No. 877,350. PATENTED JAN. 21, 1908.

A. E. LONG.

PERAMBULATOR.

APPLICATION FILED OCT. 19, 1907.

5 SHEETS—SHEET 1.

Fig. 1.

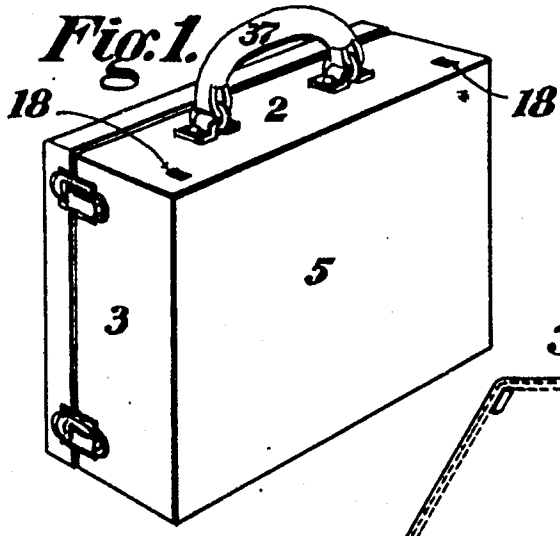
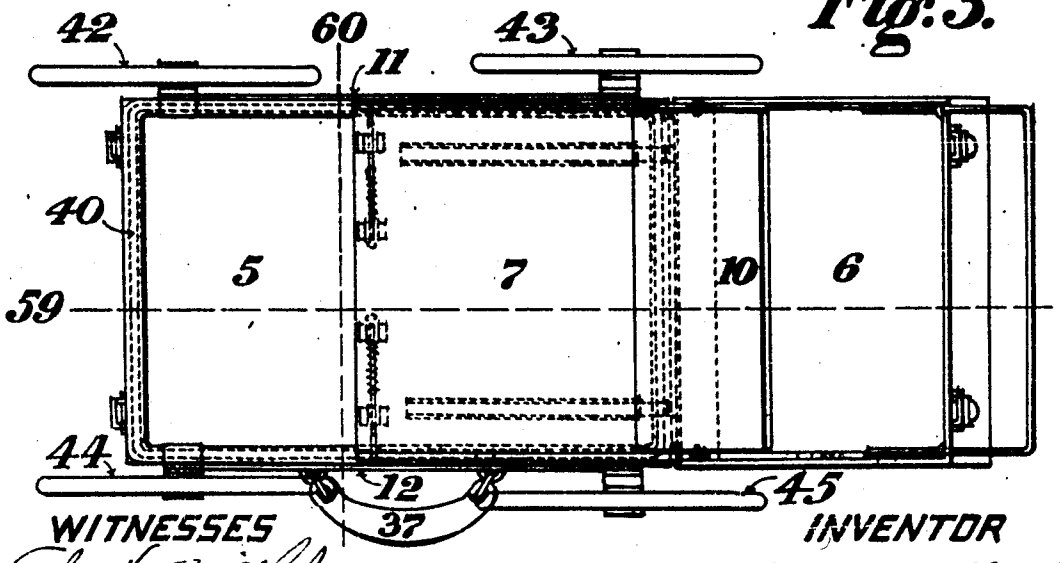


Fig. 2.

Fig. 3.



WITNESSES

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Bennett Glenn

INVENTOR

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No. 877,350. PATENTED JAN. 21, 1908.

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PERAMBULATOR.

APPLICATION FILED OCT. 19, 1907

5 SHEETS—SHEET 2.

Fig. 4.

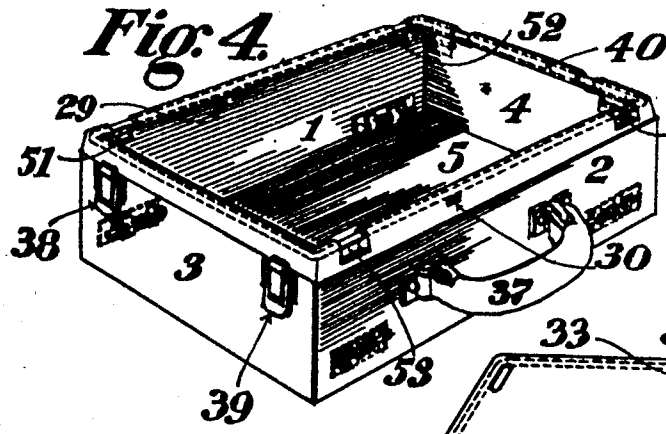


Fig. 5.

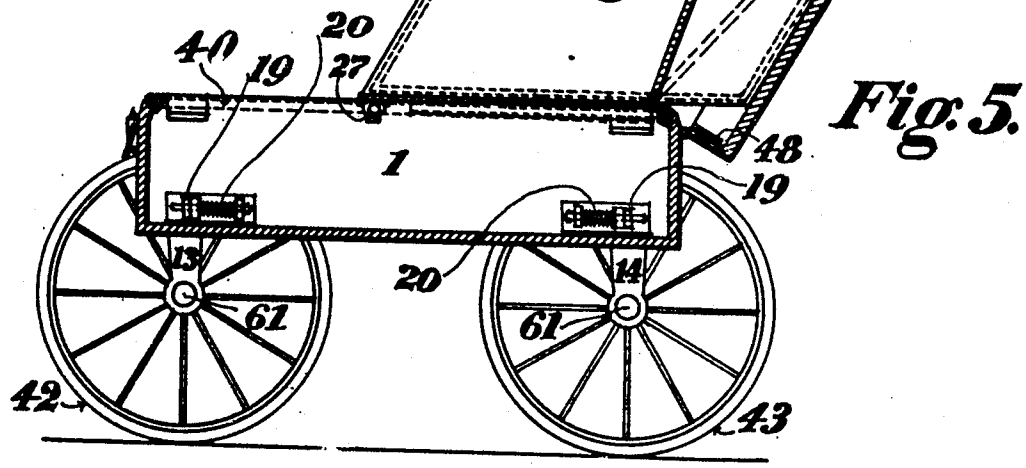
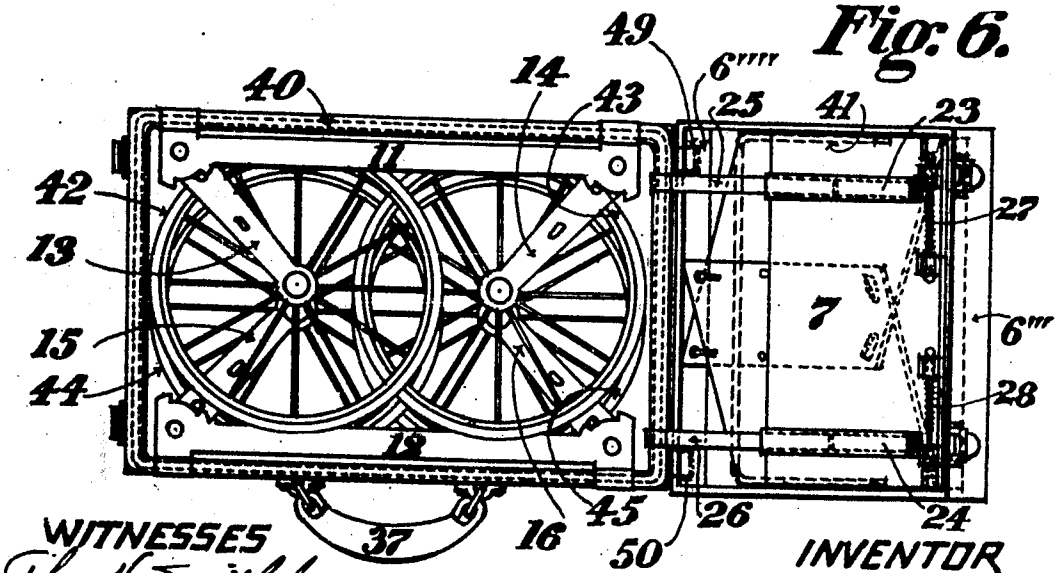


Fig. 6.



WITNESSES

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APPLICATION FILED OCT. 19, 1907.

5 SHEETS—SHEET 3.

Fig. 7.

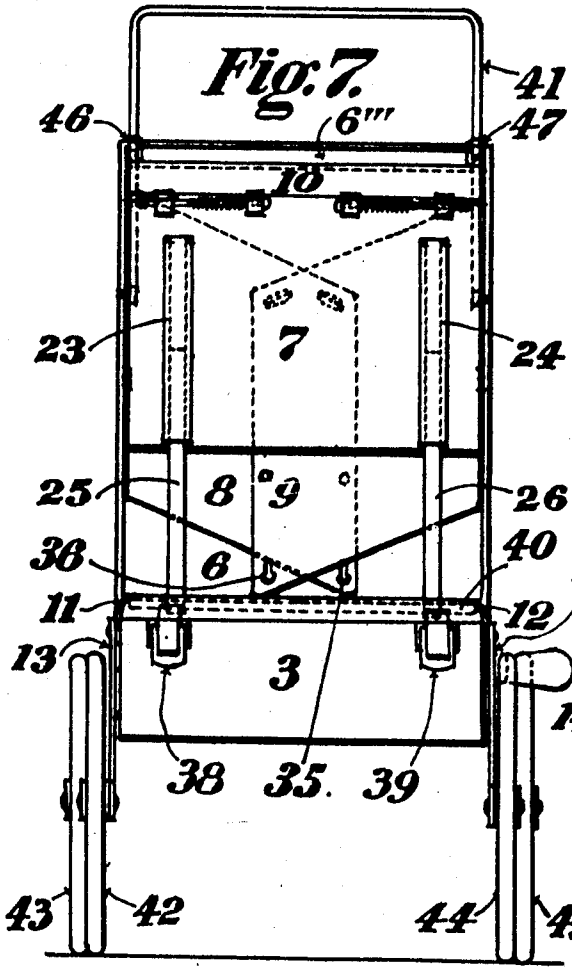


Fig. 8.

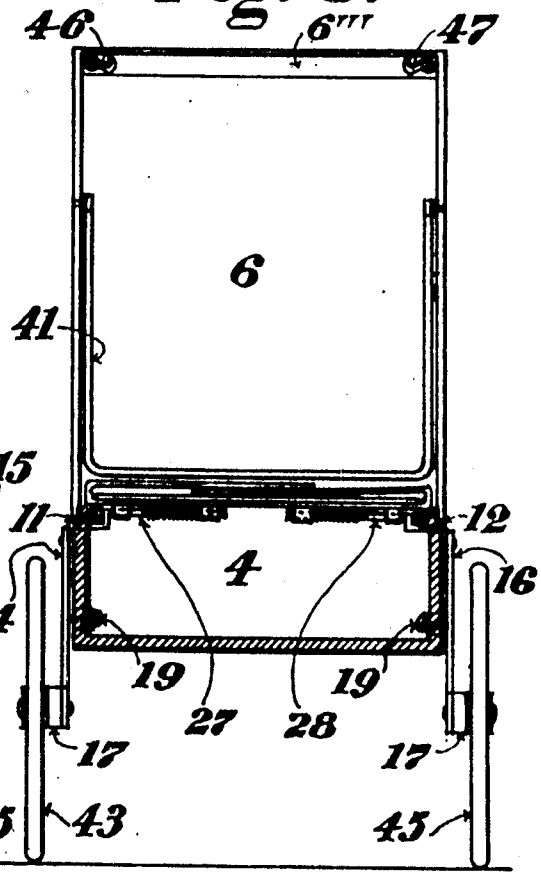


Fig. 9.

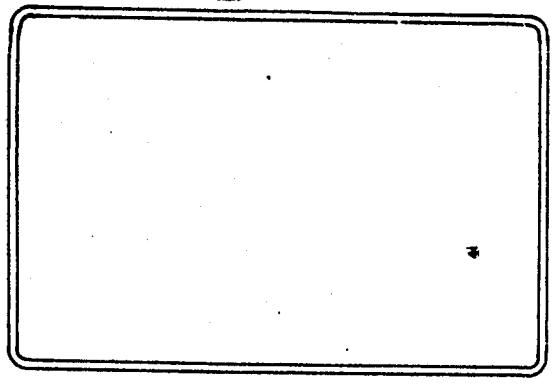


Fig10. Fig11.

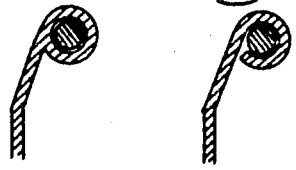
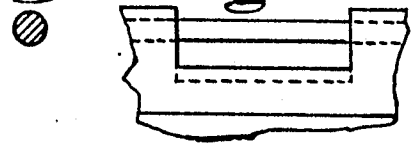


Fig12. Fig13.



WITNESSES

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5 SHEETS—SHEET 4.

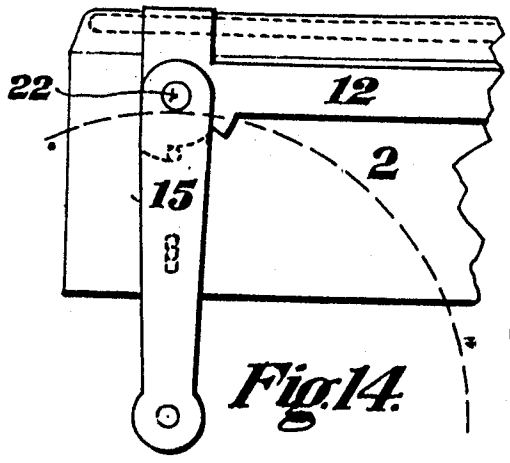


Fig.14.

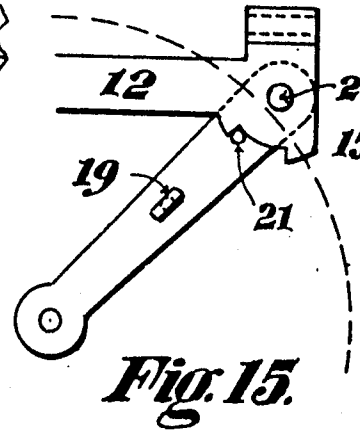


Fig.15.

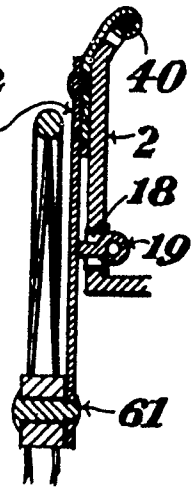


Fig.16.

Fig.17.



Fig. 18.



Fig.19.

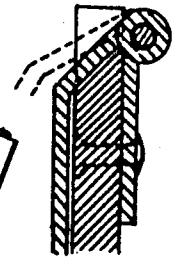


Fig.20.

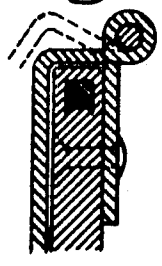


Fig.21.

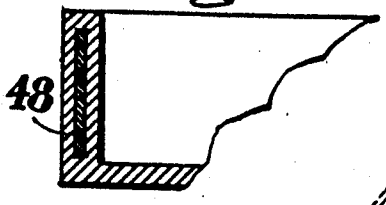


Fig.22.

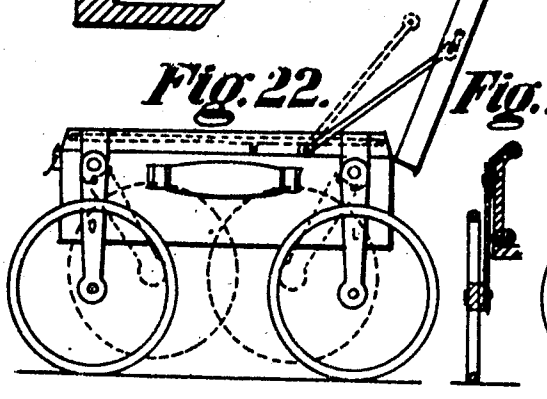


Fig.23.

Fig.24.

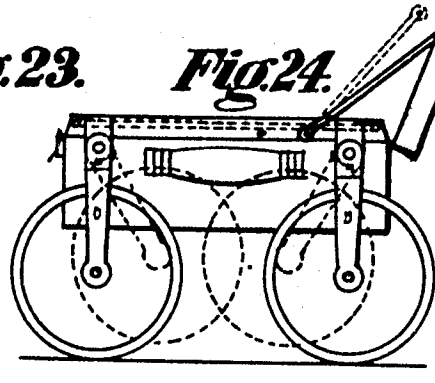


Fig.25.



WITNESSES

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PERAMBULATOR.

APPLICATION FILED OCT. 19, 1907.

5 SHEETS—SHEET 5.

Fig. 26.

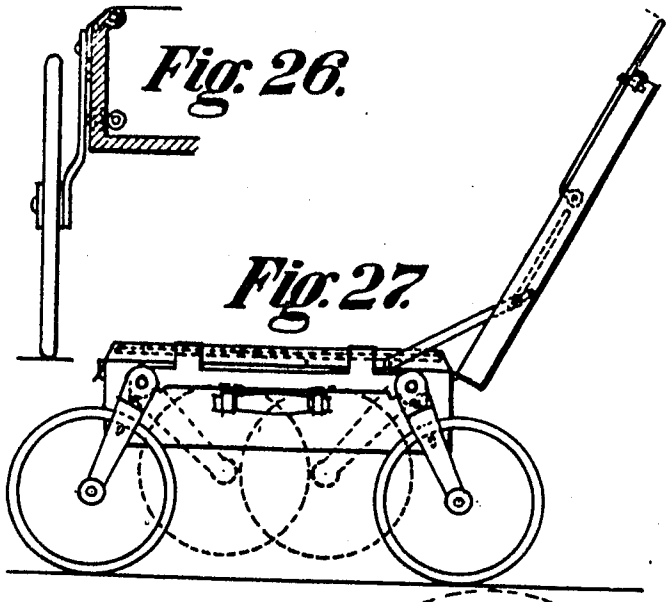


Fig. 27.

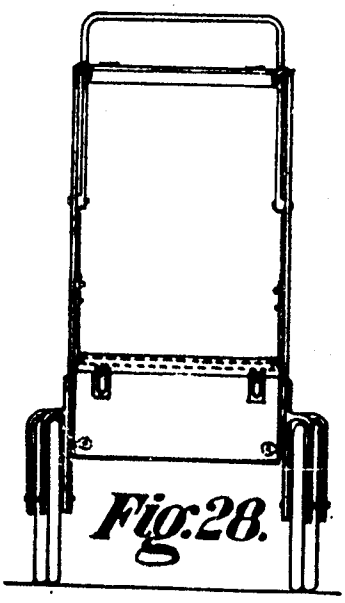


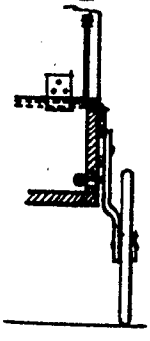
Fig. 28.

Fig. 38. Fig. 39 Fig. 40.



Fig. 29.

Fig. 30.



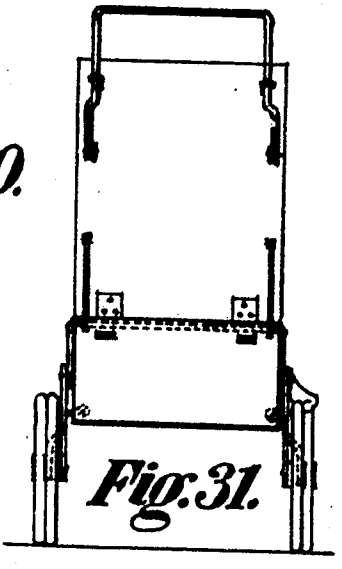


Fig. 31.

Fig. 32.

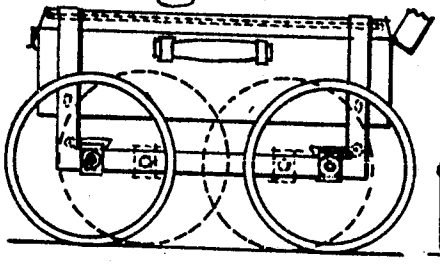


Fig. 33.

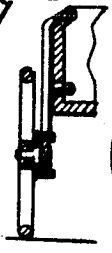


Fig. 34.

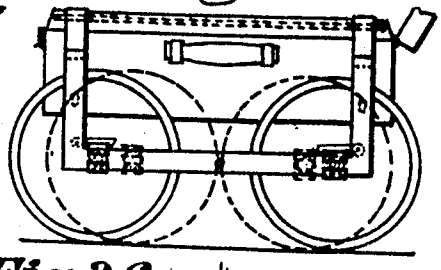


Fig. 35.



Fig. 36.



Fig. 37.



WITNESSES

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Arnold Jones

INVENTOR

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UNITED STATES PATENT OFFICE.

ALBERT E. LONG, OF BROOKLYN, NEW YORK.

PERAMBULATOR.

No. 877,350. Specification of Letters Patent. Patented Jan. 21, 1908.

Application filed October 19, 1907. Serial No. 398,242.

To all whom it may concern:

Be it known that I, ALBERT E. LONG, a citizen of the United States of America, residing at Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Perambulators, of which the following is a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to perambulators (known also as go-carts and also as baby-carriages) used for small children; and my object is to provide a folding vehicle of this class which may be folded into a very compact form, and into the form of a rectangular box, for the purpose of being conveniently and safely carried about or transported, as by car, wagon, or steamboat.

My invention consists of certain features of novelty in the construction, combination, and arrangement of parts by which the said objects and certain other objects hereinafter appearing are attained, all as fully described with reference to the accompanying drawings, and more particularly pointed out in the claims.

In the said drawings Figure 1 is a perspective view of my invention, in its preferred form, showing the device in its folded condition. Fig. 2 is a side elevation of my invention in its preferred form. Fig. 3 is a plan of the device, in its preferred form. Fig. 4 is a perspective view of the vehicle body, in its preferred form. Fig. 5 is a sectional view on the line 59. Fig. 6 is a plan of the device, in its preferred form, showing the seat-back and seat-arms folded and raised; and the wheels, arms, and conveyers folded into the vehicle body. Fig. 7 is a front elevation of the device, in its preferred form. Fig. 8 is a sectional view on the line 60, but showing the seat-back and seat-arms folded, and the carrying-handle removed. Fig. 9 is a plan of the preferred form of rim-brace, shown detached from the device. Fig. 10 is a section, at an enlarged scale, showing a modified form of conveyer connection with the rim-brace. Fig. 11 is a section, at an enlarged scale, showing the preferred form of conveyer connection with the rim-brace. Fig. 12 is a section, at an enlarged scale, of the preferred form of rim-brace. Fig. 13 is an elevation, at an enlarged scale, showing the preferred form of opening for the pivotal connection of the conveyers with the rim-brace. Fig. 14 is a detail, at an enlarged scale, showing the preferred form of support, its connection with the conveyer, means for limiting the amount of rotary movement of the arm with the conveyer, and method of connection of the conveyer with the rim-brace. Fig. 15 is a reverse view of the arm and conveyer shown in Fig. 14. Fig. 16 is a section taken through the center line of Fig. 14, showing the axle and its connection with the arm, the eye on the arm, the small reinforced opening, the connection of the arm with the conveyer and the connection of the conveyer with the rim-brace. Fig. 17 is a section, at an enlarged scale, showing the rim-brace embedded in the vehicle body. Fig. 18 shows sections, at an enlarged scale, of modified forms of the rim-brace. Fig. 19 is a section, at an enlarged scale, showing a modified form of connection for conveyers, seat, and lid with the vehicle body. Fig. 20 is a section, at an enlarged scale, showing a modified form of connection for conveyers, seat, and lid with the vehicle body, the rim-brace being present. Fig. 21 is a section, at an enlarged scale, through a flange and part of lid. Figs. 22 and 23 show, at a reduced scale, parts of a modified form of my invention hereinafter described. Figs. 24 and 25 show, at a reduced scale, a modified form of my invention hereinafter described. Fig. 26 is a section, at an enlarged scale, showing a modified form of arm. Figs. 27 and 28 show, at a reduced scale, a modified form of my invention hereinafter described. Figs. 29, 30, and 31 show, at a reduced scale, another modified form of my invention hereinafter described. Figs. 32 and 33 show, at a reduced scale, a modified form of my invention hereinafter described. Figs. 34 and 35 show, at a reduced scale, another modified form of my invention hereinafter described. Fig. 36 shows, at a reduced scale, a modified form of conveyer connection with the vehicle body. Fig. 37 shows, at a reduced scale, another modified form of conveyer connection with the vehicle body. Fig. 38 shows, at an enlarged scale, a modified form of axle. Fig. 39 shows, at an enlarged scale, a modified form of hub: the axle and hub being made in dne piece. Fig. 40 shows, at an enlarged scale, a modified form of hub: the axle being fixedly connected therewith.

Similar numerals of reference are employed

to indicate corresponding parts throughout the several figures of the drawings.

The vehicle body, in all forms of my invention, is a non-folding box-like structure, composed of four sides and a bottom, all of which are fixedly connected together; and said vehicle body is rectangular, or substantially so, and may be either square or oblong in plan. Said vehicle body may be composed of any material or combination of materials, and may be stiffened or braced in any suitable manner. In the preferred form of my invention the vehicle body is oblong in plan and composed of four sides 1 2 3 4 and a bottom 5, all of which are fixedly connected together, as shown in Fig. 4. The vehicle body may be provided with any suitable form of rim-brace 40 extending continuously around the rim or four upper edges of said vehicle body, at or near the top of said vehicle body, the said vehicle body being in its horizontal operative position, and said rim-brace is preferably embedded in said vehicle body, as shown in Fig. 17, but said rim-brace need not necessarily be embedded in said vehicle body, but may be attached thereto in any suitable manner: and said rim-brace may consist of a bar, rod, or tube, of any section or combination of sections, to which the lid, conveyers, and seat may be attached in any suitable manner; and said rim-brace may be of any suitable material or combination of material, preferably metal. Sections of modified forms of said rim-brace are shown in Fig. 18.

The preferred form of rim-brace is shown in plan in Fig. 9, and in section in its preferred form at an enlarged scale in Fig. 12. But it is not absolutely necessary to the operativeness or utility of my invention that there should be a rim-brace, as the conveyers, lid, and seat may be pivotally connected in any suitable manner to or with the vehicle body, at or near the rim of said vehicle body, as shown in Fig. 19, in which it will be seen that an additional hinge member may be provided for each of the said members for their pivotal connection with said vehicle body: and furthermore the said members may be thus connected with the said vehicle body and the rim-brace still be present, as shown in Fig. 20.

In the preferred form of my invention the rim-brace 40 is used and is embedded and concealed, or substantially so, in the substance or material of the sides 1 2 and ends 3 4 of the vehicle body, at or near the rim thereof, by the material or part of the material of which the said vehicle body is composed or covered being brought or formed around said rim-brace 40 so as that said rim-brace 40 becomes substantially a part of said vehicle body, as shown in Fig. 5 and also in Fig. 8 and at a larger scale in Fig. 17.

The device is provided with a lid 6 pivotally connected with the upper rear portion of the vehicle body in any suitable manner, at or near the rim of said vehicle body, and capable of swinging forward to a folded position with relation to the said vehicle body; and said lid when in its opened position ready for use acts as a handle by means of which the device may be pushed or pulled, and said lid or handle may be provided with one or more flanges 6′ 6″ 6‴ 6⁗ of any suitable section, and said flanges may be provided with a reinforcing member or members of metal or other suitable material. In a modified form of my invention the flanges 6′ 6″ 6‴ 6⁗ are omitted, and the handle-extension and lid hinges are attached to the main lid member, the said lid member being pivotally connected with the rim-brace, and the lid retained in its operative position by means of two stays, as shown in Figs. 29, 30, and 31. In the modified form of my invention shown in Figs. 27 and 28 the lid is retained in its operative position by means of two stays, the lower ends of said stays being pivotally connected with the vehicle body and the upper ends of said stays engaging with and sliding along in slot members, said slot members being connected with the lid. In the preferred form of my invention the lid or handle 6 is provided with four flanges 6′ 6″ 6‴ 6⁗ and said four flanges have the same section and are provided with a reinforcing member 48 of metal extending around the said lid in the said four flanges, as shown in Fig. 21. In the preferred form of my invention the lid 6 is connected with the vehicle body by means of two hinges 49 50 attached to the flange 6⁗ as shown in Fig. 6.

The aforesaid lid or handle may be further lengthened by means of any suitable folding or other form of handle-extension 41 attached to the member 6 directly or to the flanges by a pivotal or other suitable connection. In the preferred form of my invention the handle-extension is of a suitable U shape, the legs of which are pivotally connected with the flanges 6′ 6″ as shown in Fig. 8; and said U shaped handle-extension being connected with the lid in the aforesaid manner may be folded against the inner side of the lid to assume the folded position as shown in Figs. 6 and 8, and it may also be unfolded to its operative position as shown in Figs. 2, 3, 5, and 7: and said U shaped handle-extension may be held against rotation when in its operative position by any suitable means, preferably by spring catches 46 47 located on the flange 6‴ as shown in Figs. 7 and 8.

The device is provided with a plurality of conveyers 11 12, the office of said conveyers being to convey the wheels 42 43 44 45 and their supports 13 14 15 16 into and out of the vehicle body: and said conveyers may be of any suitable shape, form, or construction consistent with this their function or office. In the preferred form of my invention there

are but two conveyers 11 12, one on each side of the vehicle: each conveyer being pivotally connected with the rim-brace 40, said rim-brace being located at or near the rim of the vehicle body, as shown in Figs. 2 and 7: and in order for the pivotal connection of these two said conveyers 11 12 with the rim-brace 40 the vehicle body in its preferred form is provided with four suitable openings located at or near the points indicated by the members 51 52 53 54, two of said openings 51 52 being located on one side 1 of the vehicle body and the remaining two openings 53 54 being located on the opposite side 2 of said vehicle body: but all four of said openings being at or near the rim-brace 40: the said rim-brace being entirely exposed for substantially the whole length of each of said four openings and the bottom of said rim-brace being or forming the top of each of said four openings, as shown at an enlarged scale in Fig. 13. But the conveyers may be pivotally connected in any suitable manner with the vehicle body or its rim-brace, but always at or near the rim or upper egdes of said vehicle body. The conveyers may be pivotally connected with the ends of the vehicle body, as shown in plan in Fig. 36, or with the ends and one side of the vehicle body, as shown in plan in Fig. 37. When the conveyers are pivotally connected with the rim-brace they may be as in Fig. 10 or Fig. 11, or in any similar or suitable manner so as to completely, partially, or substantially surround the said rim-brace, preferably as in Fig. 11.

The device is provided with a plurality of supports 13 14 15 16, said supports being adapted in all forms of my invention not only to support the wheels 42 43 44 45 but also to transport them in such a manner as that their wheel-bases become shortened or lengthened as required; and said supports may be of any suitable shape, form, or construction consistent with this their double function: hence each support may be in the form of a carrier and adapted to have a sliding motion along on or with the conveyer with which it is connected, as shown in Figs. 32 and 33: or each support may be in the form of a carrier and adapted to have a sliding motion along on or with a double or fork-like conveyer, as shown in Figs. 34 and 35: or each support may be in the form of a fork, two supports being connected with a conveyer, as shown in Figs. 27 and 28. In the preferred form of my invention the supports are in the form of arms, as shown in Fig. 6, and in detail in Figs. 14, 15, and 16. Each support may be provided with an axle upon which one of the four wheels of the vehicle is mounted, as in Figs. 16 and 38; or each wheel may have its axle permanently formed or connected with its hub for engaging with said support, as in Figs. 39 and 40.

In the preferred form of my invention the manner of connecting the conveyers 11 12 with the vehicle body, as well as the manner of connecting the arms 13 14 15 16 with the said conveyers 11 12 and the operation of all of these structures is the same on both sides of the vehicle, and therefore the description relative to their construction and operation on one side of the vehicle suffices for both sides thereof. In the preferred form of my invention the arms 15 16 are each pivotally connected at one end with the conveyer 12 so that the free ends of the said arms 15 16 may be moved toward each other, thus shortening the wheel-base of the wheels 44 45, in order that when the said wheels 44 45 are being moved into the vehicle body they may clear the ends 3 4 of said vehicle body; and to the free end of each of said arms 15 16 is attached a short axle 61 and upon each axle a wheel is mounted; the preferred form of axle 61 and connection of said axle with its arm is shown in detail at an enlarged scale in section in Fig. 16. Therefore the said wheels 44 45 being thus mounted upon said axles, and said axles attached to said arms 15 16, said arms 15 16 being pivotally connected with a conveyer 12, the said conveyer being pivotally connected with the rim-brace 40 the aforesaid wheels 44 45 may consequently be moved freely over the rim of said vehicle body and into and out of said vehicle body to their operative position: and therefore when the said two wheels 44 45 of one side of the vehicle body have been moved into said vehicle body, the remaining two wheels 42 43 of the vehicle when moved into said vehicle body will lap over the two wheels 44 45 first deposited in said vehicle body. In a modified form of my invention each support is in the form of an arm, each support having a conveyer of its own, as shown in Figs. 22 and 23. In another modified form of my invention each support is in the form of a fork, each support having a conveyer of its own, as shown in Figs. 24 and 25.

In the preferred form of my invention the two rear wheels have a wider track than the two front wheels, which I prefer to accomplish by placing a washer 17 on the axle of each of the rear wheels, said washer being placed between the wheel and the arm as shown in Fig. 8. But this may be accomplished by having a quirk in each of the rear arms, as shown in Fig. 26. The reason for giving a wider track to the two rear wheels than the two front wheels is so that the front and rear wheel of any one side of the vehicle may partly lap each other when their wheel-base is being shortened in the operation of folding the vehicle.

When the supports arrive at their operative position outside the vehicle body they may be retained in said operative position by any suitable means. As a means of accom-

pushing this, in the preferred form of my invention, I employ an eye 19 on each arm, on that side of the arm nearest the vehicle body, said eye 19 passing through a small reinforced opening of suitable shape and construction in the side of the vehicle body, and said eye is secured by means of a spring-bolt 20 on the inside of the vehicle body, as shown in Figs. 5 and 8, the eye 19 and opening 18 being shown at an enlarged scale in Fig. 16.

In the preferred form of my invention there is provision made for limiting the amount of rotary movement of each arm in relation with the conveyer with which it is pivotally connected: for if no such provision were made it is evident that each arm would be capable of making a complete revolution in relation with its conveyer. And the amount of rotary movement allowed by the mechanism provided for this purpose is sufficient to permit the wheels to assume their operative position outside the vehicle body and also sufficient for said wheels to clear the ends of the vehicle body and to assume their folded position within the vehicle body. In order to accomplish this each arm is provided with a pin 21 located a little below the pivot 22 and each conveyer is provided at each end with small angular extensions which act as stops to the said pin 21, all as shown in detail at an enlarged scale in Figs. 14, 15, and 16.

The device may be provided with any suitable form of seat. In the preferred form of my invention the seat 7 is provided with a seat-back 10 and two diamond-shaped seat-arms 8, 9, all adapted to fold together, as shown in Figs. 6 and 7, and in section in Fig. 8, and the said seat 7 is provided on its under side with two tubes 23 24 of an oblong rectangular section, said tubes being attached to said seat, and said tubes surround flat bars 25, 26, said seat 7 being adapted to slide along backward and forward on said two bars, and each of said two bars is pivotally connected with the rim-brace 40 at the rear end of the vehicle body, so that when the seat is folded together and raised as shown in Fig. 6 the wheels of the vehicle may pass under it into the vehicle body, and the seat being thus connected at one end with the vehicle body by means of said bars 25 26 said seat may be raised or lowered until it rests upon the rim of the vehicle body. The seat 7 is provided on its under side near the front with two spring bolts 27 28, said spring bolts adapted to engage with the vehicle body by their ends passing through small openings 29 30, said spring bolts engaging with said openings when the seat is moved backward to its operative position with reference to the vehicle body, and said spring bolts may be released simultaneously when it is desired to move the seat forward, as in folding the device.

In Fig. 2 the seat-back 10 is shown at an inclination suitable for a sitting posture, and said seat-back is maintained in said position by two small snap hooks 31 32, said snap hooks being attached by short chains to the seat-back 10 at or near the top of said seat-back: one snap hook and one short chain for each seat-arm, and said snap hooks engaging with suitable openings 33 34 suitably located at or near the top of said seat-arms: but the inclination of said seat-back 10 may be varied at will to assume a position suitable for a reclining posture, shown by dotted lines in Fig. 5, in which case the said snap hooks 31 32 engage with the openings 35 and 36. In order to maintain the lid 6 in its operative position the flanges 6′ and 6″ of the said lid are provided with small turn buckles 55 56 adapted to pass through suitable openings 35 36 in the seat-arms, and then spring downwardly, as shown in Figs. 2 and 5.

The vehicle body is provided with a suitable carrying-handle 37 for convenience in carrying the device when in its folded condition, and also a plurality of straps and buckles, or clasps 38 39 or their equivalent, for holding the lid in its folded position, and the device may also be provided with a suitable lock to further secure the said lid in its folded position. The aforesaid carrying-handle, straps and buckles, clasps or their equivalent and the lock may be attached to any suitable part or parts of the vehicle body or lid. In the preferred form of the device the carrying-handle 37 is placed on the side 2 of the vehicle body at or near the location shown in Fig. 2. and two clasps 38 39 are employed and placed on the end of the vehicle body at or near the location shown in Fig. 7.

As it is evident that many changes in the construction, form, proportion, or relative arrangement of parts might be resorted to without departing from the spirit and scope of my invention, I would have it understood that I do not restrict myself to the particular construction, form, proportion, or relative arrangement of parts shown and described, but that such changes or equivalents may be substituted therefor as are included within the spirit and scope of my invention.

Having thus described my invention, what I claim as new therein, and desire to secure by Letters Patent, is—

1. In a perambulator the combination of a vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected with said vehicle body at or near the rim or top of said vehicle body, said vehicle body being in its horizontal operative position, said conveyer being adapted to fold into said vehicle body and also to fold out of said vehicle body to its operative position, a support movably connected with said conveyer, and said support having a wheel pivotally

connected therewith, substantially as described.

2. In a perambulator the combination of a vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected with said vehicle body at or near the rim or top of said vehicle body, said vehicle body being in its horizontal operative position, said conveyer being adapted to fold into said vehicle body and also to fold out of and down and against the outside of that side of said vehicle body with which said conveyer is pivotally connected, a support movably connected with said conveyer, and said support having a wheel pivotally connected therewith, substantially as described.

3. In a perambulator the combination of a vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected with said vehicle body at or near the rim or top thereof, said vehicle body being in its horizontal operative position, said conveyer being adapted to fold into said vehicle body and also to fold out of said vehicle body to its operative position, a support movably connected with said conveyer, said support having a wheel pivotally connected therewith, means for limiting the amount of movement of said support in relation with said conveyer, and means whereby said support may be retained in its operative position, substantially as described.

4. In a perambulator the combination of a non-folding rectangular vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected with said vehicle body at or near the rim or top thereof, said vehicle body being in its horizontal operative position, said conveyer being adapted to fold into said vehicle body and also to fold out of said vehicle body to its operative position, a support pivotally connected at its upper end with said conveyer, said support having at its lower end an axle, means for limiting the amount of rotary movement of said support in relation with said conveyer, means whereby said support may be retained in its operative position, and a wheel, said wheel mounted upon said axle, substantially as described.

5. In a folding perambulator the combination of a non-folding rectangular vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected with said vehicle body at or near the rim or top thereof, said vehicle body being in its horizontal operative position, said conveyer being adapted to fold into said vehicle body and also to fold out of said vehicle body to its operative position, an arm pivotally connected at its upper end with said conveyer, said arm having at its lower end an axle, means for limiting the amount of rotary movement of said arm in relation with said conveyer, means whereby said arm may be retained in its operative position, and a wheel mounted upon said axle, substantially as described.

6. In a folding perambulator the combination of a non-folding vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected with said vehicle body at or near the rim or top of said vehicle body, said vehicle body being in its horizontal operative position, said conveyer being adapted to fold into said vehicle body and also to fold out of said vehicle body to i operative position, a support pivotally con. cted at its upper end with said conveyer, r. wheel pivotally connected with the lowe end of said support, means for limiting the amount of rotary movement of said support in relation with said conveyer, said means being at or near the junction of said support with said conveyer and adapted to move into and out of said vehicle body with said support and said conveyer, and means whereby said support may be retained in its operative position, substantially as described.

7. In a folding perambulator the combination of a non-folding rectangular vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected therewith at or near the rim or top thereof, said vehicle body being in its horizontal operative position, said conveyer being adapted to fold into said vehicle body and also to fold out of said vehicle body to its operative position, a support pivotally connected at its upper end with said conveyer, said support having at its lower end an axle, and a wheel mounted upon said axle, means for limiting the amount of rotary movement of said support in relation with said conveyer, said means being at or near the junction of said support with said conveyer and adapted to move into and out of said vehicle body with said conveyer and said support, and means whereby said support may be retained in its operative position, substantially as described.

8. In a folding perambulator the combination of a non-folding rectangular box-like vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected with said vehicle body at or near the rim thereof, said conveyer being adapted to fold into said vehicle body and also to fold out of and down and against the outside of that side of said vehicle body with which said conveyer is pivotally connected, said vehicle body being in its horizontal operative position, an arm pivotally connected at its upper end with said conveyer, means for limiting the amount of rotary movement of said arm with said

connected therewith, substantially as described.

2. In a perambulator the combination of a vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected with said vehicle body at or near the rim or top of said vehicle body, said vehicle body being in its horizontal operative position, said conveyer being adapted to fold into said vehicle body and also to fold out of and down and against the outside of that side of said vehicle body with which said conveyer is pivotally connected, a support movably connected with said conveyer, and said support having a wheel pivotally connected therewith, substantially as described.

3. In a perambulator the combination of a vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected with said vehicle body at or near the rim or top thereof, said vehicle body being in its horizontal operative position, said conveyer being adapted to fold into said vehicle body and also to fold out of said vehicle body to its operative position, a support movably connected with said conveyer, said support having a wheel pivotally connected therewith, means for limiting the amount of movement of said support in relation with said conveyer, and means whereby said support may be retained in its operative position, substantially as described.

4. In a perambulator the combination of a non-folding rectangular vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected with said vehicle body at or near the rim or top thereof, said vehicle body being in its horizontal operative position, said conveyer being adapted to fold into said vehicle body and also to fold out of said vehicle body to its operative position, a support pivotally connected at its upper end with said conveyer, said support having at its lower end an axle, means for limiting the amount of rotary movement of said support in relation with said conveyer, means whereby said support may be retained in its operative position, and a wheel, said wheel mounted upon said axle, substantially as described.

5. In a folding perambulator the combination of a non-folding rectangular vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected with said vehicle body at or near the rim or top thereof, said vehicle body being in its horizontal operative position, said conveyer being adapted to fold into said vehicle body and also to fold out of said vehicle body to its operative position, an arm pivotally connected at its upper end with said conveyer, said arm having at its lower end an axle, means for limiting the amount of rotary movement of said arm in relation with said conveyer, means whereby said arm may be retained in its operative position, and a wheel mounted upon said axle, substantially as described.

6. In a folding perambulator the combination of a non-folding vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected with said vehicle body at or near the rim or top of said vehicle body, said vehicle body being in its horizontal operative position, said conveyer being adapted to fold into said vehicle body and also to fold out of said vehicle body to in operative position, a support pivotally connected at its upper end with said conveyer, a wheel pivotally connected with the lower end of said support, means for limiting the amount of rotary movement of said support in relation with said conveyer, said means being at or near the junction of said support with said conveyer and adapted to move into and out of said vehicle body with said support and said conveyer, and means whereby said support may be retained in its operative position, substantially as described.

7. In a folding perambulator the combination of a non-folding rectangular vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected therewith at or near the rim or top thereof, said vehicle body being in its horizontal operative position, said conveyer being adapted to fold into said vehicle body and also to fold out of said vehicle body to its operative position, a support pivotally connected at its upper end with said conveyer, said support having at its lower end an axle, and a wheel mounted upon said axle, means for limiting the amount of rotary movement of said support in relation with said conveyer, said means being at or near the junction of said support with said conveyer and adapted to move into and out of said vehicle body with said conveyer and said support, and means whereby said support may be retained in its operative position, substantially as described.

8. In a folding perambulator the combination of a non-folding rectangular box-like vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a conveyer pivotally connected with said vehicle body at or near the rim thereof, said conveyer being adapted to fold into said vehicle body and also to fold out of and down and against the outside of that side of said vehicle body with which said conveyer is pivotally connected, said vehicle body being in its horizontal operative position, an arm pivotally connected at its upper end with said conveyer, means for limiting the amount of rotary movement of said arm with said

fold into said vehicle body and also to fold out of said vehicle body to their operative position, a plurality of supports movably connected with said conveyers, each of said supports having a wheel pivotally connected therewith, means for limiting the amount of movement of said supports in their relation with said conveyers, means whereby said supports may be retained in their operative position, a lid pivotally connected with the upper rear portion of said vehicle body, said vehicle body being in its horizontal operative position, means whereby said lid may be retained in its operative position, and means whereby said lid may be retained in its folded position, substantially as described.

16. In a folding perambulator the combination of a non-folding rectangular vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a carrying-handle connected with a side of said vehicle body, two conveyers each pivotally connected with said vehicle body at or near the rim or top of said vehicle body, said vehicle body being in its horizontal operative position, said conveyers being adapted to fold into said vehicle body and also to fold out of said vehicle body to their operative position, a plurality of supports pivotally connected with said conveyers, each of said supports having a wheel pivotally connected therewith, means for limiting the amount of rotary movement of said supports in their relation with said conveyers, said means being at or near the junctions of said supports with said conveyers, means whereby said supports may be retained in their operative position, a lid pivotally connected with the upper rear portion of said vehicle body, means whereby said lid may be retained in its operative position, and means whereby said lid may be retained in its folded position, substantially as described.

17. In a folding perambulator the combination of a non-folding rectangular vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a rim-brace embedded in said vehicle body at or near the rim or top of said vehicle body, said vehicle body being in its horizontal operative position, and said rim-brace extending continuously around the said rim of said vehicle body, a sliding seat pivotally connected with said rim-brace at the rear of said vehicle body, a seat-back pivotally connected with the rear portion of said seat and adapted to fold down thereon, two seat-arms pivotally connected with said seat and adapted to fold down upon said seat-back, said seat-back having been folded down upon said seat, means whereby said seat-back may be retained in its operative positions, a carrying-handle connected with a side of said vehicle body, two conveyers pivotally connected with said rim-brace and on opposite sides of said vehicle body, said conveyers being adapted to fold into said vehicle body and also to fold out of said vehicle body to their operative position, four arms pivotally connected at their upper ends with said conveyers, two of said arms being connected with one of said conveyers and the remaining two arms being connected with the remaining conveyer, each of said arms having at its lower end an axle and a wheel mounted upon said axle, means for limiting the amount of rotary movement of said arms in their relation with said conveyers, said means being at or near the junctions of said arms with said conveyers and adapted to move into and out of said vehicle body with said arms and said conveyers, means whereby said arms may be retained in their operative position, means whereby the two rear wheels of the vehicle have a wider track than the two front wheels, a four-flanged lid pivotally connected with the upper rear portion of said vehicle body and capable of swinging forward to a folded position in relation with said vehicle body, means for retaining said lid in its operative position, means for retaining said lid in its folded position, a folding handle-extension pivotally connected with the two side flanges of said lid, and means whereby said folding handle-extension may be retained in its operative position, substantially as described.

18. In a perambulator the combination of a non-folding rectangular box-like vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a rim-brace embedded in said vehicle body at or near the rim or top of said vehicle body, said rim-brace extending continuously around the said rim of said vehicle body, a lid pivotally connected with said vehicle body at or near the upper part of the rear of said vehicle body, said vehicle body being in its horizontal operative position, a seat pivotally connected with said rim-brace at the rear of said vehicle body, and adapted to be raised and lowered in relation with the top of said vehicle body, said seat having a seat-back pivotally connected with the rear portion thereof, and said seat-back adapted to fold down upon said seat, two seat-arms, each of said seat-arms pivotally connected with said seat and adapted to fold down upon said seat-back, said seat-back having been folded down upon said seat, means for retaining said seat-arms and said seat-back in their operative positions, means for retaining said lid in its operative position, and means for retaining said lid in its folded position, substantially as described.

19. In a perambulator the combination of a non-folding rectangular vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a rim-brace embedded in said vehicle body at or

near the rim or top thereof, and extending continuously around the said rim of said vehicle body, a lid pivotally connected with said vehicle body at or near the upper part of the rear of said vehicle body, said vehicle body being in its horizontal operative position, a seat pivotally connected with said rim brace at the rear of said vehicle body, and adapted to be raised and lowered in relation with the top of said vehicle body, and also adapted to move away from and toward the points of its pivotal connection with said vehicle body, said seat having a seat-back pivotally connected with the rear portion thereof, and said seat-back adapted to fold down upon said seat, two seat-arms, each of said seat-arms pivotally connected with said seat and adapted to fold down upon said seat-back, said seat-back having been folded down upon said seat, means for retaining said seat-back in its operative positions, and means for connecting said seat-arms with said lid, substantially as described.

20. In a perambulator the combination of a non-folding rectangular box-like vehicle body composed of four sides and a bottom, all of which are fixedly connected together a rim-brace embedded in said vehicle body at or near the rim or top of said vehicle body, a carrying-handle connected with a side of said vehicle body, a lid pivotally connected with said vehicle body at or near the upper part of the rear of said vehicle body, said vehicle body being in its horizontal operative position, a folding handle-extension pivotally connected with said lid, said folding handle-extension adapted to unfold to its operative position and also to fold against the inner side of said lid to its folded position in relation with said lid, and means for securing said folding handle-extension in its operative position, substantially as described.

21. In a perambulator the combination of a non-folding rectangular vehicle body composed of four sides and a bottom, all of which are fixedly connected together, a rim-brace embedded in said vehicle body at or near the rim or top thereof, said rim-brace extending continuously around the said rim, a carrying-handle connected with a side of said vehicle body, a four-flanged lid pivotally connected with said vehicle body at or near the upper rear portion of said vehicle body, said vehicle body being in its horizontal operative position, a U shaped folding handle-extension pivotally connected with the two side flanges of said lid, and adapted to fold against the inner side of said lid, and also to unfold to its operative position, and means for retaining said U shaped folding handle-extension in its operative position, substantially as described.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in the presence of two witnesses.

ALBERT E. LONG.

Witnesses:
CARRIE E. FETZER,
ESTHER G. GRESHAM.