Nov. 13, 1962 E. F. HAMILTON 3,063,729

STROLLER

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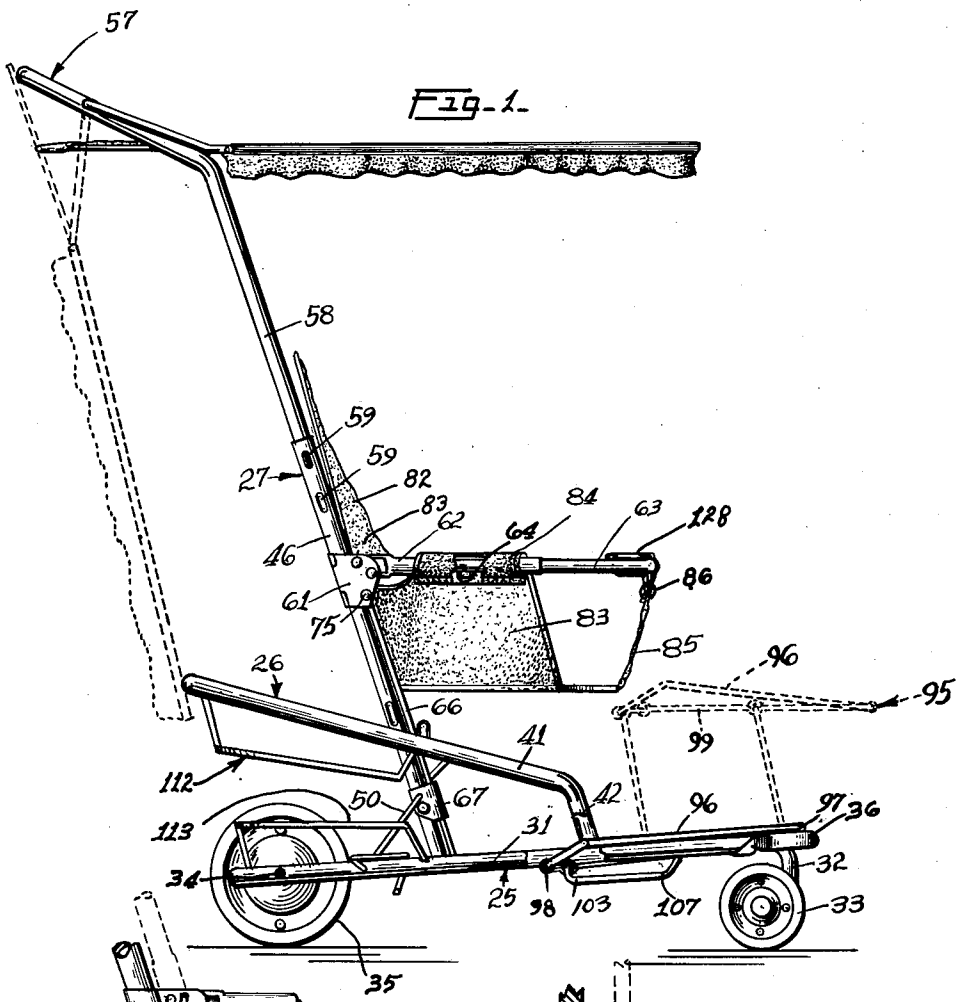


Fig. 1.

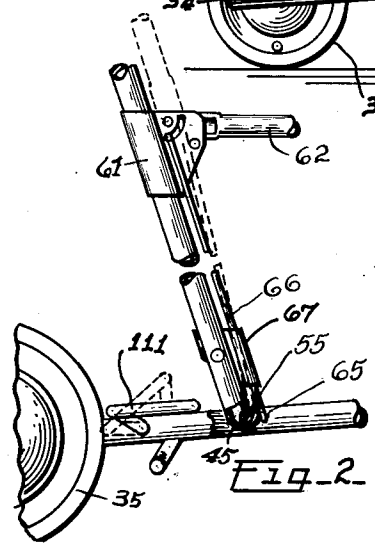


Fig. 2.

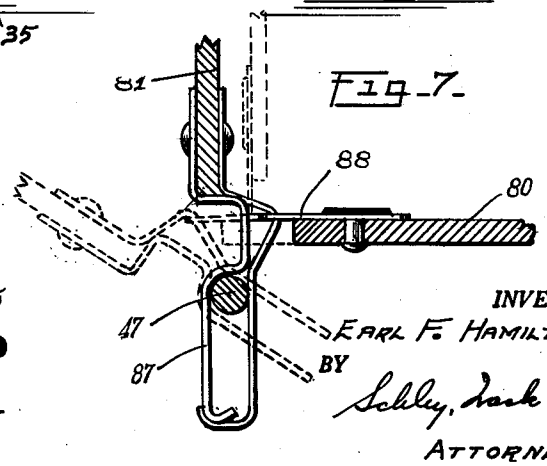


Fig. 7.

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Fig. 3

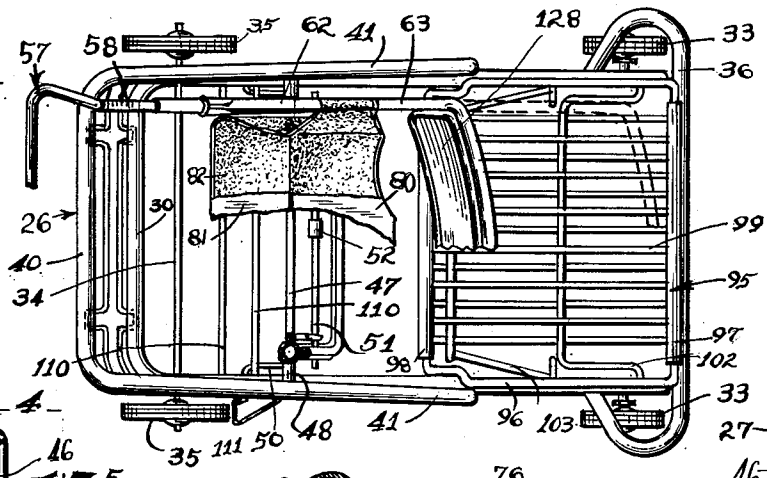


Fig. 4

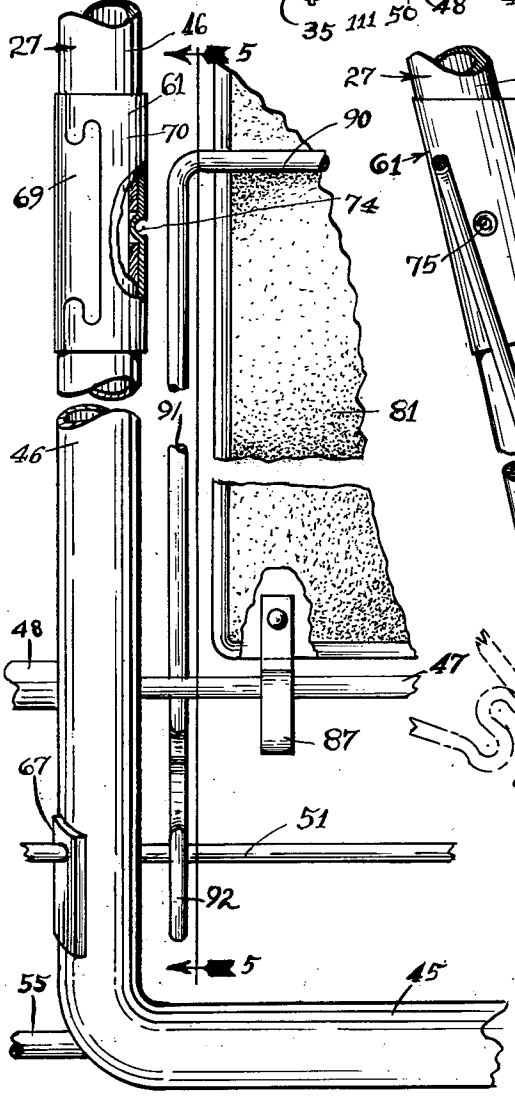


Fig. 5

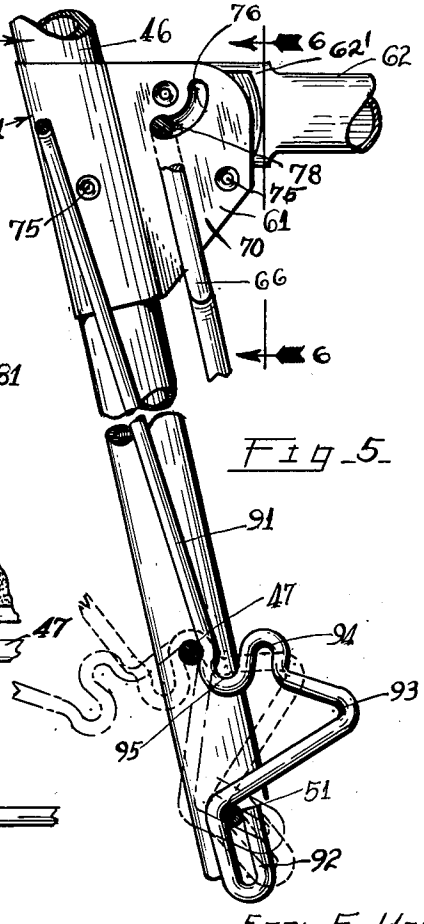
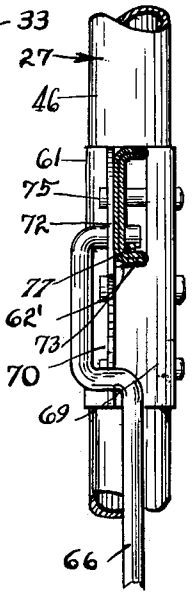


Fig. 6



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Fig. 8

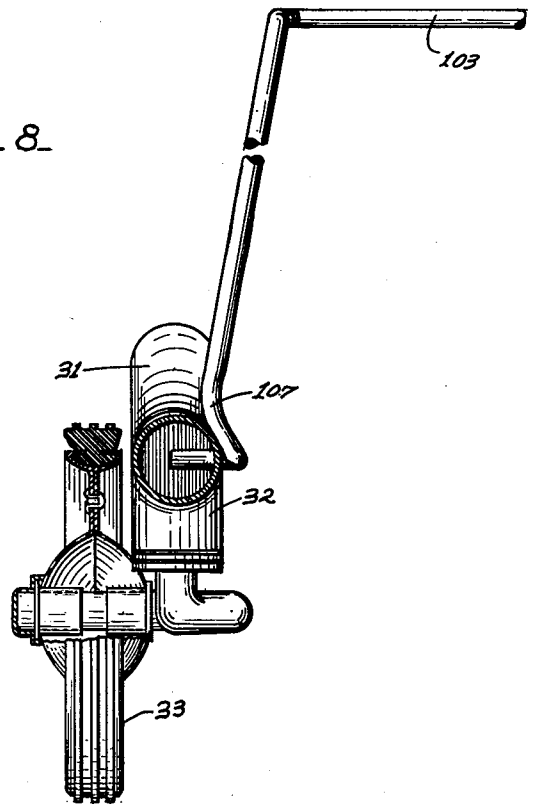
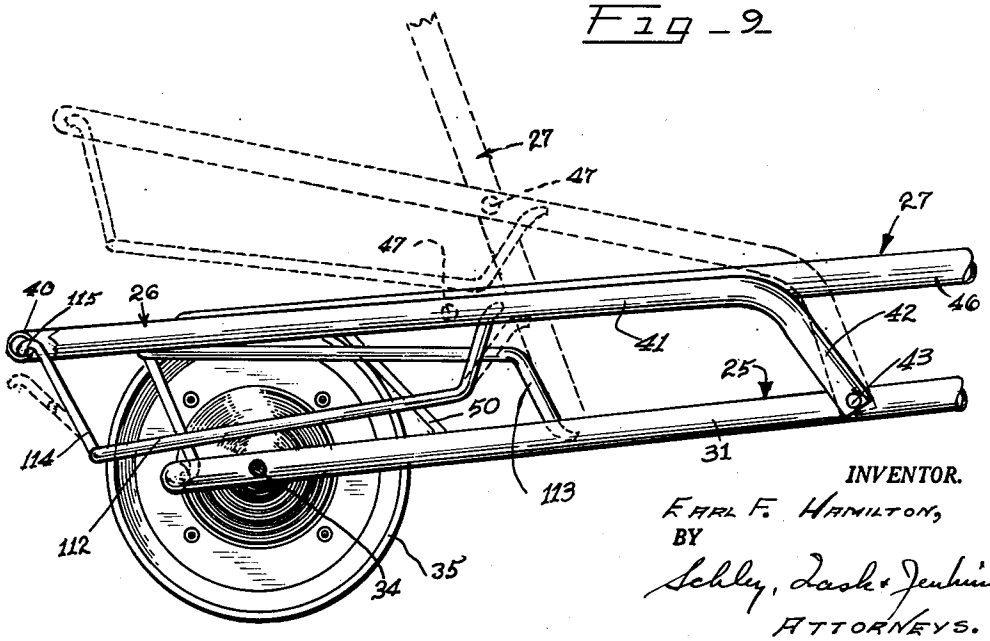


Fig. 9



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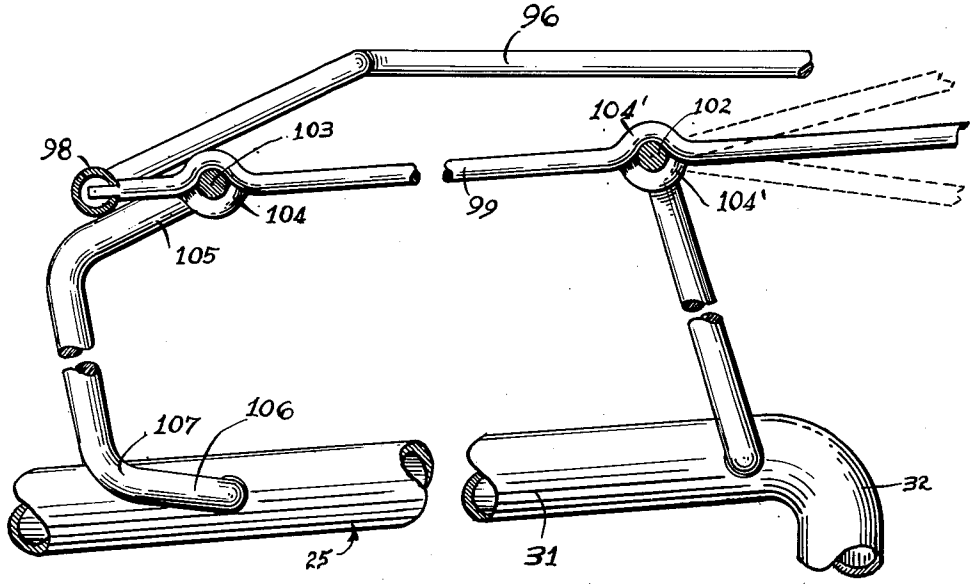


Fig. 10

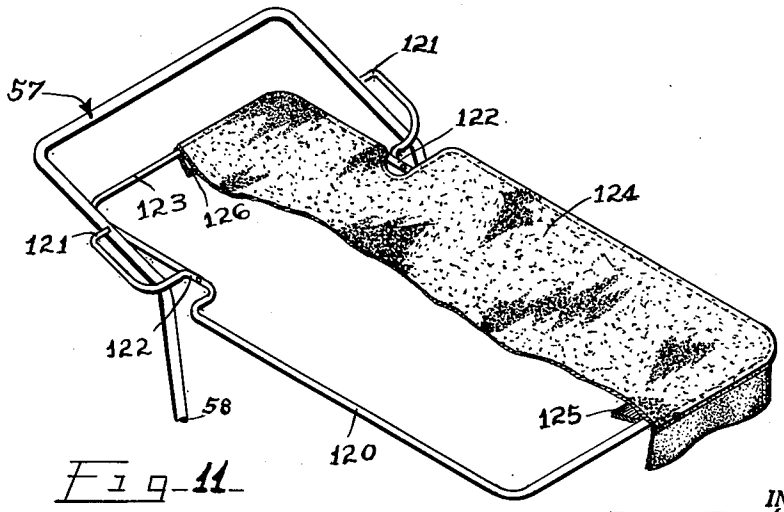


Fig. 11

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3,063,729

STROLLER

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Filed Jan. 13, 1960, Ser. No. 2,201
14 Claims. (Cl. 280—36)

This invention relates to a baby stroller, and more particularly to a stroller which can be packed and shipped in knocked-down condition, which can be readily assembled, and which, when assembled, can be folded into a collapsed position for ease in carrying.

A stroller embodying my invention in its preferred form comprises a wheel-supported base frame and a handle frame link-connected to the base frame near the rear end thereof so that it can be swung forwardly from an erected position to overlie the front portion of the base frame. The handle frame carries pivotally mounted arms which, when the handle frame is in its generally vertical erected condition, extend forwardly and generally horizontally therefrom, but which can be swung upwardly into generally parallel relation with the handle frame. A seat, including a back, is supported from said arms. Movement of the handle frame into its erected position from its collapsed position is limited by engagement of its lower end with an abutment on the base frame, and the lower end of the handle frame is held in engagement with such abutment by a lock operated by swinging movement of the aforesaid arms.

The stroller herein illustrated includes a generally U-shaped basket frame which overlies the rear end of the base frame and which is pivotally connected to the base frame and the handle frame in such a manner that it lies generally parallel to the base frame when the stroller is collapsed but extends upwardly and rearwardly relative to the base frame when the handle is moved into its erected position. The basket frame cooperates with the base frame in providing, behind the seat, a receptacle for packages and other articles.

Desirably, the seat is provided with a back which can be swung from a generally vertical to a generally horizontal position under the control of a suitable adjustable back-support. The stroller also includes a link-mounted footrest adjustable between a position generally coplanar with the base frame, in which it is adapted to support the feet of a sitting infant, and an upper position in which it lies forwardly and generally coplanar with the seat to support the lower legs of a reclining infant.

Other features of the invention will become apparent from the following more detailed description and from the accompanying drawings, in which:

FIG. 1 is a side elevation of the stroller in an erected condition;

FIG. 2 is a fragmentary view similar to FIG. 1 but with portions of the frame structure broken away to illustrate details of construction;

FIG. 3 is a plan view of the erected stroller with parts thereof broken away;

FIG. 4 is a detail view illustrating in rear elevation the lower portion of the handle frame and the parts associated therewith;

FIG. 5 is a section on the line 5—5 of FIG. 4;

FIG. 6 is a vertical section on the line 6—6 of FIG. 5;

FIG. 7 is a fragmental sectional view illustrating details of construction;

FIG. 8 is a fragmental generally vertical section illustrating the detail of the footrest mounting;

FIG. 9 is a fragmental side elevation, in partial section, showing the rear end of the base frame and parts associated therewith;

FIG. 10 is a fragmental sectional view illustrating additional details of the footrest and its mounting; and

FIG. 11 is an isometric view illustrating a canopy with which the stroller may be provided.

The stroller shown in the drawing comprises a base frame designated in its entirety by the reference numeral 25, a basket frame designated in its entirety by the reference numeral 26, and a handle frame designated in its entirety by the reference numeral 27. These several frames are all conveniently formed of metal tubing bent as more fully described hereinafter.

The base frame 25 is formed of a length of metal tubing bent into a general U-shape to provide a rear leg 30 and sides 31. The front end of the sides 31 are bent downwardly and constitute sockets 32 for the reception of the shanks of casters embodying front wheels 33. Near the rear end of the base frame, an axle 34 extends between, through, and outwardly beyond the sides 31 to support rear wheels 35. A bumper member 36 extends between and is secured to the sides 31 adjacent the front ends thereof, such member serving as a brace between the sides.

The basket frame 26 comprises a length of metal tubing bent into a general U-shape to provide a rear leg 40 and sides 41. Adjacent their front ends, the sides 41 are bent to extend downwardly, as indicated at 42 to receive between them the sides 31 of the base frame to which they are pivoted as through rivets or bolts 43. The rivets or bolts 43 are coaxial and are conveniently located somewhat forwardly of the longitudinal middle of the base frame 31.

The handle frame 27 is shown as comprising a length of metal tubing bent into a general U-shape to provide an intermediate leg 45 and two parallel sides 46. The frame 27 and the basket frame 26 are pivotally interconnected intermediate their respective lengths by a rod 47. As shown, the handle frame has a width less than that of the basket frame 26 and is received between the legs 41 of the latter, being located in a central position by tubular spacers 48 interposed between the legs 46 and the leg 41 on the pivot rod 47. The handle frame 27 is connected to the base frame 25 through links 50 which, with the lower portions of the legs 46 of the handle frame, constitute a toggle controlling separation of the basket frame 26 and the base frame 25. Conveniently, each link 50 is one leg of an L-shape rod, the other leg 51 of which extends inwardly through an opening in the associated leg 46 of the handle frame 27. The two legs 51 are coaxial and have their adjacent ends rigidly interconnected by a sleeve 52. Pivotal connection of the links 50 to the base frame is effected by providing them with out-bent ends received in openings in the inner faces of the sides 31 .

In the erected condition of the stroller, the intermediate leg 45 of the handle frame is held, by a locking device hereinafter described, against the rear side of a stop rod 55 which extends horizontally between the two sides 31 of the base frame. In this condition, the handle frame is inclined somewhat rearwardly from the vertical, the links 50 extend downwardly and rearwardly from their points of connection with the handle frame to their points of connection with the base frame, and the basket frame slopes upwardly and rearwardly, all as shown in FIGS. 1 and 2 and in dotted lines in FIG. 9. By swinging the upper end of the handle frame 27 forwardly and downwardly the frames 26 and 27 are brought into the collapsed condition shown in full lines in FIG. 9, the handle frame lying approximately coplanar with the basket frame and parallel to the base frame.

A handle, designated in its entirety by the reference numeral 57, comprises a length of tubing bent into a general U-shape to provide two parallel legs 58 telescopi-

cally receivable in the sides 46 of the handle frame 27. Desirably, the handle is readily removable from the handle frame, and to hold it releasably in place therein, its legs 58 may be provided with releasable detents received in openings 59 in the legs 46 of the handle frame. By providing the latter legs with a plurality of sets of openings 59, the handle 57 can be alternatively positioned at various heights.

Intermediate the height of the sides 46 of the handle frame 27 there are secured thereto brackets 61, and to each of such brackets there is pivoted an arm 62 swingable upwardly from the horizontal position illustrated in FIG. 1 to a position parallel to the associated side 46 of the handle frame. Each of such arms is desirably formed as a length of metal tubing, and the two arms are interconnected by a yoke 63 having parallel legs telescopically received within the arms. Desirably, the yoke 63 is removable from the arms 62 and its legs are provided with detents 64 releasably receivable in openings of the arms. By providing each of the arms with a plurality of openings 64, the fore-and-aft position of the yoke 63 may be varied between the full-line and dotted-line positions of FIG. 3.

The locking device, which has been referred to above as employed for the purpose of holding the handle frame 27 in erect position, may be operated by the arms 62. As shown, such locking device comprises a length of metal rod bent into a general U-shape to provide a lower horizontal leg 65 and two parallel legs 66 which respectively parallel the sides 46 of the handle frame. The upper ends of the legs 66 of the locking member are bent outwardly and operatively connected to eccentric points on the arms 62 so that, as the arms are swung about the axis of their pivotal connections to the brackets 61, the locking member 66 will be raised and lowered. Adjacent the lower end of the handle frame 27, the sides 46 are provided with guides 67 which slidably receive the legs 66 of the locking member. The arrangement is such that with the intermediate leg of the handle frame resting against the rear face of the stop rod 55 and with the arms 62 in their horizontal position, the lower end of the locking member will overlie the front face of the stop rod 55 to hold the handle frame in its erect position. Upon swinging the arms 62 upwardly, or from the full line to the dotted line position shown in FIG. 2, the lock member 66 will be moved upwardly far enough to clear the stop rod 55, thus permitting the handle frame 27 to be swung forwardly as above described to permit the stroller to be collapsed. To make more positive the locking of the handle frame in upright position when the arms 62 are lowered, the intermediate leg 45 of the handle frame is formed to provide a forwardly opening groove (FIG. 2) which receives the stop rod 55 to a depth sufficient to prevent upward or downward movement of the handle frame.

The construction of each of the brackets 61 is illustrated in FIGS. 4 to 6. As will be obvious from those figures, each bracket comprises outer and inner sheet-metal stampings 69 and 70 formed along their rear edges to provide complementary grooves adapted to receive the associated side 46 of the handle frame. Forwardly of such grooves, the bodies of the stampings lie parallel to each other and the outer stamping 69 has a marginal flange 72 engaging the opposed face of the inner stamping 70 to determine the spacing of the stamping-bodies. Over the upper portion and for a distance down the front of the stamping 69, the flange 72 is cut away to provide for the reception of the collapsed and flattened rear end 62′ of the associated arm 62 and to form a shoulder 73 limiting downward swinging of such arm. The two stampings 69 and 70 are held together by rivets 75, the upper one of which serves to provide the pivotal connection between the bracket and the arm 62. In the rear of the side 46 of the handle frame, the two stampings which form each bracket 61 are provided respectively with an interfitting tongue and groove (FIG. 4), and to locate the bracket in definite position along the side 46, the inner stamping 70 may be provided with a boss 74 received in an opening in the wall of the side 46.

The sides 66 of the lock member extend upwardly inside the respective brackets 61 and have their ends out-bent to extend through arcuate slots 76 in the inner bracket members 70 and into openings in the flattened ends of the arms 62. To hold the sides 66 of the lock member in association with the arms 62, their out-bent ends may be swaged to provide ears 77, and the eccentric openings in the arms 62 may be provided with notches 78 through which such ears may pass. The notches 78 are so oriented with respect to the ears that they are out of line therewith in any position occupied by the arms 62 after the guides 67 have been secured in position on the sides of the handle frame.

In assembling the handle frame 27, the brackets 61, arms 62, lock member 65—66, and guides 67, are applied to each side 46 of the handle frame, the rivets 75 and the flattened end 62′ of the associated arm 62 are positioned between the bodies of the bracket members, and the rivets are headed over. The out-bent ends of the locking member 66 are then inserted through the slots 76 of the inner bracket member and through the eccentric openings in the flattened arm-ends 62′. To effect such insertion, the locking member must be positioned with its lower end spaced well forwardly of the handle frame 27 in order to bring the ears 77 on its out-bent ends into alignment with the notches 78. After the ears 77 have passed outwardly through the notches 78, the lower end of the locking member is swung against the handle frame and the guides 67 are applied. The locking member is now held by the guides 67 generally parallel to the handle frame with the ears 77 out of alignment with the notches 78, and it is therefore impossible to disengage the out-bent ends of the locking member from the arms 62 by springing the sides of the locking member inwardly.

The stroller embodies a seat including a seat-board 80 and back-board 81 conveniently formed of hardboard or like relatively rigid material and received in known manner in pockets of a cover 82 formed of fabric or similar flexible sheet material. The cover is formed with side portions 83 full enough to permit the back to swing rearwardly substantially into a horizontal position and having tabs 84 which are hemmed over to embrace the arms 62. The cover may also have a forwardly extending strap 85 provided with a snap fastener 86 so that it may be looped over and secured to the intermediate leg of the yoke 63. At its lower corners, the back-board 81 is provided with clips 87 providing, in effect, a slotted connection with the pivot rod 47. Sheet-metal hinge members 88 secured to the rear corners of the seat-board 80 and slotted for the reception of the front legs of the clips 87 serve to interconnect the seat and back boards in a manner which permits them to move between the full-line positions and the dotted-line positions shown in FIG. 7.

For the purpose of supporting the back in a generally upright position appropriate for a sitting infant, I may employ a back-support (FIGS. 4 and 5) in the form of a metal rod bent to provide a horizontal intermediate portion 90 and parallel sides 91. The horizontal portion 90 extends across and in rear of the back intermediate the height thereof, while the sides 91 extend downwardly along the sides 46 of the handle frame and in front of the pivot rod 47. The lower ends of the sides 91 are formed into eyes 92, which receive the link-legs 51 and which are elongated to permit a limited movement of the back support longitudinally of the handle frame. Above the eye 92, each leg 91 is bent to provide a forwardly projecting, generally V-shaped offset 93 which, when the back support is in the lowermost position permitted by the eyes 92, lies wholly below the pivot rod 47 so that engagement of the pivot rod 47 by the support-sides 91

immediately above the offsets 93 will limit rearward swinging of the back support about the link-shanks 51 and thus hold the back in a generally vertical position. By raising the back support, as provided for by the elongated eyes 92, the offsets 93 can be brought opposite the pivot rod 47, whereupon the back support can be swung rearwardly into the chain-line position of FIG. 5, the pivot rod entering the offsets. Desirably, the offsets are deep enough to permit the back support to swing rearwardly and downwardly into a position which permits the back to rest on the rear portion 40 of the basket frame 26. By providing the upper legs of the offsets 93 with intermediately located downwardly opening bights 94 adapted to receive the pivot rod 47, the back support can be placed in the dotted-line position of FIG. 5 and employed to support the back in an intermediate position of rearward inclination. In the erected position of the handle frame, the back support is freely slidable under the influence of gravity, and hence, unless lifted, will remain either in its generally vertical position with the offsets 93 below the pivot rod 47 or in its intermediate rearwardly inclined position with the pivot rod received in the bights 94.

The stroller shown embodies a footrest 95 comprising side members 96, front and rear members 97 and 98, and a plurality of grid-forming wires 99 extending between the front and rear members. Conveniently, the front and rear members are formed of flat stock perforated for the reception of the ends of the grid wires and then rolled into a tubular cross-section. Each side member 96 comprises a metal rod having its ends bent inwardly into parallel relation, pivotally received in the ends of the tubular front and rear members 97 and 98, and secured in any convenient manner against withdrawal therefrom.

The footrest 95 is adjustably supported from the base frame through the medium of front and rear U-shaped yokes 102 and 103. Such yokes have intermediate portions rotatably connected to the footrest on spaced, transverse axes and generally parallel arms the lower ends of which are bent outwardly to be rotatably received in holes in the sides 31 of the base frame 25. The rotatable connection of the intermediate portion of each yoke 102 or 103 to the footrest is conveniently effected by providing each of the grid wires 99 with a pair of spaced offsets 104 and 104' and by assembling the footrest so that the offsets on the several wires project alternately upwardly and downwardly to pass alternately over and under each intermediate yoke portion and locate it longitudinally of the footrest. As shown, the set of offsets 104 is located near the rear of the footrest to receive the rear yoke 103 and the other set 104' near the longitudinal middle to receive the front yoke.

The yokes 102 and 103 provide a general parallel-link connection between the footrest 95 and the base frame 25 enabling the footrest to be moved between the full-line and dotted-line positions shown in FIG. 1. Preferably, the sides of the rear yoke 103 are offset downwardly to provide in each side of pair of portions 105 and 106 which extend generally perpendicularly to the plane containing the intermediate portion of the yoke and the outbent ends. The portions 106, which lie adjacent the outbent ends of the yoke, join the intermediate portions of the yoke-sides through bends 107. The sides of the yoke 103 are so formed, that the distance over the bends 107 is somewhat greater than the space between the sides 31 of the base frame. As will be apparent from FIG. 1, when the footrest is moved from its lower to its upper position, the bends 107 pass through the plane of the side members 31, which engage the bends 107 and force the sides of the yoke toward each other. As the footrest nears its upper position, the sides of the yoke 103 spring back toward their normal positions and, by their engagement with the upper inner surface portions of the frame-sides 31 (see FIG. 8), resiliently oppose rearward swinging of the yoke. Forward swinging of the yoke 103 under the influence of pressure from the frame sides on the bends 107 is limited by engagement of the yoke-portions 105 with the rear member 98 of the footrest; and as a result, the footrest is held firmly in its elevated position.

Each footrest wire 99 is desirably initially formed with the straight portions on opposite sides of the offset 104' out of alignment with each other, as indicated by dotted lines in FIG. 10, to form an obtuse angle within which the offset 104' lies. When the footrest is assembled, the misaligned wire portions are forced into alignment causing the offsets 104' to bear resiliently against the intermediate leg of the front yoke 102 and thereby creating substantial friction which opposes changes in the relative angular disposition of the footrest and the front yoke. When the footrest is moved from its upper position toward its lower position, such friction causes the imposition on the sides of the year yoke 103 of forces which tend to shorten the effective length of those sides. Since such sides are not straight, they can yield resiliently to shorten their effective length. So long as the plane of the rear yoke 103 makes a substantial angle with the plane of the footrest, the side-shortening effect of friction at the offsets 104' is of little if any significance; but as the footrest nears its lower position and the plane of the rear yoke approaches parallelism with the footrest, the force which the rear yoke must exert on the footrest to overcome such friction increases to a point such that the yoke-sides are incapable of sustaining it. In lowering of the footrest beyond this point, friction holds the footrest and front yoke in fixed angular relation to each other and the footrest and front yoke 102 act as a single rigid element forcing resilient shortening of the sides of the rear yoke. The rear end of the footrest is made narrow enough, by offsetting the rear portions of the side members 96 inwardly, to permit it to pass downwardly between the sides 31 of the base frame 25, thus permitting the intermediate leg of the rear yoke to pass through the common plane of the out-bent ends of both yokes. After such passage of the intermediate leg of the rear yoke through said common plane, the force exerted on the footrest by the resiliently stressed sides of the yoke tends to hold the front portions of the side members 96 of the footrest in firm contact with the base-frame sides 31 which they overlie thus inhibiting rattling. The firm frictional grip of the offsets 104' on the intermediate leg of the front yoke 102 also inhibits rattling of the footrest when in its upper position.

The resilience of the sides of the rear yoke 103 can, if desired, be utilized in a somewhat different way to hold the sides 96 of the footrest in firm, non-rattling contact with the base frame when the footrest is in lowered position. Thus, if the effective length of the sides of the front yoke 102 is made slightly greater than the effective length of the rear-yoke sides, or if the distance between the offsets 104 and 104' is made slightly greater than that between the holes on the frame-sides 31 which receive the out-bent ends of the two yokes, the intermediate portion of the rear yoke 103 will, as the footrest is lowered, reach the plane of the frame-sides while the intermediate portion of the front yoke 102 is above that plane. If the footrest is forced further downwardly until the footrest sides 96 engage the base frame, the sides of the rear yoke 103 will be elastically extended and the force they exert on the footrest will urge it downwardly and force its sides 96 into firm contact with the sides 31 of the base frame.

The space between the seat and the rear ends of the base and basket frames may be adapted for use as a basket to carry packages and other articles. To this end the base frame 25 may be provided between the rear axle 34 and the stop rod 55 with cross rods 110 received in holes in the sides 31 of the base frame to provide, in effect, a platform for supporting such packages or other articles. If desired, one of such cross rods may project

outwardly beyond one of the sides **31** and be bent, as indicated at **111** in FIG. 2, to provide a brake which can be moved into and out of braking engagement with the adjacent rear wheel by rocking the rod. Sides for the basket are formed by members **112** and **113** carried respectively by the basket and base frames. The side member **112** is shown as formed from a metal rod which extends around the rear end of the stroller at a distance somewhat below the basket frame and which has its end portions offset upwardly and bent to extend through holes in the lower faces of the basket-frame sides **41** as shown in FIG. 9. The rear stretch of the member **112** is provided with two upwardly extending, U-shaped offsets **114** the tips **115** of which are bent rearwardly for reception in slots in the front face of the rear leg **40** of the basket frame. The member **112** is formed, as indicated in dotted lines in FIG. 9, so that with its ends in the openings of the basket frame it will have to be resiliently distorted to permit reception of the tips **115** in the slots of the basket frame. The member **113** is generally similar to the member **112**, but it is inverted and has its ends and the tips of its offsets **114** received in openings in the base frame. After the tips of the offsets **114** of each side member have been inserted into the openings which receive them, the sides of such openings may be distorted to prevent the offset-tips from being withdrawn.

If desired, the stroller may embody a canopy. The canopy illustrated includes a U-shaped frame **120** formed of a metal rod the ends **121** of which are bent inwardly for reception in holes in the sides of the handle **57**. A short distance from the in-bent ends **121** the sides of the frame **120** are bent to provide inwardly projecting offsets **122** adapted to rest on the handle and support the frame in a generally horizontal position above the seat. As shown, a frame extension **123** of U-shape is pivoted to the inner ends of the offsets **122**. A canopy cover **124** of fabric or like sheet material has pockets **125** and **126** at its front and rear ends to receive, respectively, the closed ends of the frame **120** and extension **123**. Preferably, the distance between the offsets **122** of the in-bent ends **121** of the canopy frame is greater than the distance between the upper end of the handle **57** and the holes which receive those in-bent ends, so that the canpoy can be swung from the horizontal position illustrated in FIG. 1 upwardly and rearwardly over the upper end of the handle **57** into the dotted-line position shown in FIG. 1. If use of the canopy is not desired, it can easily be removed by spreading the rear end of the frame **120** to disengage the in-bent ends from the holes in the handle **57**. The pivotal mounting of the extension frame **123** on the canopy frame **120** permits the rear end of the canopy to be adjusted as desired, and also permits the rear end of the canopy to be folded over the front portion thereof for ease in packing the knocked-down stroller.

When the stroller is knocked down for shipment, the handle **57** is withdrawn from the handle frame **27**, the yoke **63** is withdrawn from the arms **62**, such arms are swung into parallel relationship with the handle frame, and the handle frame **27** is swung forwardly into general parallel relationship with the base frame **25**, as shown in FIG. 9. In this condition, the entire stroller, including the dismounted canopy, can form a compact package. To erect the stroller, it is only necessary to lift the front end of the handle frame **27** until its lower end engages the stop-rod **65**. Lowering of the arms **62** into the horizontal position, will move the lock members **65** into the position shown in FIG. 2, where it engages the front side of the stop rod **55** and locks the handle frame in its erected condition. In the swinging of the handle frame from its collapsed to its erected position, the basket frame **26** swings upwardly from the full-line to the dotted-line position shown in FIG. 9. With the handle frame erected, assembly of the stroller can be completed by inserting the yoke **63** into the arms **62**, inserting the sides **58** of the handle **57** into the sides **46** of the handle frame, and applying the canopy.

The erected stroller can be readily collapsed for carrying by lifting the arms **62** and yoke **63** to disengage the lock member **65** from the stop rod **55**, thus permitting the handle and handle frame to swing forwardly into a generally horizontal position and the basket frame to drop into its lower position illustrated in full lines in FIG. 9. If the canopy is in place, it can be swung into the dotted-line position shown in FIG. 1 before the handle and handle frame are lowered; and after the stroller has been collapsed, the canopy will overlie the remainder of the structure.

If desired, the stroller can readily be adapted for use as a walker by removing the footrest **95** and adjusting the yoke **63** to the dotted-line position shown in FIG. 3. Removal of the footrest is easily effected by springing the sides of the yokes **102** and **103** inwardly to permit the removal of their out-bent ends from the holes in sides **31** of the base frame **25**. A tray **128** may be removably supported in the front end of the yoke **63**.

I claim as my invention:

1. In a stroller, a generally horizontal rigid base frame, wheels mounted on said base frame, a handle frame, a seat carried by said handle frame, a member pivoted to said base frame and to said handle frame on an axis above the lower end thereof, links interconnecting said base frame and handle frame for relative swinging movement and pivoted to the latter on a second axis below said first axis, said handle frame being swingable forwardly from an upright position in which said links extend forwardly and upwardly from said base frame into a collapsed position in which it lies generally parallel to said base frame and said links extend rearwardly from their points of connection to said base frame, and releasable means for holding said handle frame in upright position, said releasable means comprising an abutment on the base frame engageable with the lower end of the handle frame when the latter is in upright position and a movable latch member carried by said handle frame and engageable with said abutment.

2. A stroller as set forth in claim 1 with the addition of a pair of arms pivotally mounted on said handle frame, said seat being supported from said arms, said arms being swingable upwardly from an operative position in which they extend forwardly from the handle to a collapsed position in which they lie generally parallel to the handle frame, and an operative connection between said arms and said latch member.

3. In a stroller, a generally horizontal rigid base frame, wheels mounted on said base frame, a handle frame, a seat carried by said handle frame, a member pivoted to said base frame and to said handle frame on an axis above the lower end thereof, links interconnecting said base frame and handle frame for relative swinging movement and pivoted to the latter on a second axis below said first axis, said handle frame being swingable forwardly from an upright position in which said links extend forwardly and upwardly from said base frame into a collapsed position in which it lies generally parallel to said base frame and said links extend rearwardly from their points of connection to said base frame, and releasable means acting between said handle frame and said base frame for holding said handle frame in upright position.

4. A stroller as set forth in claim 3 with the addition of a pair of arms pivotally mounted on said handle frame, a seat supported by said arms, said arms being swingable upwardly from an operative position in which they extend forwardly from the handle frame into a collapsed position in which they lie generally parallel to the handle frame, and an operative connection between said arms and said releasable means.

5. A stroller as set forth in claim 1 with the addition that said handle frame is formed of metal tubing bent into a U-shape to provide two parallel legs and a horizontal intermediate leg located at the bottom of the handle frame when the handle frame is in upright position, said abutment comprising a rod extending transversely across the base frame, the tubing of said intermediate leg being collapsed and formed into a forwardly concave arcuate cross-section in which said rod is receivable.

6. In a stroller, a generally horizontal base frame, wheels mounted on said base frame, a handle frame, means movably connecting said base frame and handle frame and so constructed and arranged as to permit the handle frame to swing into an upright position from a collapsed position generally parallel to the base frame, releasable means for holding the handle frame in upright position, a seat carried by the handle frame a pair of arms supported from said handle frame for movement from an operative position in which they extend forwardly from the handle frame above said seat to serve as arm rests for an occupant of the seat and a collapsed position in which they lie generally parallel to the handle frame, and an operative connection between said arms and said releasable means for releasing said releasable means when said arms are moved from operative to collapsed position.

7. A stroller as set forth in claim 6 with the addition of a seat supported from said arms, said seat comprising a rigid bottom member disposed below said arms and connected thereto by sides of flexible material, a back including a rigid member, said two rigid members being pivotally connected on a horizontal axis adjacent the rear of the seat to permit the back to swing forwardly and rearwardly relative to the seat, and means connecting one of said rigid members to said handle frame for limited sliding movement generally in the plane of the handle frame.

8. In a stroller, a generally horizontal base frame having means at its rear end providing a platform for supporting objects, wheels mounted on said base frame, a handle frame, a seat carried by said handle frame, a member pivoted to said base frame and to said handle frame on an axis above the lower end thereof, links interconnecting said base frame and handle frame for relative swinging movement and pivoted to the latter on a second axis below said first axis, said handle frame being swingable forwardly from an upright position in which said links extend forwardly and upwardly from said base frame into a collapsed position in which it lies generally parallel to said base frame and said links extend rearwardly from their points of connection to said base frame, and releasable means for holding said handle frame in upright position, said member having a rear portion and two generally parallel side portions, said side portions being pivoted to said base frame at their front ends and to said handle frame at points intermediate their lengths, whereby when the handle frame is in upright position said member will extend rearwardly beyond the handle frame to serve as a retaining means for objects on said platform.

9. In a stroller, a generally horizontal base frame having a rear portion and two generally parallel sides, a basket frame of general U-shape having a rear portion and generally parallel sides, the front ends of said basket-frame sides being pivoted to the sides of the base frame, a handle frame pivotally connected to said basket-frame sides intermediate the length thereof, means interconnecting said handle and base frames and permitting the handle frame to swing from a collapsed position generally parallel to the base frame into an upright position, said means, said basket frame, and said handle frame being so constructed and arranged that as the handle frame swings from collapsed position to upright position the basket frame will swing upwardly about its axis of pivotal connection to the base frame, a basket-side extending across the rear portion and forwardly along the sides of the basket frame and projecting downwardly therefrom, and a second basket-side extending across the rear of the base frame forwardly along the sides thereof and projecting downwardly therefrom, one of said basket-sides being adapted to nest within the other when the basket frame is in collapsed position.

10. A stroller as set forth in claim 8 with the addition of a seat back pivotally connected adjacent its lower end to said handle frame, said seat back being swingable rearwardly from an upright position into a generally horizontal position in which it rests on the rear portion of said member, and releasable means for holding said seat back alternatively in upright position or in an intermediate rearwardly and upwardly inclined position.

11. A stroller as set forth in claim 8 with the addition of a seat back pivotally connected adjacent its lower end to said handle frame, said seat back being swingable rearwardly from an upright position into a generally horizontal position in which it rests on the rear portion of said member, and releasable means for holding said seat back in upright position.

12. In a stroller, a base frame, a handle frame, means for supporting said handle frame in an upright position from said base frame, a seat carried by said handle frame, a seat-back pivotally connected adjacent its lower end to the handle frame, upper and lower vertically spaced cross members extending across said handle frame, and releasable means for supporting said seat-back alternatively in an upright position or in a rearwardly inclined position, said means comprising a U-shaped rod having an intermediate portion extending across and in rear of the seat back intermediate the height thereof, and sides extending downwardly in front of said upper cross member and provided at their lower ends with eyes receiving the lower cross member, said eyes being elongated to permit vertical movement of said rod between upper and lower position, the sides of said rod having forwardly offset portions above said eyes, said offset portions when the rod is in its lower position lying below said upper cross member whereby engagement of the upper cross member with the rod-sides above the offsets will prevent rearward swinging of the seat back from upright position, the rod being movable vertically to bring the offsets opposite the upper cross member and permit the rod to swing rearwardly.

13. In a stroller, a generally horizontal base frame, wheels mounted on said base frame, a handle frame, means movably connecting said base frame and handle frame and so constructed and arranged as to permit the handle to swing into an upright position from a collapsed position generally parallel to the base frame, releasable means for holding the handle frame in upright position, a pair of arms supported from said handle frame for movement from an operative position in which they extend forwardly from the handle frame and a collapsed position in which they lie generally parallel to the handle frame, a seat supported from said arms, said seat comprising a rigid bottom member disposed below said arms and connected thereto by sides of flexible material, a back including a rigid member, said two rigid members being pivotally connected on a horizontal axis adjacent the rear of the seat to permit the back to swing forwardly and rearwardly relative to the seat, and means connecting one of said rigid members to said handle frame for limited sliding movement generally in the plane of the handle frame.

14. A stroller as set forth in claim 13 with the addition that said last named means connects the rigid member of the back with the handle frame and permits the back to swing forwardly and rearwardly relative to the handle-frame.

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