

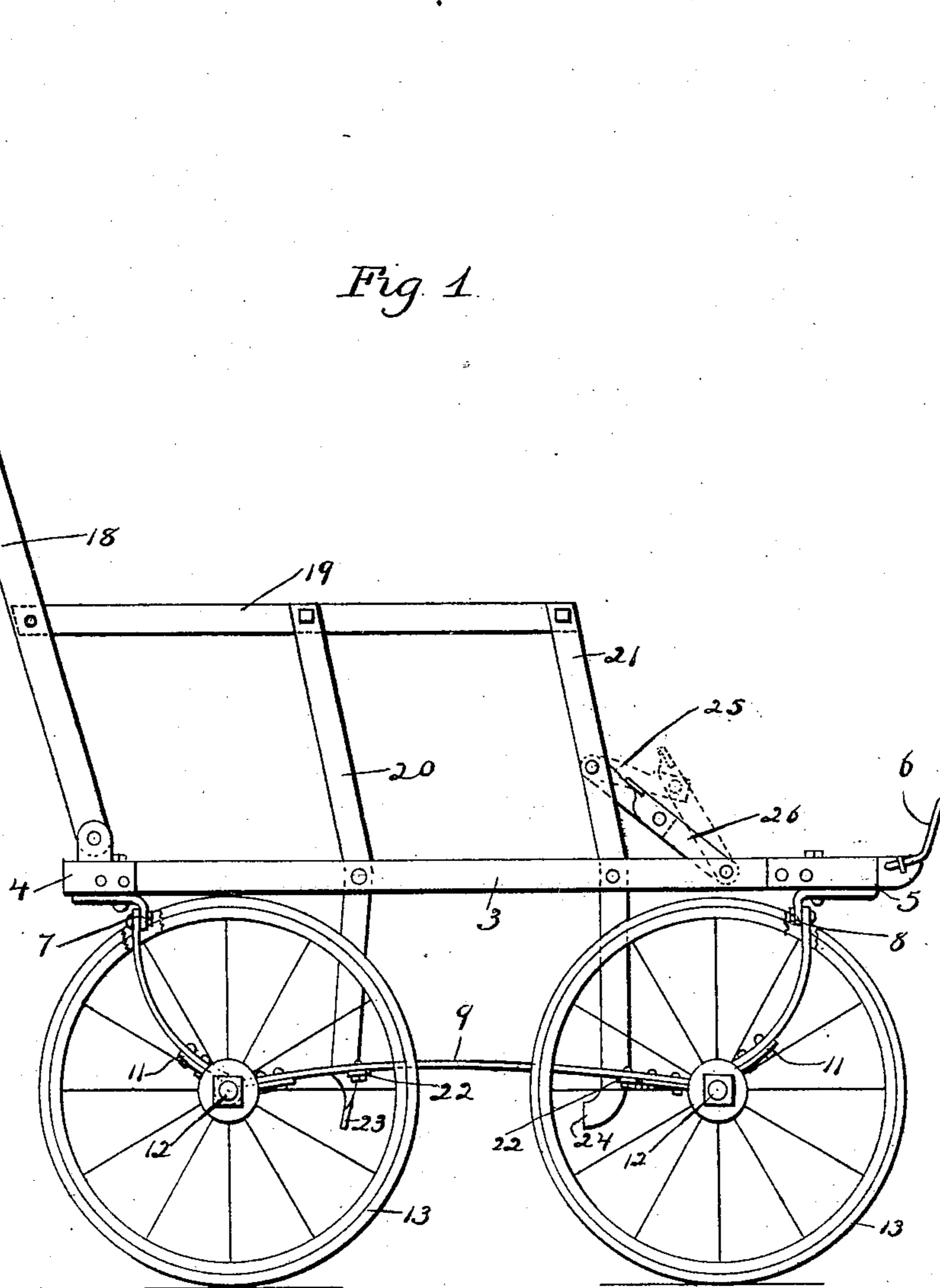
No. 869,534.

PATENTED OCT. 29, 1907.

A. B. TODD.
FOLDING BABY CARRIAGE.
APPLICATION FILED MAY 16, 1907.

2 SHEETS—SHEET 1.

Fig. 1.



Witnessed.
J. H. Shumway
C. J. Reed

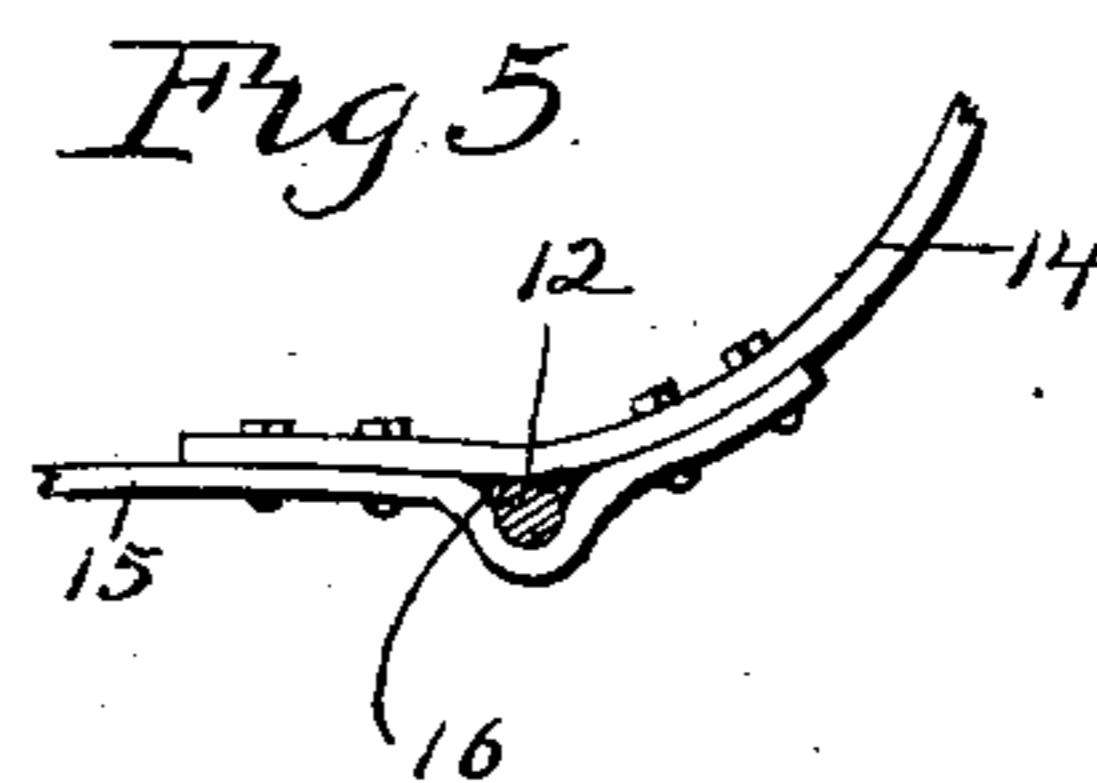
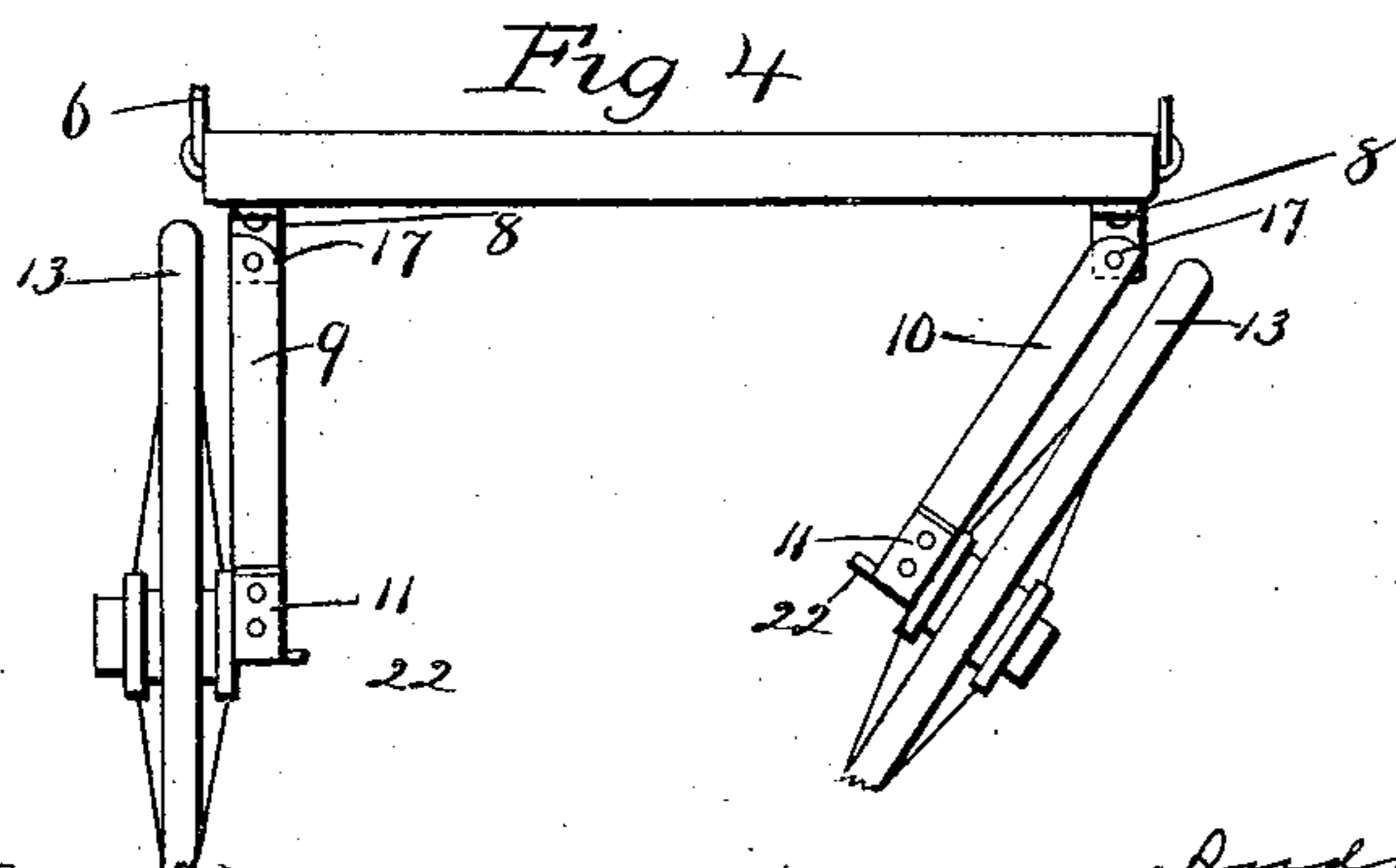
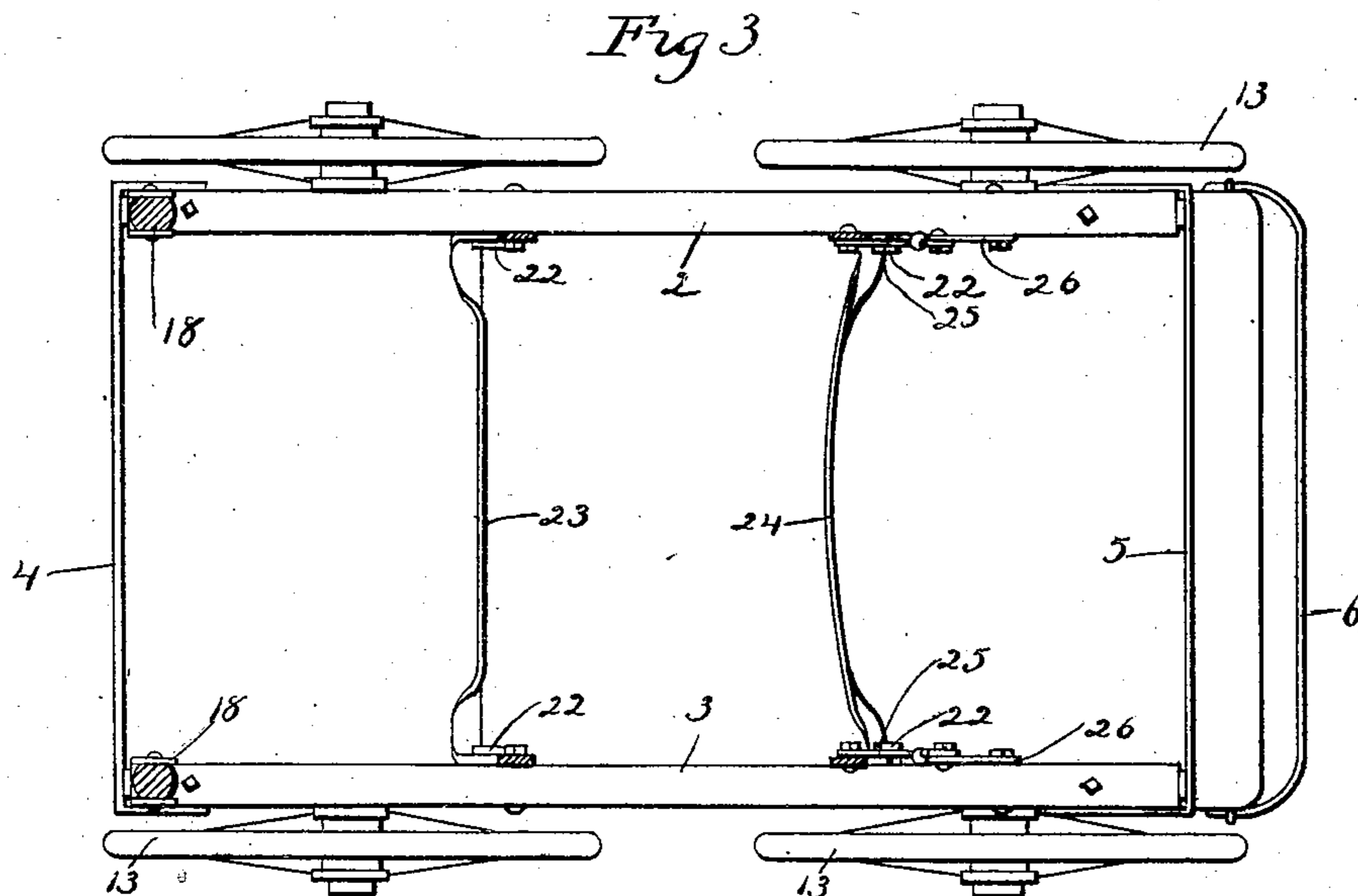
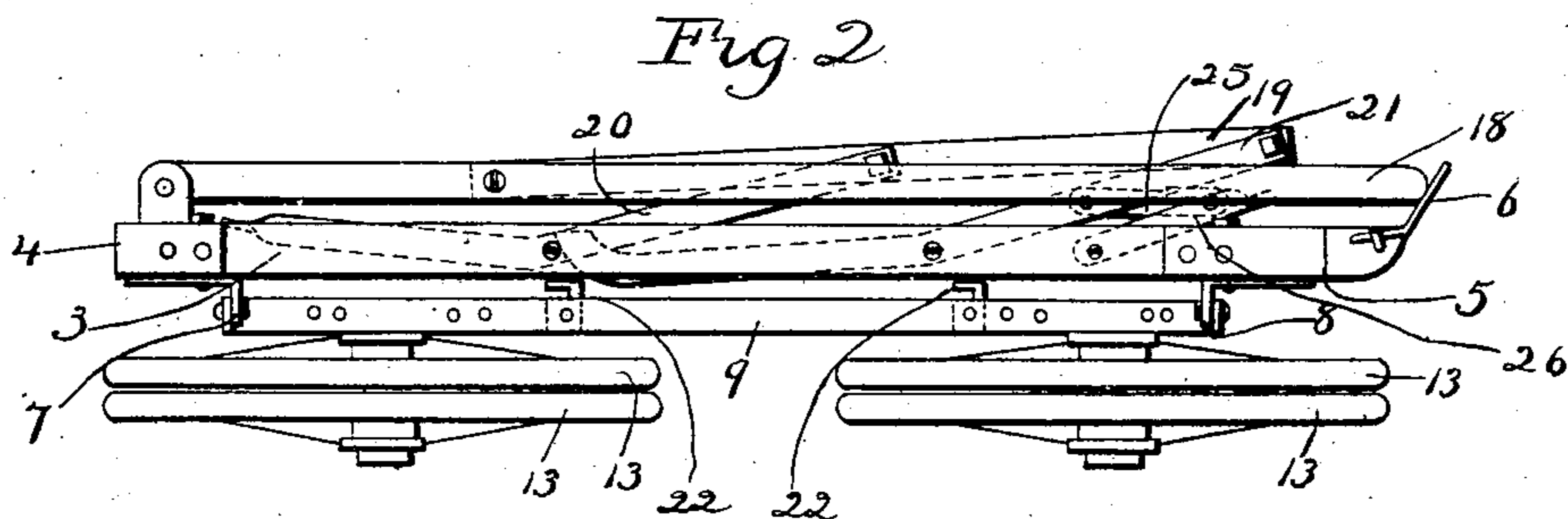
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By *Atty. Seymour and Earle*

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2 SHEETS—SHEET 2.



Witnesses
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UNITED STATES PATENT OFFICE.

ANDREW B. TODD, OF BRANFORD, CONNECTICUT, ASSIGNOR TO THE RATTAN MFG. CO., OF
NEW HAVEN, CONNECTICUT, A CORPORATION.

FOLDING BABY-CARRIAGE.

No. 869,534.

Specification of Letters Patent.

Patented Oct. 29, 1907.

Application filed May 15, 1907. Serial No. 373,840.

To all whom it may concern:

Be it known that I, ANDREW B. TODD, a citizen of the United States, residing at Short Beach, Branford, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Folding Baby-Carriages; and I do hereby declare the following, when taken in connection with the accompanying drawings, and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1 a side view of a folding baby carriage constructed in accordance with my invention. Fig. 2 a side view of the same with the parts in the folded position. Fig. 3 a top view partially in section showing the parts in the open position and illustrating the means for holding the axle frames in their extended position. Fig. 4 an end view showing one of the axle frames partly folded inward. Fig. 5 a broken end view of a portion of one end of the axle frame illustrating a modified form thereof.

This invention relates to an improvement in folding baby carriages, the object being a simple arrangement of parts which may be conveniently folded and rigidly held in an extended or open position; and the invention consists in the construction hereinafter described and particularly recited in the claims.

In illustrating my invention, for clearness I omit the seat and back which, it will be understood, are formed in the usual way. In carrying out my invention I employ side bars 2, 3, which may be of wood or metal connected at the rear by a brace 4 and at the front by a brace 5, to which a dash rail 6 may be secured. Connected to the ends of the side bars and so as to project downward therefrom are ears 7, 8, to which axle frames 9, 10 are pivoted. Preferably and as herein shown this axle frame consists of a single strap to which clamping strips 11 are riveted, these clamping strips holding short axles 12 which extend outward at right angles to the frames and on which the wheels 13 are mounted; but it is apparent that instead of employing the short clamping strips 11 the axle frame may be made in three parts; the ends 14 which are secured to the ears 8 may overlap the ends of the central portion 15 so as to provide a clamp for the axle 12, as shown in Fig. 5, and preferably the axles 12 will be formed with wings 16 which hold them against turning, and the ends of the axle frame are formed with shoulders 17 which strike the ears 8 when thrown outward so as to limit the outward movement of the axle frame. Pivoted to the rear end of the side bars are handle bars 18, and pivoted to the handle bars are arms 19 which are supported by links 20, 21, which links are pivoted

to the side bar and extend down to engage with hooks 22 mounted on the axle frames 9 and 10, these links being of substantially U-shape, and the central portions 23, 24, forming braces to hold the axle frames in their open position, and to lock the parts in the open position the links 21 are connected to the side bars 2, 3, by a pair of locking braces 25, 26, which when thrown into line with each other hold the links against turning forward, but which may be thrown out of line when it is desired to fold the carriage. It will be understood that as thus far described the parts have been referred to as in the open position, and as shown in Fig. 1 of the drawings.

To fold the carriage, the braces 25, 26, will be lifted out of alinement and the handle bars turned forward. This forward movement of the handle bars throws the central portions 23, 24, of the links 20, 21, rearward out of engagement with the hooks 22 on the side bars. This releases the axle frames which can then be folded inward, thus permitting all the parts to be compactly folded together. It will thus be seen that a folding carriage is produced with comparatively few parts and which, when open, is securely locked and which is easy of manipulation.

I claim:—

1. In a folding baby carriage, the combination with the side bars, of axle frames carrying axles and having upwardly bent ends pivoted to said bars, wheels mounted on said axles, handle bars pivoted to the rear end of said side bars, links pivoted to the said side bars and adapted to engage with the portions of the axle frames which extend between the axles, and connections between the upper ends of the links and the handle bars.

2. In a folding baby carriage, the combination with the side bars, of axle frames pivoted thereto, axles clamped to said frames, wheels mounted on said axles, handle bars pivoted to the rear end of said side bars, arms pivoted to said handle bars, links pivoted to the arms and side bar and adapted to engage with the axle frames, and a pair of locking braces between the side bars and links for locking the parts in the open position, substantially as described.

3. In a folding baby carriage, the combination with the side bars, of ears extending downward therefrom, axle frames pivoted to said ears, clamping strips secured to said axle frames, axles mounted between said strips and frames, substantially as described.

4. In a folding baby carriage, the combination with the side bars and axle frames pivoted thereto, of hooks on said axle frames adjacent to each axle, a pair of links pivoted to each of said side bars and adapted to engage with said hooks, and connections between said links and handle bars.

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

ANDREW B. TODD.

Witnesses:

FREDERIC C. EARLE,
CLARA L. WEED.