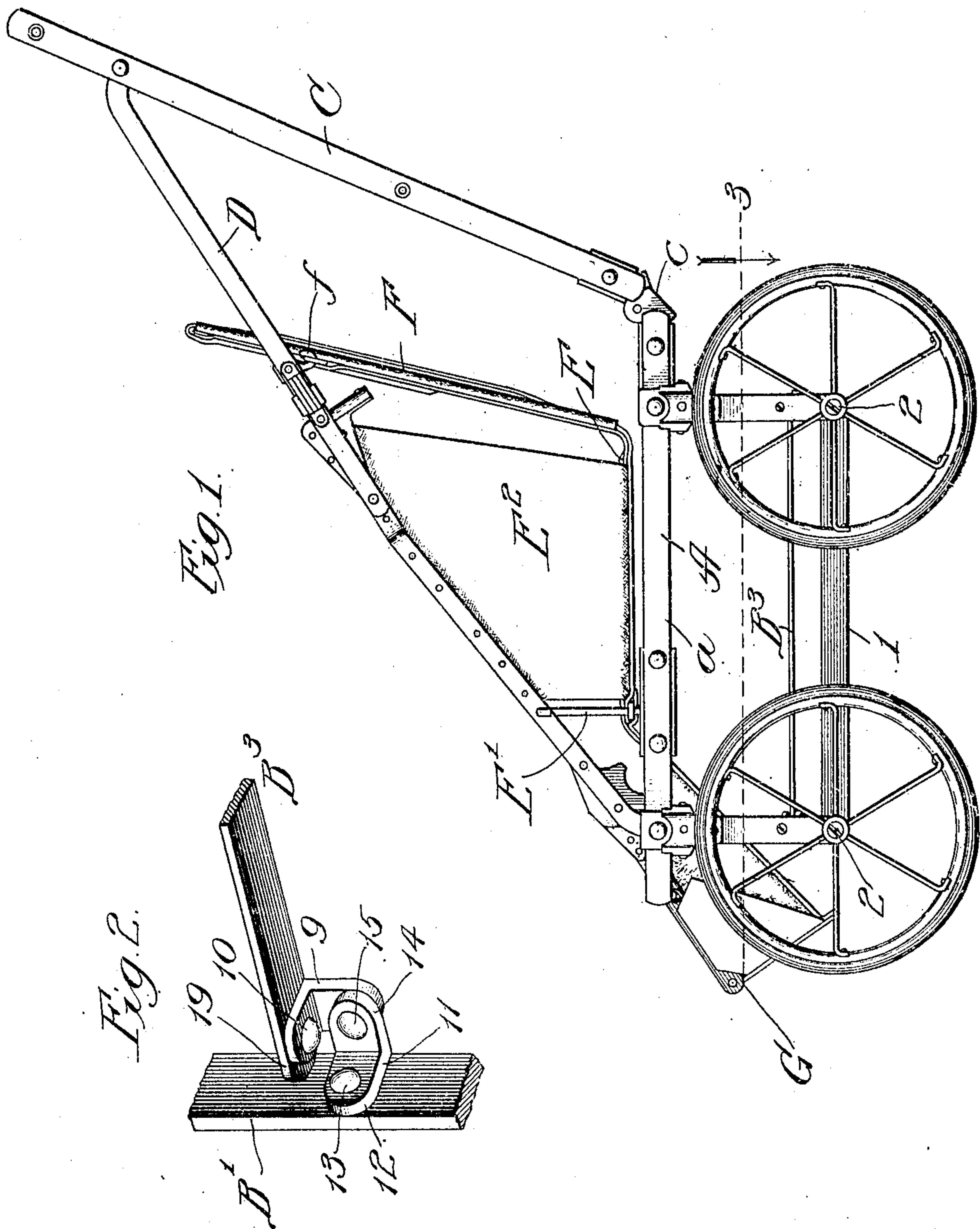


A. J. ADAMS.
FOLDING CARRIAGE.
APPLICATION FILED AUG. 31, 1909.

913,345.

Patented Feb. 23, 1909.
2 SHEETS—SHEET 1.



Witnesses:
John Enders
Chas. H. Buell

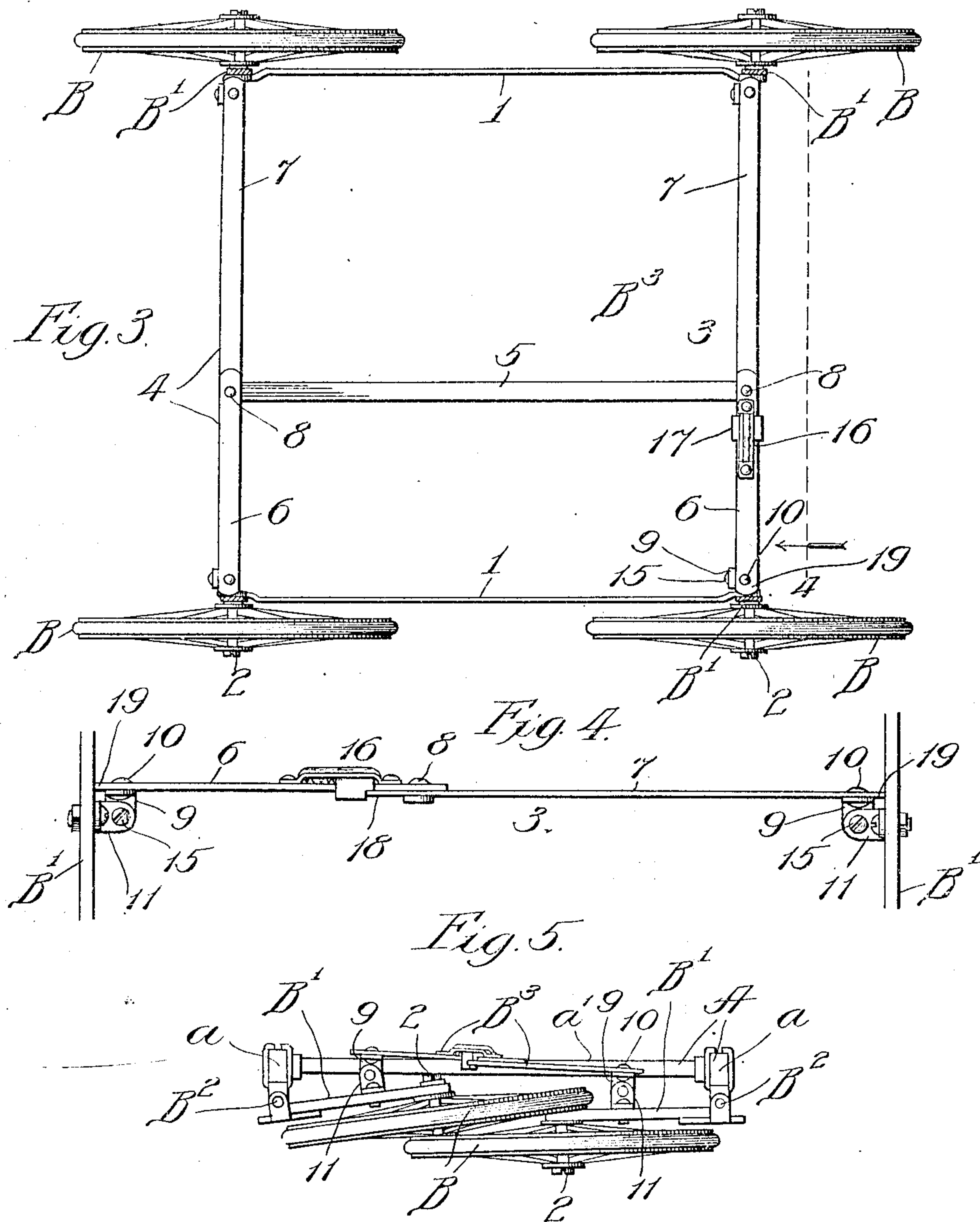
Inventor:
Arthur J. Adams.
By Syrenforth, Lee, Christen & Wiles
Attys.

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UNITED STATES PATENT OFFICE.

ARTHUR J. ADAMS, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE FULTON MANUFACTURING COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

FOLDING CARRIAGE.

No. 913,345.

Specification of Letters Patent.

Patented Feb. 23, 1909.

Original application filed May 7, 1908, Serial No. 431,312. Divided and this application filed August 31, 1908. Serial No. 450,926.

To all whom it may concern:

Be it known that I, ARTHUR J. ADAMS, a citizen of the United States, residing at 1263 West Congress street, Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Folding Carriages, of which the following is a specification.

My invention relates particularly to folding baby carriages, doll carriages, go-carts, and the like; and my primary object is to provide improved means for locking the wheel-supports in an upright position.

The present application constitutes a division of application No. 431,312, filed May 7, 1908, and the improved means here shown for locking the wheels in an upright position constitutes an improvement upon the mechanism shown in my patent No. 857,971, granted June 25, 1907.

The invention is illustrated in the preferred embodiment in the accompanying drawings, in which—

Figure 1 represents a side elevational view of a folding baby carriage equipped, in accordance with my invention, with improved means for locking the wheel-supports in an upright position; Fig. 2, a broken perspective view showing a fragment of my improved folding link-mechanism and the manner of connecting the same with the wheel-supports or wheel forks; Fig. 3, a plan section taken as indicated at line 3 of Fig. 1; Fig. 4, a broken front elevational view taken as indicated at line 4 of Fig. 3, and Fig. 5, a front view of the running-gear frame, showing the wheels in folded condition.

The general construction of the folding baby carriage in connection with which my present improvements are illustrated will be stated briefly, followed by a more practical description of the matters to which the present application pertains.

In the construction illustrated, A represents a running-gear frame; B, pairs of wheels journaled on brackets B¹ connected with the running-gear frame by pivots B² and adapted to fold beneath the running-gear frame in a well known manner; B³, improved folding-link mechanism connecting the brackets B¹ crosswise in a manner to be presently described in detail; C, a handle connected by hinges c with the rear por-

tion of the running-gear frame; D, foldable brace-bars connecting the upper portion of the handle with the front portion of the running-gear frame, and forming with the running-gear frame and the handle a triangular structure, said brace-bars serving also as a means from which the seat may be suspended; E, a seat having its front portion suspended by links E¹ from the bars D and having connected with its lateral edges side flaps E² which are permanently secured to the bars D; F, a back having its lower portion flexibly connected to the rear portion of the seat, the upper portion of said back being shown joined, by connections f, with the bars D; and G, a foot-rest connected with the lower portions of the bars D, said foot-rest forming no portion of the present invention.

The running-gear frame A may be of any suitable construction. Preferably, it comprises horizontally disposed longitudinally extending side members a connected by cross members a¹, in a well known manner. The pair of wheels B at each side of the cart is adapted to fold together beneath the running-gear frame in a well understood manner. The two wheel-supports at each side of the frame are joined in a pair by a longitudinally extending bar 1, connecting the lower ends of said wheel-supports, so that each side pair of wheels will swing as a unit. The lower ends of the wheel-supports have connected therewith the out-turned spindles 2 upon which the wheels are journaled.

The link mechanism B³ comprises, in the preferred form, a folding front cross-bar 3; a folding rear cross-bar 4; and a longitudinally connecting link 5. Each folding cross-bar comprises a pair of links 6 and 7, which are joined together near the median longitudinal plane of the running-gear frame by a vertical pivot 8; short, angle-form links 9 joined to the outer extremities of the links 6 and 7, by vertical pivots, 10; and angle-form clips 11 having forwardly directed flanges 12 rigidly joined by bolts 13 to the wheel-supports B¹ and having inwardly turned flanges 14 connected by horizontal, longitudinally disposed pivots 15 with the depending arms of the angle-form links 9. The clips 11 are connected with the wheel-brackets, or wheel-supports, B¹, a short distance above the lower ends of the brackets.

The links 6 and 7 preferably comprise flat bars which are disposed in horizontal plane when the wheel-supports are in the upright position; and the short links 9 preferably
 5 comprise short bars bent into angular form. The link 5 preferably comprises a flat bar whose ends are pivotally connected with the pivots 8, so that the link 5 occupies a median longitudinal plane, as will be clearly under-
 10 stood from Fig. 3. For the purpose of securing the links in the position shown in Fig. 3 and locking the wheel-supports in an upright position, the links 6 and 7 composing the front foldable cross-member 3 are
 15 equipped with a locking device 16 of the construction shown in said Patent No. 857,971. It is unnecessary to describe the fastening means 16 in detail. It is sufficient to say that it comprises a spring-held slide
 20 17 mounted on the bar 6 and adapted to engage the extension 18 of the link 7 which projects past the pivot 8, as will be clearly understood from Fig. 4.

The horizontal arms of the angle-form
 25 links 9 are connected with the bars 6 and 7 by means of the pivots 10 (Figs. 2 and 4) a short distance from the outer ends of said bars. Thus, the bars 6 and 7 are provided with extensions 19 adapted to engage the in-
 30 ner surfaces of the wheel-forks, or wheel-brackets, B^1 , when the mechanism is in the extended position shown in Figs. 2, 3 and 4. Thus is provided a thoroughly effective means for bracing the wheel-supports when
 35 the latter are in the vertical position and the mechanism B^3 is in the extended, bracing position shown in Figs. 3 and 4. When it is desired to fold the wheels laterally inwardly beneath the running-gear frame, the slide 17
 40 may be withdrawn against the pressure of its spring, and the link-mechanism B^3 may then be folded as the pairs of wheels are swung inwardly to the folded position.

The foregoing detailed description has
 45 been given for clearness of understanding only, and no undue limitation is to be understood therefrom.

What I regard as new, and desire to secure by Letters Patent, is—

50 1. In a folding carriage, the combination

of a running-gear frame, a pair of wheel-supports pivotally joined to said frame at each side thereof and connected to fold together beneath the frame, and link-mechanism connecting said wheel-supports and com-
 55 prising foldable members having permanent jointed connection with the wheel-supports and equipped with means for engaging and bracing the wheel-supports when the link-mechanism is in the extended position. 60

2. In a folding carriage, the combination of a running-gear frame, wheel-supports pivotally connected therewith, link-mechanism connecting said wheel-supports, and com-
 65 prising a pair of foldable cross-members, links pivotally connected with the end portions of said cross-members and with said wheel-supports, and extensions carried by said cross-members adapted to engage the inner surfaces of the wheel-supports when
 70 the mechanism is extended, thereby to brace the wheel-supports.

3. In a folding carriage, the combination of a running-gear frame, a pair of wheel-supports pivotally connected with each side
 75 thereof, a pair of foldable cross-members, links joined by vertical pivots to said cross-members, clips carried by said wheel-supports and joined by horizontal pivots to said
 80 links, extensions carried by said foldable cross-members adapted to brace said wheel-supports, and means for giving rigidity to the cross-members.

4. In a folding carriage, the combination of a running-gear frame, a pair of wheel-
 85 supports pivotally connected with each side thereof, a pair of foldable cross-members, angle-form links having horizontal arms joined by vertical pivots to said cross-members, angle-form clips carried by said wheel-
 90 supports, horizontal pivots connecting the intumed arms of said clips with the vertical arms of said links, and extensions carried by said foldable cross-members and adapted to brace said wheel-supports.

ARTHUR J. ADAMS.

In presence of—

L. KIRKLAND,

J. G. ANDERSON.