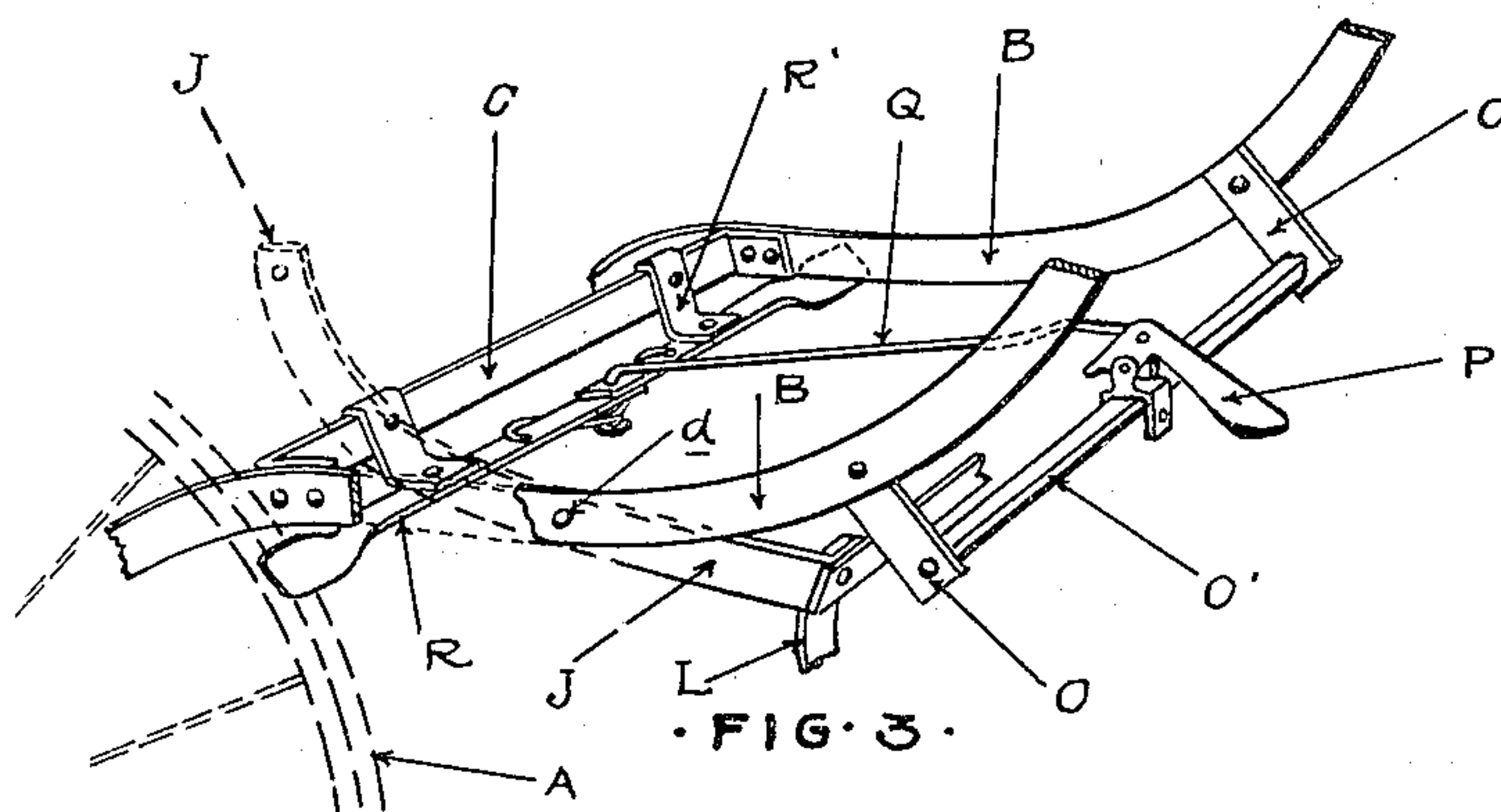
PATENTED DEC. 19, 1905.

W. DIEMER.
CHILD'S CARRIAGE.
APPLICATION FILED AUG. 8, 1904.

2 SHEETS—SHEET 1.



• FIG. 1 •



• FIG. 3 •

WITNESSES
Geo. M. Gowan
Geo. P. Barry

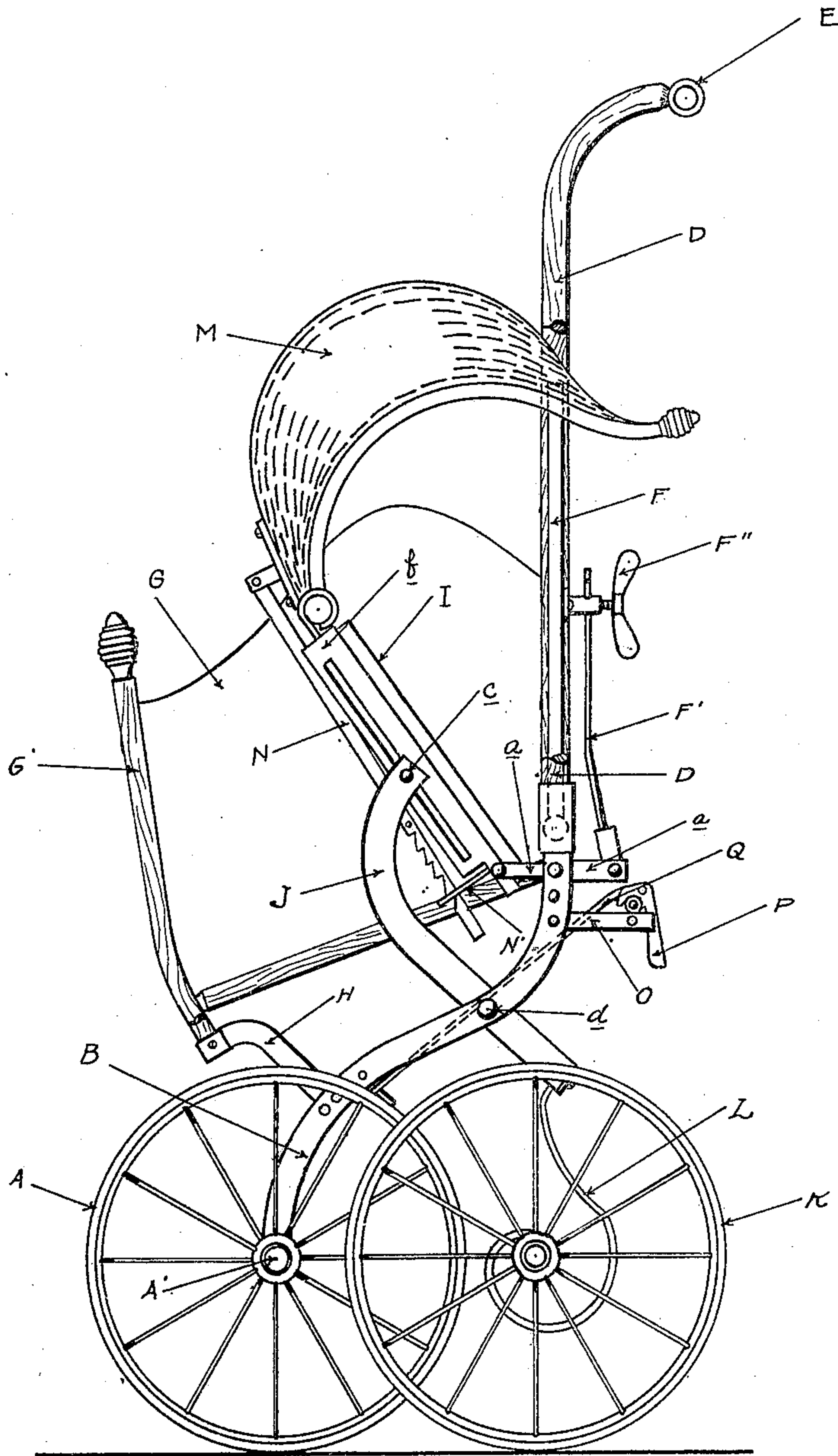
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No. 807,607.

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APPLICATION FILED AUG. 8, 1904.

2 SHEETS—SHEET 2.



•FIG. 2.

WITNESSES

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UNITED STATES PATENT OFFICE

WILLIAM DIEMER, OF TOLEDO, OHIO, ASSIGNOR TO GENDRON WHEEL COMPANY, OF TOLEDO, OHIO, A CORPORATION OF OHIO.

CHILD'S CARRIAGE.

No. 807,607.

Specification of Letters Patent.

Patented Dec. 19, 1905.

Application filed August 8, 1904. Serial No. 219,906.

To all whom it may concern:

Be it known that I, WILLIAM DIEMER, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Children's Carriages, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention consists in the construction of a child's carriage comprising a main rigid frame to which are secured one pair of wheels and the sides or arms, a frame having the other pair of wheels, and a seat hinged to the frame and adapted to fold up between the sides or arms.

The invention further consists in the construction, arrangement, and combination of the various parts, as more fully hereinafter described, and particularly pointed out in the claims.

In the drawings, Figure 1 is a side elevation of a carriage embodying my invention, one of the sides being partly broken away to better illustrate the construction. Fig. 2 is a side elevation of a carriage, one of the side arms being removed and showing the carriage folded up. Fig. 3 is a perspective view of a portion of the main rigid frame, illustrating the construction of the brake.

The main frame has the front wheels A on the axles A' and in this construction comprises the two side bars B and suitable cross-bars C. The upper ends of the side bars have secured to them the bars D, preferably of wood and forming continuations of the side bars B, these bars D being connected at the upper end by the usual handle E. This main rigid frame may be called for convenience of description the "main" frame.

F is an adjustable back hinged between the bars D at the lower end and having means—such, for instance, as the rod F' and set-screw F"—for holding it at any angle of adjustment.

G represents the two sides or arms, which are connected at their rear ends to the bars D and at their forward ends to the posts G', which are secured at their lower ends to the brackets H, which are preferably formed of metal, with their upper ends bent to encircle the posts G', as clearly shown in Figs. 1 and 2, and are rigidly secured to the side bars of the main frame.

I is the seat of lesser width than the space between the two sides or arms. This seat is

hinged at the rear edge to the bracket a, secured to the top of the main frame. The seat is provided with the slotted sides b, with which slots engage the cross-rod c, which is connected at its ends to the two side bars J, pivoted at d to the main frame and having the wheels K at the lower ends of springs L, which, in effect, form extensions of the seat-frame. At the forward edge of the seat is the hinged foot-support M.

N is a notched locking-rod hinged to the upper edge of the foot-support and engaging in a loop N' at the rear edge of the seat to lock the foot-support in its adjusted position, as in Fig. 1.

O represents brackets fixed to the main frame, connected by the cross-bar O', on which is the brake-actuating lever P, to which is connected the rod Q, connecting to the inner ends of the brake-levers R, pivoted on brackets R', attached to the cross-bar C. The ends of these brake-rods extend beside the wheels A and may be applied thereto or relieved therefrom by operating the lever P.

The parts being thus constructed, their operation is as follows: The parts being as shown in Fig. 1, the carriage is a complete child's four-wheeled carriage, with ample room and quite as comfortable as the ordinary four-wheeled rigid child's carriage. To fold it up, the operator, putting his foot on the axle of the rear wheels, pushes it inward, which rocks the seat-frame, comprising the rear wheels, springs L, and side bars J, and causes the forward end thereof to press the seat upwardly, the bar c sliding in the slots of the side plates b and forcing the foot-rest also up into the position shown in Fig. 2. It will be observed in this movement the seat moves between the sides or arms G, which are stationary, being rigidly connected to the main frame, which, so far as I am aware, has not heretofore been done in such folding carts or carriages.

The brake may be applied in the open or folded position of the carriage, which is quite an advantage, as it frequently happens that when the carriage is folded it will not stand well without a brake, and this construction allows the brake to be applied when it is folded.

What I claim as my invention is—

1. In a folding child's carriage, a rigid wheeled frame comprising two side bars, an adjustable back therebetween, arms rigidly

secured to said side bars, and a wheeled seat-frame pivoted to fold between the arms.

2. In a folding child's carriage, the push-frame, wheels secured thereto, arms also rigidly secured to said frame, an adjustable back attached to said frame, and a wheeled seat-frame pivoted to fold between the arms.

3. In a folding child's carriage, the push-frame comprising the handles, and a forward and downward extension thereof, an adjustable back therebetween, wheels at the lower ends of the frame, brackets extending upwardly from said extension of the push-frame, sides rigidly secured at their forward ends to said brackets and at the rear ends to the push-frame, a seat-frame, rear wheels attached thereto and an independently-adjustable foot-support hinged to said seat-frame.

4. In a folding child's carriage, the combination of a rigid frame, the forward wheels secured thereto, the sides or arms rigidly secured thereto, and a seat-frame, an adjustable back attached to the rigid frame, the rear wheels secured thereto the seat being hinged to the rigid frame to fold up between the sides or arms.

5. In a folding child's carriage, a rigid frame, the forward wheels secured thereto, the sides or arms secured thereto, the seat-frame, the rear wheels secured at the lower end thereof, the seat secured to the upper end thereof and hinged to the rigid frame, adapt-

ed to fold up between the arms, and a sliding connection between the seat and the seat-frame.

6. In a child's folding carriage, the combination with a rigid wheeled frame, of brackets rigidly secured to said frame, arms each having one end inserted in one of said brackets and the other end secured to said frame, and a wheeled seat-frame pivoted to fold between the arms, for the purpose described.

7. In a child's folding carriage, the combination with a rigid wheeled frame comprising two side bars and arms rigidly secured thereto, of a seat-frame pivoted to fold between the arms and having flexible attachment to the rear wheels and an independently-adjustable foot-support hinged to said seat-frame.

8. In a child's folding carriage, the combination with a rigid wheeled frame comprising two side bars, arms rigidly secured thereto, a seat-frame pivoted to fold between the arms, and attached to springs on the rear wheels, of an adjustable back pivoted in the rigid frame and bringing the weight of the occupant upon said springs.

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

WILLIAM DIEMER.

Witnesses:

HOMER McCALLY,
FRED J. STEINLE.