A. J. ADAMS.

BABY CARRIAGE OR PERAMBULATOR.

APPLICATION FILED MAY 7, 1908.

925,152.

Patented June 15, 1909.

3 SHEETS—SHEET 1.

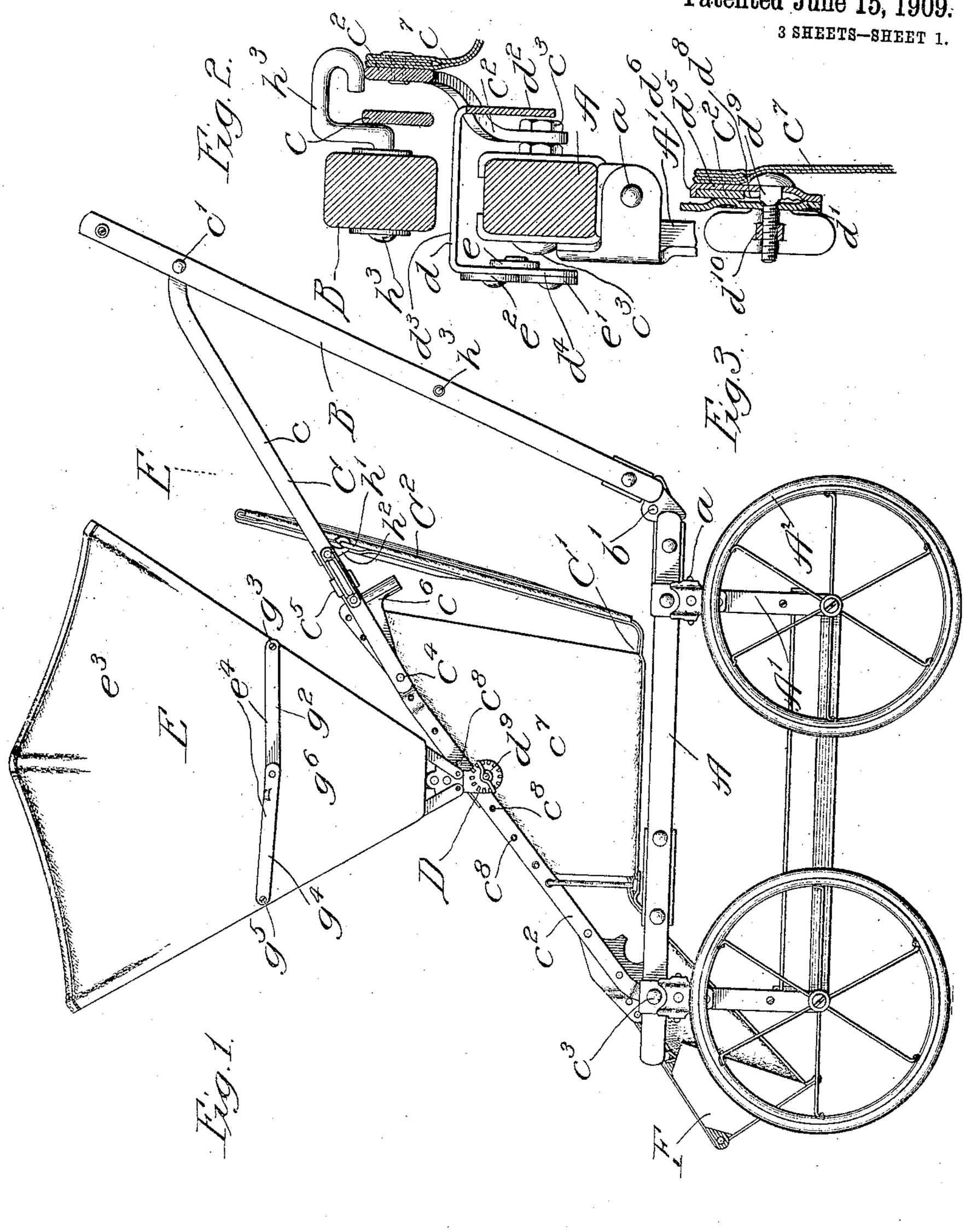


Fig. 1.

Fig. 2.

Fig. 3.

Witnesses:
John Enders
Chas. A. Buell.

Inventor:
Arthur J. Adams.
By Dyrenforth, Lee, Chritton & Wiles
Attys.

A. J. ADAMS.

BABY CARRIAGE OR PERAMBULATOR.

APPLICATION FILED MAY 7, 1908.

925,152.

Patented June 15, 1909.

3 SHEETS—SHEET 2.

Fig. 4

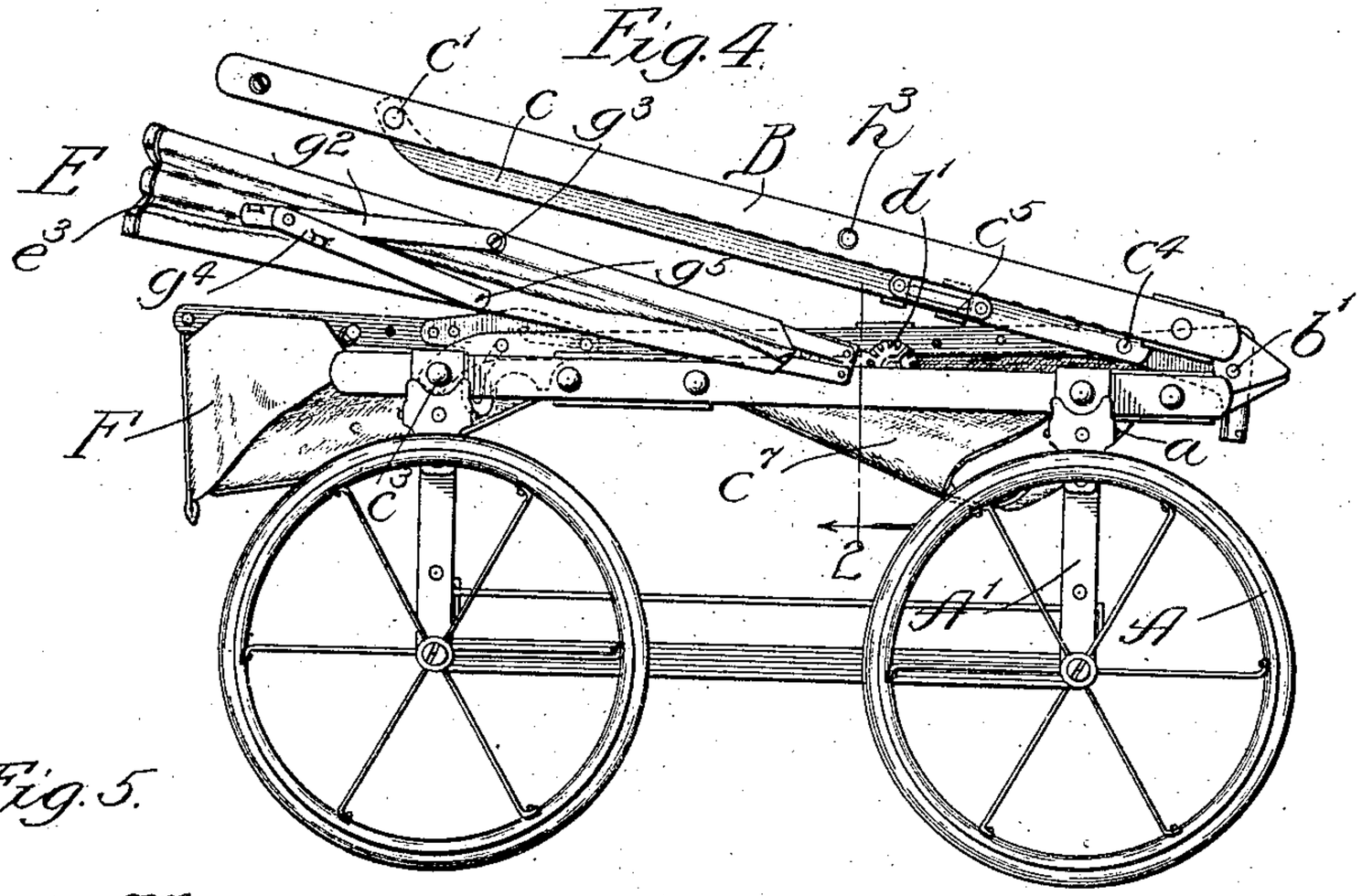
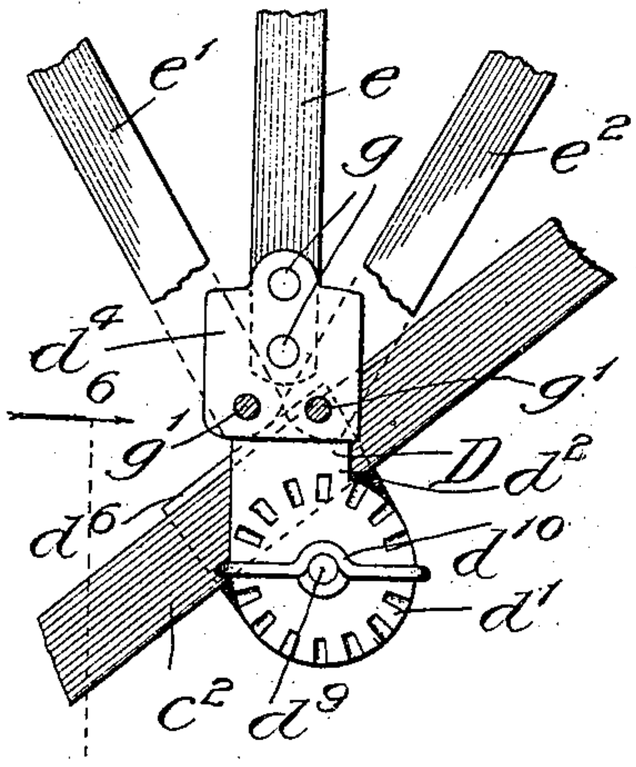


Fig. 5.

Fig. 6.



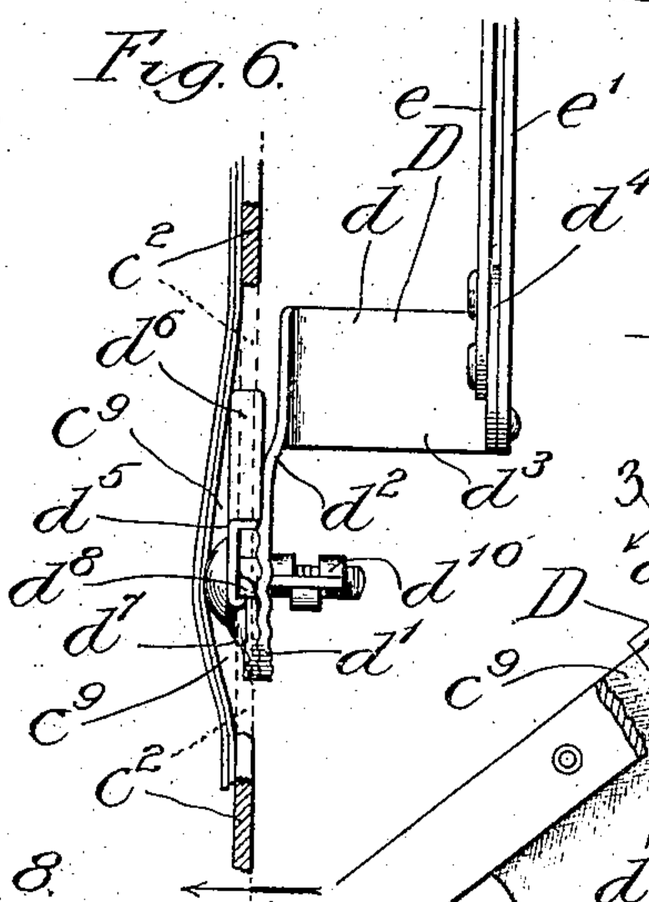


Fig. 7.

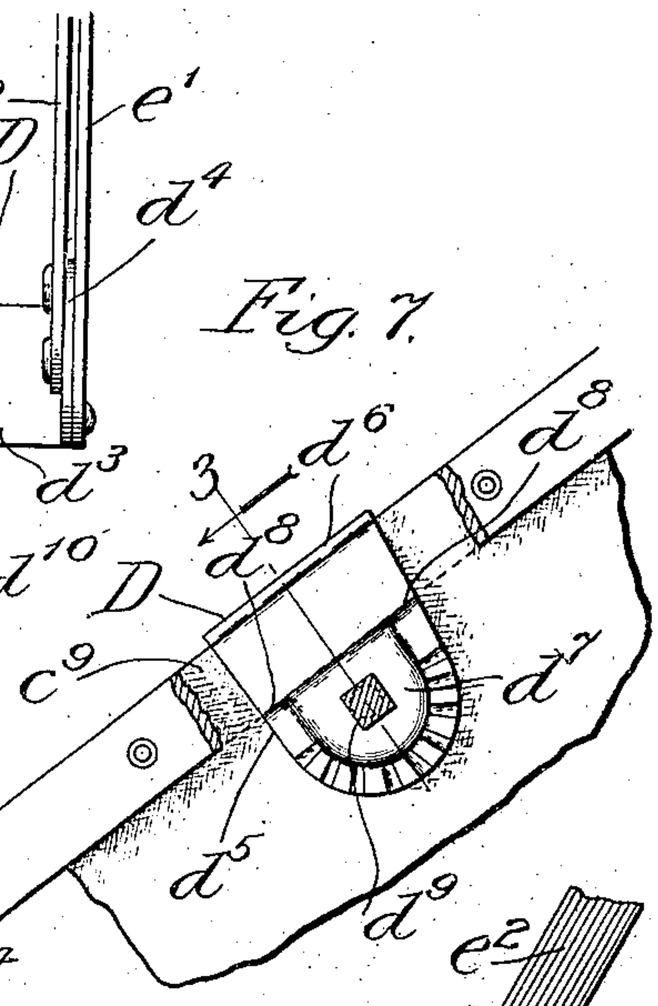


Fig. 8.

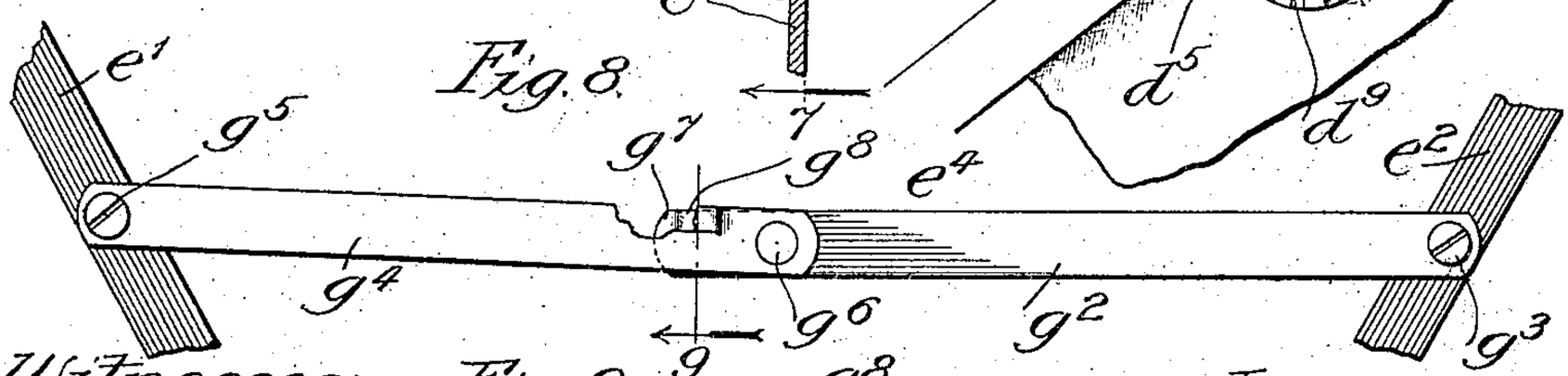
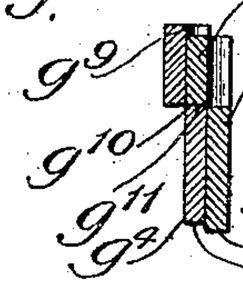


Fig. 9.



Witnesses:

John Enders

Chas. H. Buell.

Inventor:

Arthur J. Adams.

By Dyrenforth, Lee, Christton & Dyrenforth

Attys.

A. J. ADAMS.

BABY CARRIAGE OR PERAMBULATOR.

APPLICATION FILED MAY 7, 1908.

925,152.

Patented June 15, 1909.

3 SHEETS—SHEET 3.

Fig. 10.

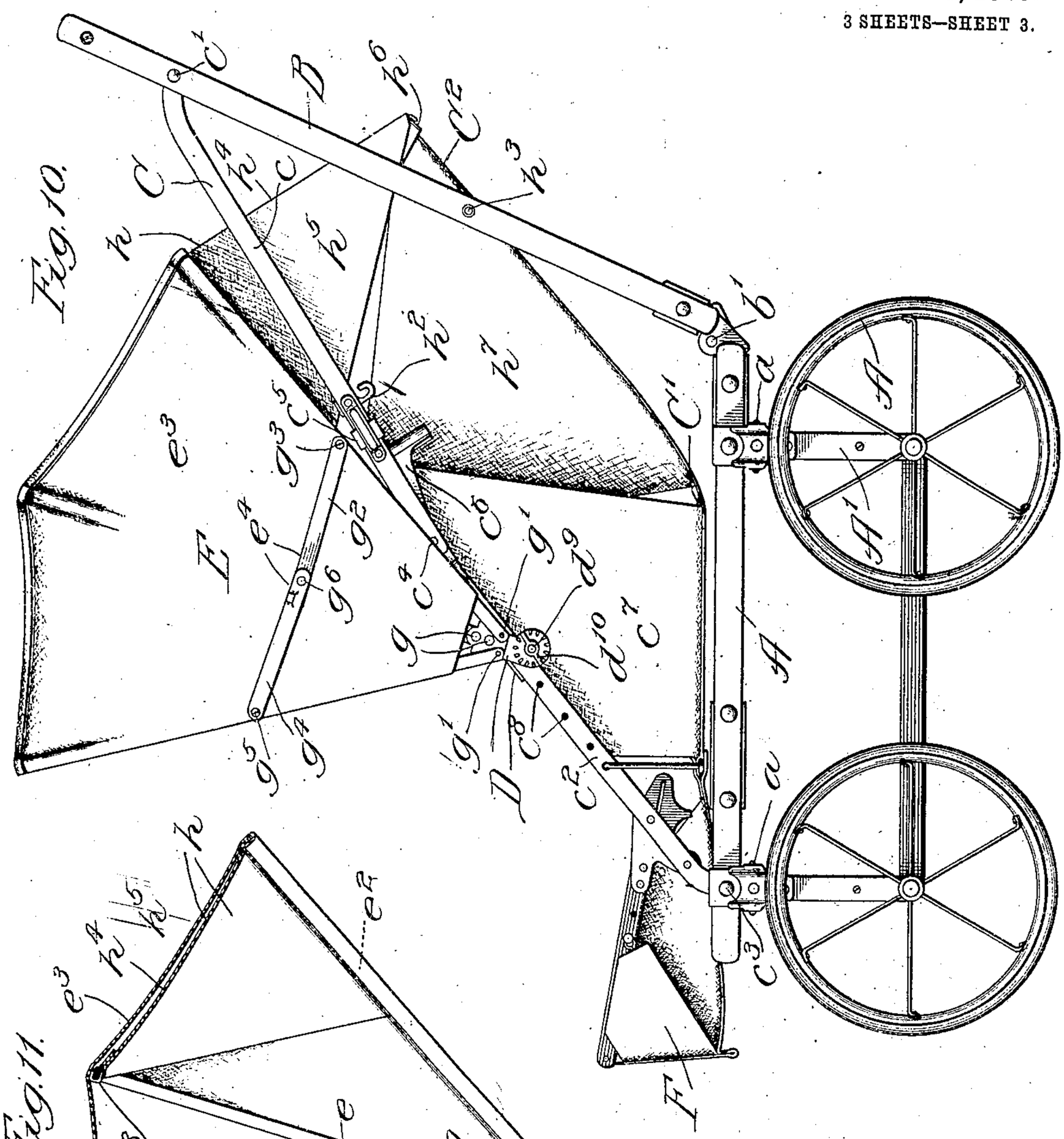
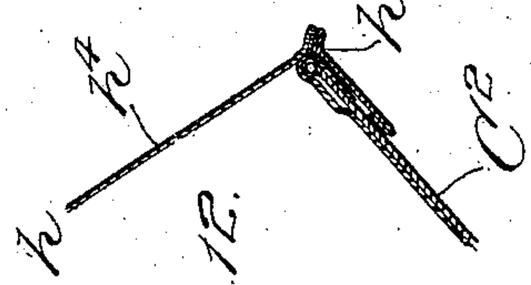


Fig. 11.

Fig. 12.



Witnesses:

John Enders

Chas. H. Buell.

Inventor:

Arthur J. Adams.

By Dyrenforth, Lee, Chritton & Wiles

Attys.

UNITED STATES PATENT OFFICE.

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

BABY-CARRIAGE OR PERAMBULATOR.

No. 925,152. Specification of Letters Patent. Patented June 15, 1909.

Application filed May 7, 1908. Serial No. 431,311.

To all whom it may concern:

Be it known that I, ARTHUR J. ADAMS, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Baby-Carriages or Perambulators, of which the following is a specification.

My invention relates particularly to folding go-carts or perambulators.

My primary object is to provide, in combination, a folding go-cart and canopy, or top, adapted to fold compactly with relation to each other, thoroughly durable and practicable in operation, and attractive in appearance.

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

Figure 1 represents a side elevational view of a folding perambulator and folding top or cover, constructed, combined and arranged in accordance with my invention; Fig. 2, a broken sectional view taken as indicated at line 2 of Fig. 4, and showing in detail the relation of certain parts in the folded condition of the cart; Fig. 3, a broken sectional view taken as indicated at line 3 of Fig. 7, and showing a detail of the clamping means employed for connecting the carriage top with the folding brace-bars of the carriage; Fig. 4, a side elevational view of the perambulator in a partially folded condition; Fig. 5, a broken detail view showing one of the connections between the perambulator-top and one of the folding brace-bars employed in the perambulator construction; Fig. 6, a broken sectional view taken approximately as indicated at line 6 of Fig. 5; Fig. 7, a broken sectional view taken as indicated at line 7 of Fig. 6; Fig. 8, a broken detail view showing foldable brace-bars employed in connection with the folding carriage-top; Fig. 9, a section taken as indicated at line 9 of Fig. 8; Fig. 10, a view similar to Fig. 1, but showing a different adjustment of the carriage and its top; Fig. 11, a vertical sectional view of the carriage-top with the rear hood thereof in a folded position; and Fig. 12, a detail sectional view, showing the connection between the hood and the upper edge of the seat-back.

In the construction illustrated, A represents a running-gear frame supported on pivotally connected wheel-brackets A^1 equipped with wheels A^2, the brackets A^1 being adapted to fold laterally inwardly beneath the running-gear frame in a well understood manner; B, a handle connected by hinges b^1 with the rear portion of the running-gear frame and adapted to fold forwardly upon the running-gear frame, so as to lie substantially parallel therewith; C, foldable seat-supporting and handle-bracing bars connecting the upper portions of the side-bars of the handle with the forward portions of the side-bars of the running-gear frame; C^1, a seat suspended from the front links or sections of the foldable bars C; C^2, an adjustable back to the seat; E, a foldable top or cover for the carriage or go-cart which is pivotally mounted on the forward members or sections of the bars C in a manner to permit angular adjustment of the top with relation to the bars; and F, an adjustable foot-rest for the carriage or go-cart.

The details of construction of the go-cart proper are of no interest in connection with the present invention, except so far as they have relation to the adaptability of the go-cart structure and go-cart top to be folded compactly with relation to each other.

It will be understood that Fig. 4 shows the top or cover in a collapsed condition and only partially folded with relation to the running-gear frame, and also shows the handle only partially folded with relation to the running-gear frame. Moreover, while the wheel-standards are shown in their operative position in Fig. 4, it is to be understood that the wheel-standards are capable of folding compactly beneath the running-gear frame. To permit the inward folding of the wheel-standards, they are connected by longitudinally-extending pivots *a* with the side members of the running-gear frame.

Each foldable brace-bar C comprises an upper section or link *c* connected by a pivot c^1 with the corresponding side-bar of the handle; a lower section or link c^2 connected by a pivot c^3 with the corresponding side member of the running-gear frame; a pivot c^4 connecting the section *c* with the section c^2 at some distance in front of the rear extremity of the section c^2; and locking means c^5 serving to maintain the brace-bars in their extended position. I have shown the joint between the bars c^2 equipped with spring-connecting means c^6 adapted to permit flexi-

ility, within limits, of the brace-bars when the carriage is under load. This spring-connecting means forms no part of the present application, but is set forth and claimed in my pending application No. 471,024, filed January 6, 1909.

The go-cart top E comprises preferably a central bow e whose extremities are connected by clamps D with the front sections c^2 of the brace-bars; front and rear bows e^1, e^2, respectively, foldable with relation to the bow e; a fabric or covering material e^3 covering the bows; and foldable brace-bars e^4 connecting the front and rear bows.

Each clamping device D preferably comprises a sheet-metal member d provided with a clamping-head d^1, a shank d^2 extending therefrom substantially parallel with the plane of the adjacent brace-bar, a laterally-extending portion d^3, and an upturned extremity d^4; and a clamping member d^5 having a flange d^6 adapted to rest upon the upper edge of the brace-bar and having a clamping-head d^7 and having, also, a shoulder d^8 lying beneath the lower edge of the brace-bar. The parts of the clamp are connected by a bolt d^9 which passes through perforations with which the parts are provided and beneath the brace-bar, said bolt being equipped with a winged nut d^{10}. Prefferably, the head d^7 of the clamping member d^5 is provided with an angular perforation and the butt-end of the bolt is provided with an angular portion which fits therein. The meeting surfaces of the clamping member d^5 and the head d^1 of the member d are corrugated or serrated, as shown, to render it easy to secure the parts in rigid relation at any desired angle, thereby enabling the top to be supported in any desired position. As will more clearly appear from Fig. 2, the sheet metal member d is so shaped that when the top is folded forwardly upon the running-gear frame, the shank portion d^2 and the portion d^4 which lies in a plane parallel therewith will embrace the side member of the running-gear frame, while the horizontal portion d^3 will lie across the top edge of the side bar of the running-gear frame.

The seat C^1 has its lateral edges connected with side flaps c^7 whose upper margins are connected with the brace-bars, as by means of rivets c^8. At the points where the clamps are applied to the brace-bars, said rivets are spaced widely enough apart to afford a space or opening c^9 through which the clamping members d^5 may be inserted from beneath the brace-bar.

The middle bow e of the carriage top is rigidly connected, as by rivets g, with the upturned flange d^4 of the sheet metal member d, and the front and rear bows are connected, by pivots g^1, with said flange d^4. There is a foldable brace-bar e^4 at each side of the carriage top. Each foldable brace-bar comprises a link g^2 connected by a pivot g^3 with the rear bow; a front link g^4 connected by a pivot g^5 with the front bow; and a pivot g^6 connecting the links together. The link g^2 has a forward extension g^7 having a laterally struck boss g^8 received in a recess g^9 formed by striking the upper portion of the metal of the link g^4 laterally. The relation of the boss g^8 and the recess g^9 is such that when the brace is straightened the links will pass a little beyond the dead center before the shoulder g^{10} of the boss g^8 strikes the bottom g^{11} of the recess g^9. This is clearly indicated in Figs. 8 and 9, from which it will appear that the braces are self-locking in the straightening operation.

From the foregoing description it will be understood that the top may be adjusted to any desired angular relation with respect to the brace-bars C, regardless of whether the top is in its closed or extended condition. When it is desired to fold the carriage, the nuts d^{10} are loosened, the carriage-top is collapsed and thrown forward, and the locking devices c^5 are released, whereupon the handle may be folded forwardly upon the running-gear frame, the top, in the folded condition of the carriage, substantially embracing the front portion of the running-gear frame. In the reverse movement of the handle, the brace-bars C are automatically straightened and the seat raised to its normal position, in a manner now well understood in the art.

As illustrated in Figs. 10, 11 and 12, the top E is provided with a rear cape, or hood, h, which may be extended to connect with the upper edge of the back C^2, when the latter occupies a reclining position, as shown in Fig. 10, or which may be folded within the top, as shown in Fig. 11. The back C^2, which is principally of flexible material, has the upper portions of its lateral edges and its top edge suitably stiffened, the lateral edges being equipped some distance from the upper edge with eyes h^1 adapted to engage hooks h^2 with which the braces C are equipped, or hooks h^3 (Figs. 2 and 10) with which the side-bars of the handle B are equipped, according to whether the back occupies a standing or a reclining position.

The hood h comprises a top portion, or flap, h^4 connected at one edge with the rear portion of the carriage-top, and triangular side-flaps h^5, each having one edge connected with the flap h^4 adjacent the top of the bow e^2 and one edge connected with the rear edges of the fabric e^3 adjacent to the side-members of the bow e^2. At the rear portion of the hood h (when in the extended position) is formed a gusset, or narrow flange or flap, h^6, adapted to fit over, or embrace, the upper portion of the back C^2, when the back occupies a reclining position. The back C^2 has the side-flaps h^7 which may be detachably connected with the braces C in any suit-

able manner. Thus, when the parts are adjusted as shown in Fig. 10, the reclining back will be completely sheltered. The hood *h* is equipped at the free edge of its top-flap h^4 with hooks h^8, adapted to engage the top-member of the bow *e* of the carriage-top, when the hood is folded within the top, as shown in Fig. 11.

While the foldable seat-supporting means C are preferably employed, any foldable seat-supporting means,—that is, seat-support adapted to fold with relation to the running-gear frame,—may be employed, so far as certain features of my invention are concerned.

The foregoing detailed description has 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—

1. The combination with a running-gear frame, a handle pivotally connected with the rear portion thereof and adapted to fold forwardly upon said frame, and seat-supporting means adapted to fold with relation to said frame, of a collapsible cover mounted on said seat-supporting means and adapted to fold with relation to said frame and beneath said handle, and having bows adapted to embrace the outer sides of said frame in the folded condition.

2. The combination with a running-gear frame, a forwardly foldable handle, and foldable brace-bars connecting the upper portion of the handle with the front portion of the running gear frame, and comprising bars pivotally joined together and adapted to fold into position substantially parallel with each other, of a collapsible top having a bow supported on said brace-bars and adapted to fold therewith between the handle and running-gear frame.

3. In a structure of the character set forth, the combination with the foldable seat-supporting and handle-bracing bars thereof, of clamping members adapted to embrace said bars, said clamping members having perforations beneath the bars, bolts connecting said clamping members beneath the bars, and a collapsible top mounted on said clamping members.

4. The combination with a running-gear frame, a forwardly foldable handle, and foldable brace-bars connecting the upper portion of the handle with the front portion of the running-gear frame, of clamping members connected with said brace-bars and having bowed portions adapted to accommodate the side members of the running-gear frame when the structure is in a folded condition, and a collapsible top carried by said clamping members.

5. The combination with a go-cart, of a pivotally supported intermediate bow, independently pivoted front and rear bows, a covering connected with said bows, and foldable brace-bars connected with the front and rear bows, each of said foldable brace-bars comprising a front and rear link pivotally joined respectively to the front and rear bows and having overlapping ends connected by a pivot, said links having laterally struck locking-shoulders adapted to engage when the links are extended past the dead center.

6. The combination with a running-gear frame, a foldable seat support, a forwardly swinging handle, and an adjustable seat-back, of a foldable carriage-top, and a flexible hood connected with the rear portion of said top and adapted to shelter the seat-back.

7. The combination with a running-gear frame, a foldable seat-support, a forwardly swinging handle, and an adjustable seat-back, of a foldable carriage-top, and a flexible hood connected with the rear portion of said top and equipped with means for engagement with the upper end of the seat-back, when the seat-back occupies a reclining position.

8. The combination with a folding carriage having an adjustable back, of a collapsible top having bows pivotally connected together, and a flexible hood comprising a top-flap and side-flaps, and means for connecting said hood with said adjustable back.

9. The combination with a folding carriage having an adjustable back, of a collapsible top having bows pivotally connected together, and a flexible hood comprising a top-flap and side-flaps connected with the rear portion of said top and adapted to fold within the top, and means for securing said hood in the extended position in the rear of said top, thereby to shield said back in its reclining position.

ARTHUR J. ADAMS.

In presence of—
L. HEISLAR,
R. SCHAEFER.