

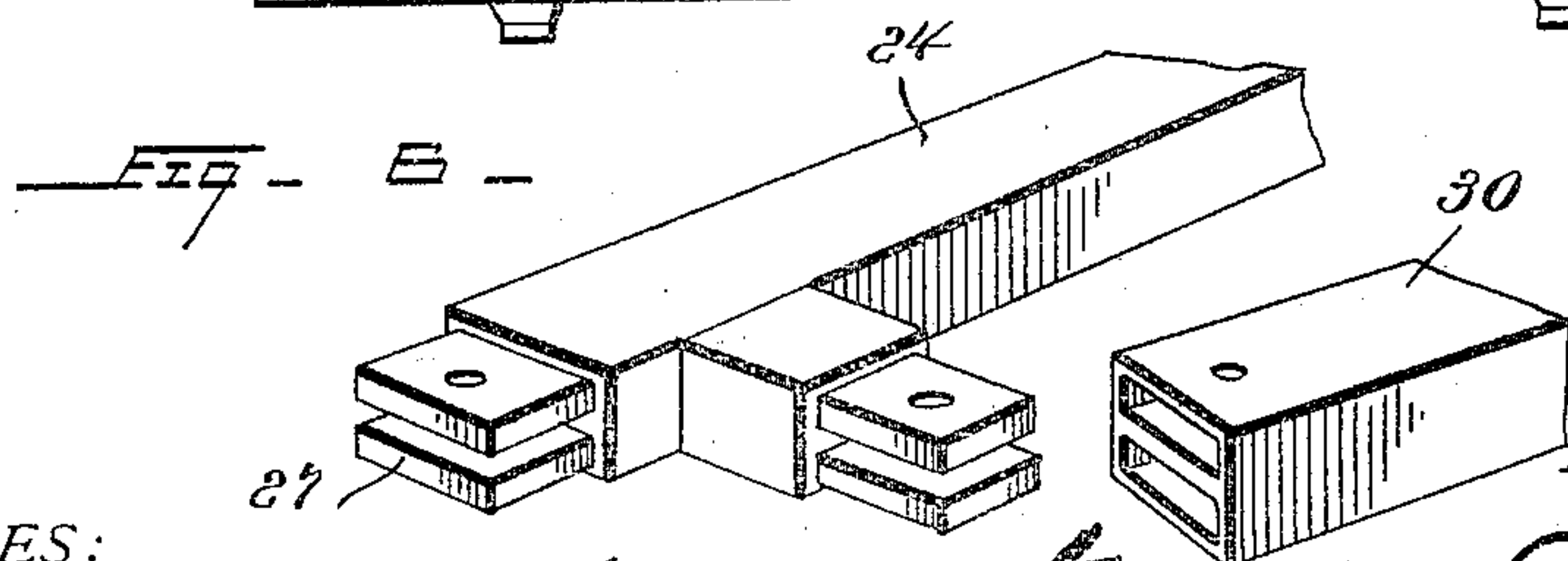
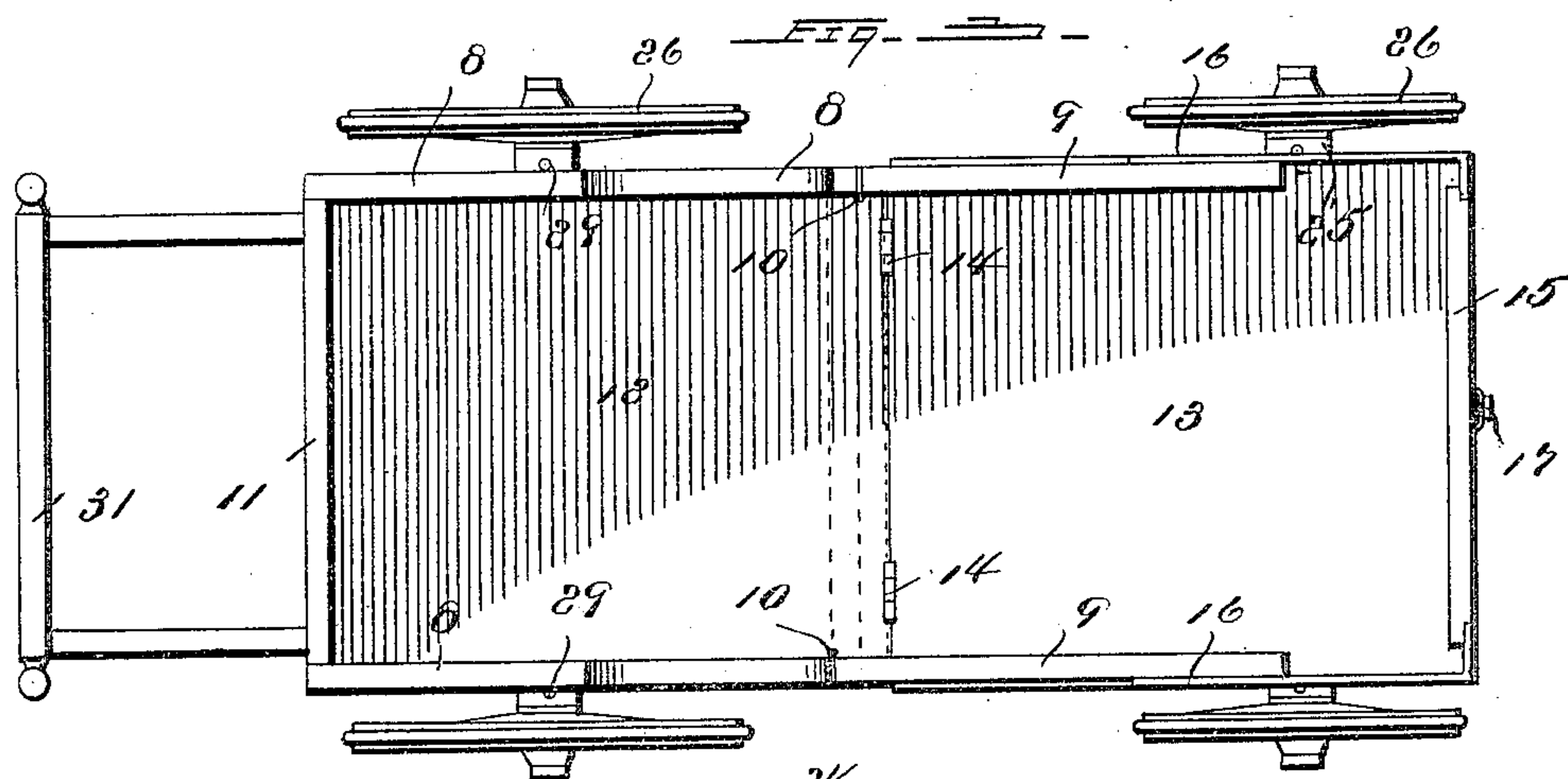
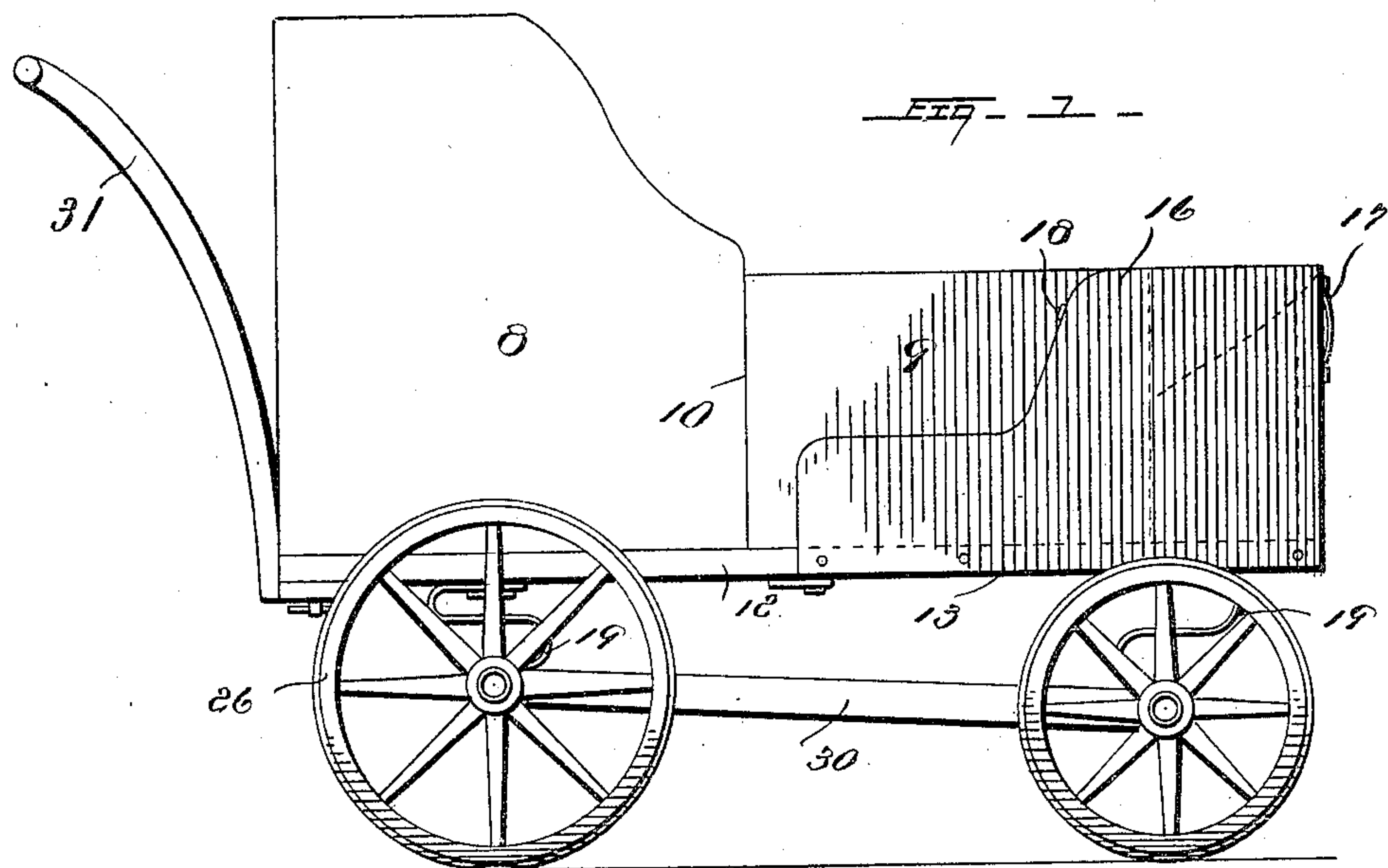
No. 812,447.

PATENTED FEB. 13, 1906.

M. & C. R. PIERCY.  
CHILD'S CARRIAGE.

APPLICATION FILED AUG. 31, 1905.

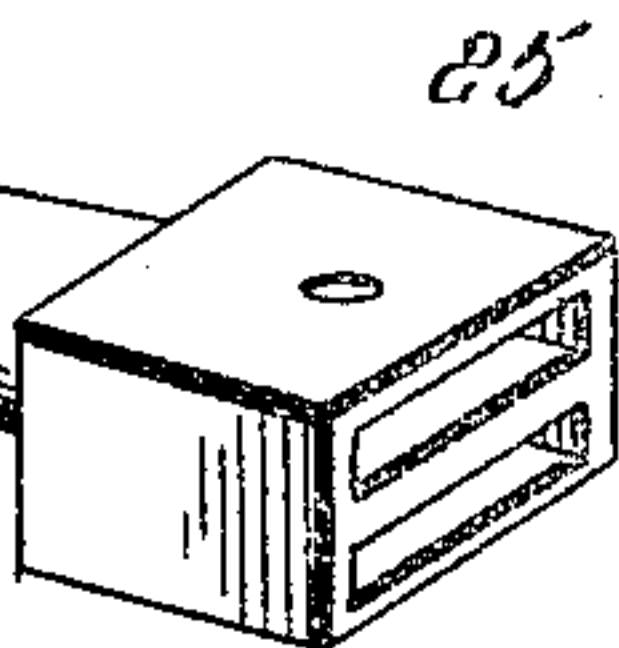
2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

FIG. 2—

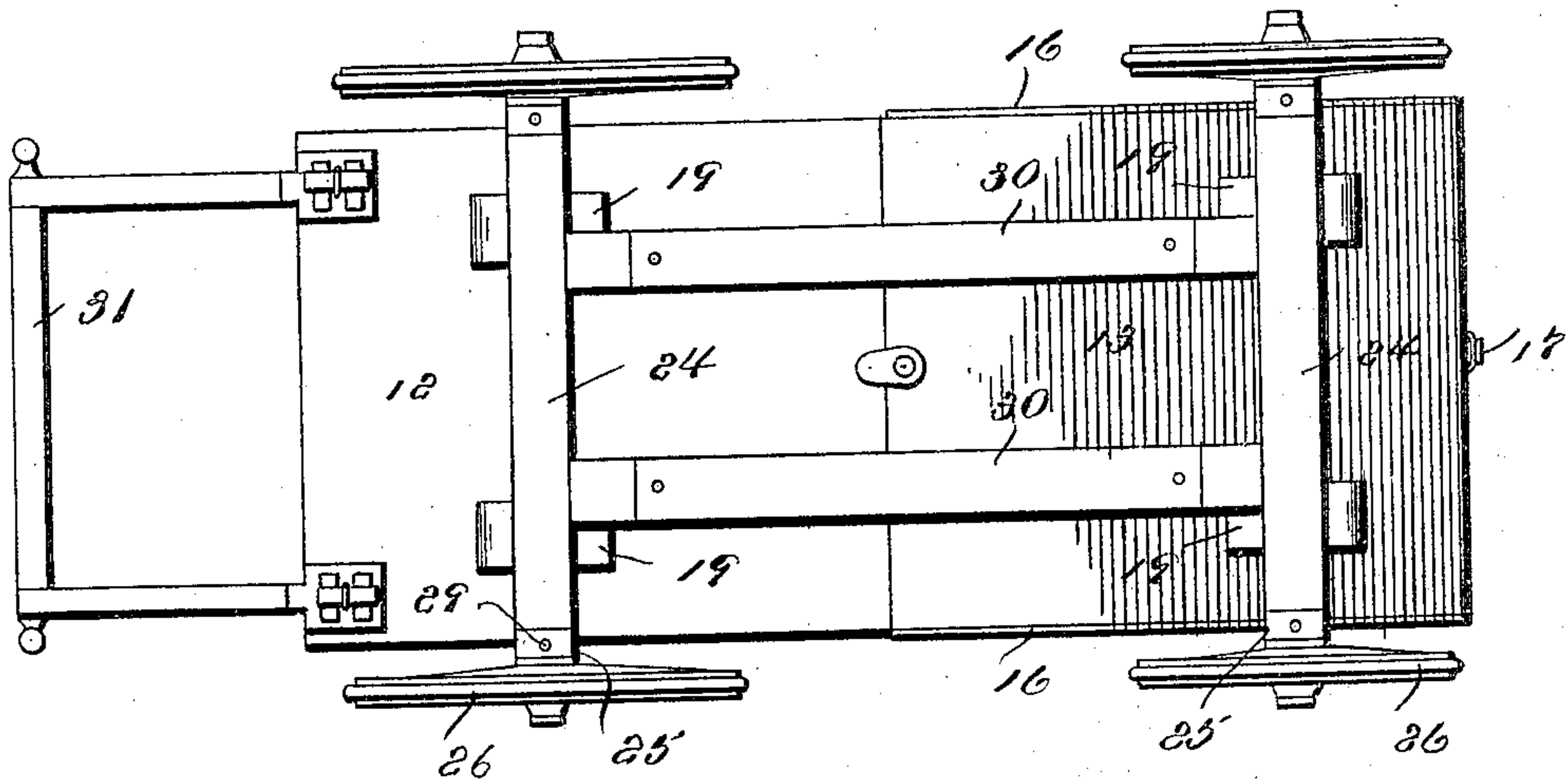


FIG. 3—

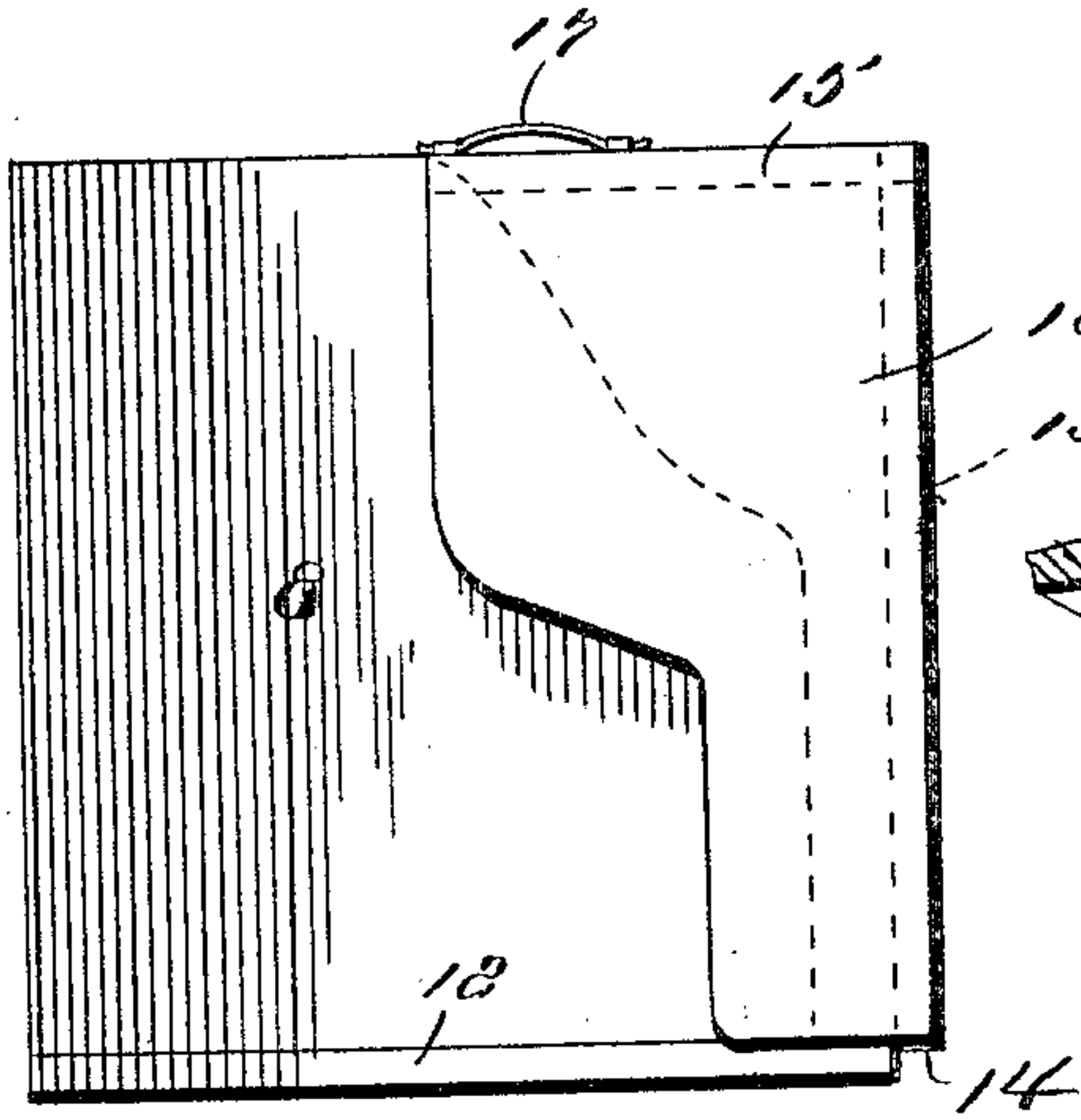
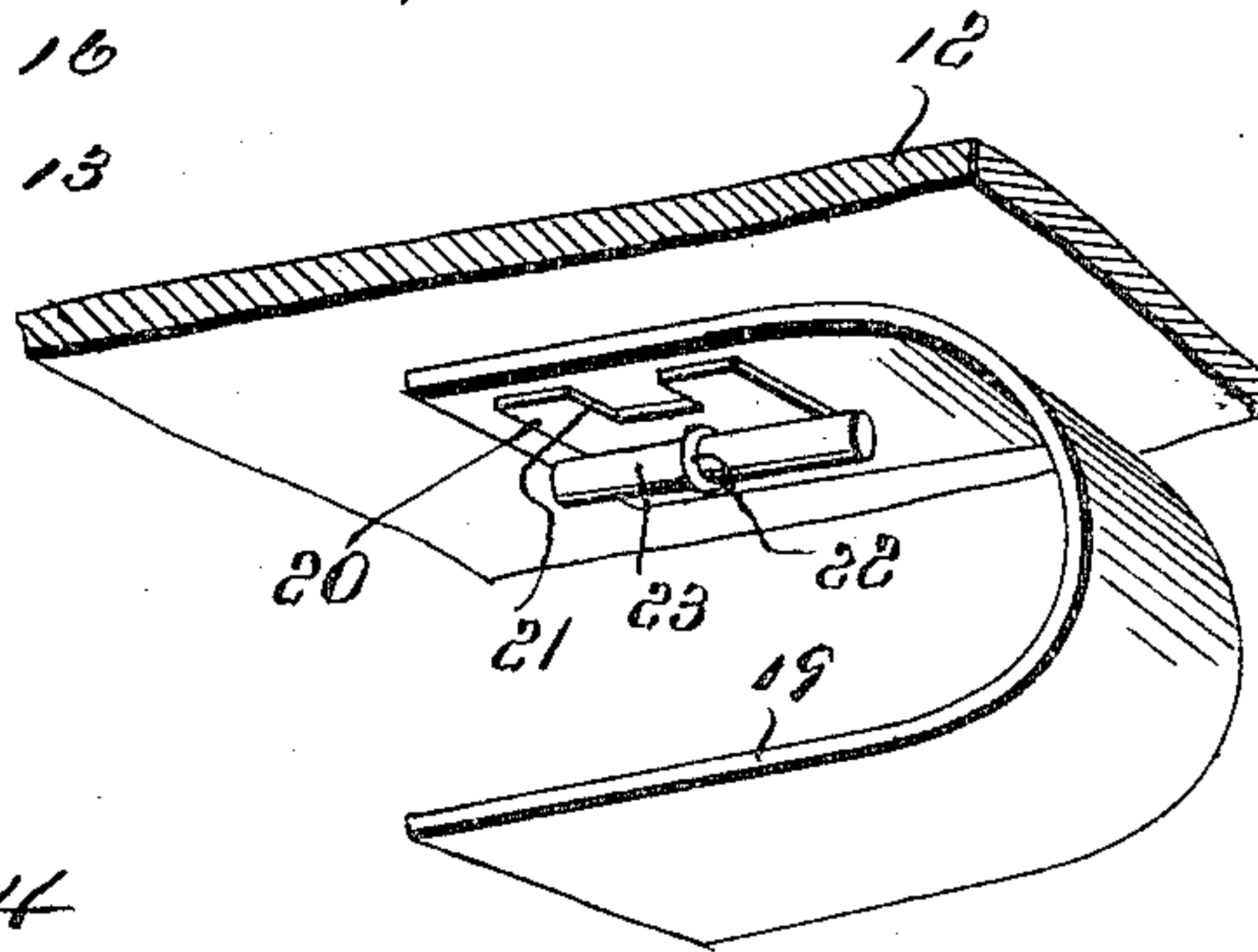


FIG. 4—



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# UNITED STATES PATENT OFFICE.

MAE PIERCY AND CHARLES R. PIERCY, OF REDOAK, IOWA.

## CHILD'S CARRIAGE.

No. 812,447.

Specification of Letters Patent.

Patented Feb. 13, 1906.

Application filed August 31, 1905. Serial No. 276,575.

*To all whom it may concern:*

Be it known that we, MAE PIERCY and CHARLES R. PIERCY, citizens of the United States, residing at Redoak, in the county of Montgomery and State of Iowa, have invented new and useful Improvements in Children's Carriages, of which the following is a specification.

Our invention relates to children's carriages, and more particularly that kind which can be folded for convenience in transportation.

The object of the invention is to provide a carriage having a removable and folding running-gear and a folding body which when folded has the appearance of an ordinary traveling-case and receives the running-gear.

To this end the invention consists in certain novel features of construction hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is an elevation of the carriage. Fig. 2 is a bottom plan view. Fig. 3 is a top plan view. Fig. 4 is an elevation showing the carriage-body folded. Fig. 5 is a detail in perspective of the joint between the springs and the carriage-body. Fig. 6 is a similar view of the joint between the running-gear sections.

Referring specifically to the drawings, the side walls of the carriage-body comprise sections 8 and 9, respectively, which are hinged vertically, as at 10. The rear end wall 11 is made fast to the side-wall sections 8. The floor of the body also comprises hinged sections 12 and 13, respectively, the hinges 14 thereof being arranged so that the section 13 can be folded upwardly. The floor-section 12 is fixed to the side-wall sections 8 and the rear end wall 11. The front end wall 15 is made fast to the floor-section 13 and swings therewith. At the outer edges of the end wall 15 are secured leaves 16, which extend across the space between said end wall and the free ends of the side-wall sections 9. The sections 9 do not extend to the end wall 15, because they are made short enough to fold inwardly across the floor-section 12, as shown by dotted lines in Fig. 3. It will be noted that the hinges 10 on one side are slightly in advance of the hinges 10 on the opposite side, the difference being about the thickness of the sections 9, so that they may come together when folded, as shown. The hinges 14 are also in advance of the hinges 10, so that

the floor-section 13 can be swung upwardly and folded against the outer one of the sections 9 when they are folded. When said floor-section is folded, the wagon-body appears as shown in Fig. 4, the end wall 15 forming the top of a case resembling in appearance an ordinary traveling-case. The end wall 15 has a handle 17, whereby the parts can be conveniently carried. The leaves 16 overlap the side-wall sections 8 when folded. The running-gear is placed in the space between the folded parts. Suitable catches or locking devices 18 are provided for holding the parts in adjusted position.

The carriage-body is mounted on springs 19, which are made fast to the axles, but are removably secured to the floor of the body. To the latter are secured angular blocks 20, and the springs have similar-shaped apertures 21, in which the blocks fit. The angular shape of the apertures and blocks prevents turning of the parts on each other. The blocks have loops 22, which extend therefrom through the apertures 21 and through which loops wedge-keys 23 are extended, whereby the parts are securely fastened together.

Each axle is in three sections—a middle section 24 and end sections 25, the latter carrying the spindles on which the wheels 26 are mounted. These sections are coupled by means of tenons 27, extending from the outer ends of the sections 24 and fitting in mortises in the inner ends of the sections 25. The parts are locked together by pins 29, extended therethrough. The axles are connected by parallel bars 30, which are also made sectional and joined in the same manner as the axles. The handles 31 are secured to the carriage-body in the same manner as the springs.

To fold the carriage, the springs and handles are disconnected from the body. The axle-sections 24 and 25 are disconnected, the wheels remaining on the short sections 25, and the bars 30 are disconnected. This reduces the running-gear into small parts, which can be placed inside the carriage-body, as heretofore explained. It is to be understood, of course, that the latter will be of such size as to accommodate these parts.

Having thus described our invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. In a child's carriage, the combination of a running-gear comprising separable sec-

tions, and a body removably secured to the running-gear, and comprising side walls having sections hinged to fold inwardly, and a floor having a section hinged to fold against  
5 the folded side sections, said body when folded forming a case to receive the running-gear.

2. In a child's carriage, the combination of a body, and a running-gear comprising axles having separable spindle-sections, springs  
10 carried by the axle and removably secured to the body, said body comprising sections

hinged to fold and form a case to receive the running-gear.

In testimony whereof we have signed our names to this specification in the presence of  
15 two subscribing witnesses.

MAE PIERCY.

CHARLES R. PIERCY.

Witnesses:

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