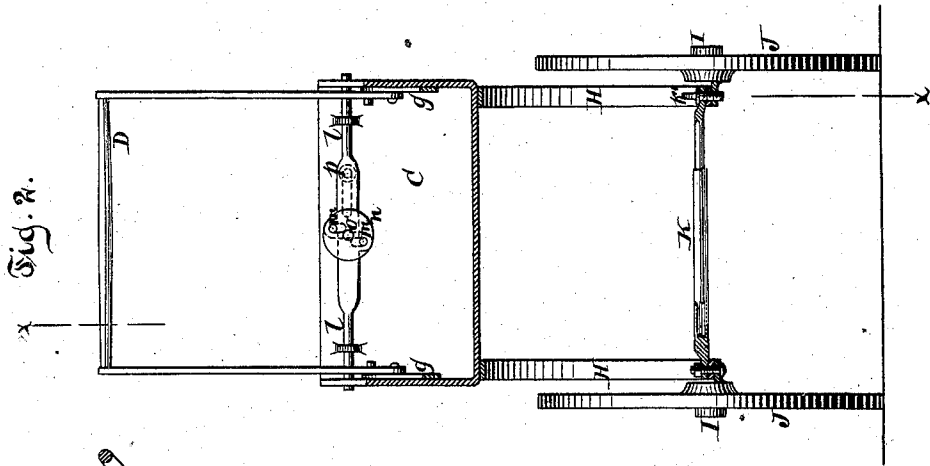
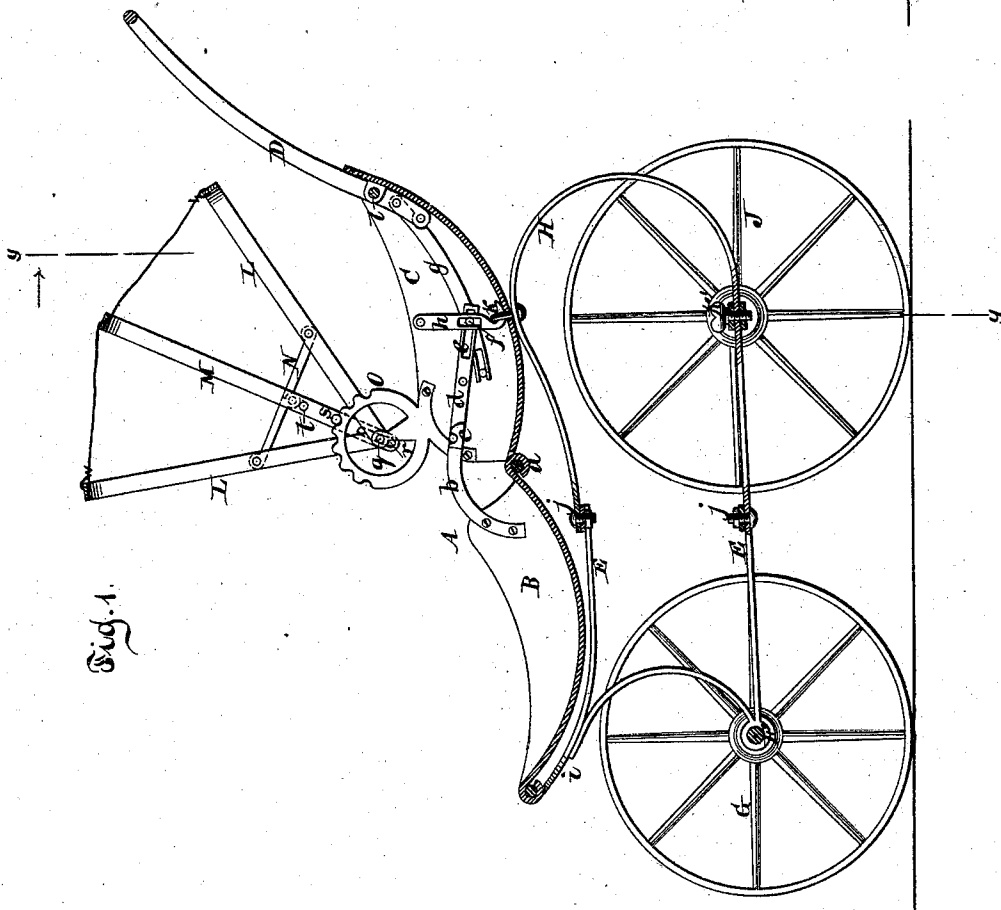


C. G. MACHT.
CHILDREN'S CARRIAGES

No. 193,980.

Patented Aug. 7, 1877.



Witnesses.
Otto Hufeland
Robert E. Miller.

Inventor.
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UNITED STATES PATENT OFFICE.

CARL G. MACHT, OF NEW YORK, N. Y.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. 193,980, dated August 7, 1877; application filed January 24, 1877.

To all whom it may concern:

Be it known that I, CARL G. MACHT, of the city, county, and State of New York, have invented a new and useful Improvement in Children's Carriages, which improvement is fully set forth in the following specification, reference being had to the accompanying drawing, in which—

Figure 1 represents a longitudinal vertical section in the plane *xx*, Fig. 2. Fig. 2 is a transverse vertical section in the plane *yy*, Fig. 1.

Similar letters indicate corresponding parts.

This invention relates to certain improvements in that class of carriages which I have described in my Patent No. 182,207, and which can be folded for transportation and unfolded for use.

My present improvement consists in the combination, with a carriage-body and with a folding truck, of a telescopic traverse for steadying the hind wheels when the carriage is in position for use. With the folding carriage-body, the folding truck, and the push-handle are combined two hinged arms, which act on latches for locking the folding body and on catches for fastening the rear portion of the truck to the body when the push-handle is forced back, and which throw the catches and latches out of gear by moving the push-handle forward when it is desired to fold the carriage. With the push-handle are combined two lock-bolts, which are connected to eccentric wrist-pins, secured on a disk on opposite sides from its center, so that both bolts are thrown in or out of gear with the side bars of the push-handle, and said push-handle can be locked or released by a single movement. The top of my carriage is composed of two bows, which are connected by toggle-levers to an intermediate bow, which slides up and down on the common pivots of the bows and serrated segments, so that when the outer bows are spread apart by the action of the toggle-levers, the sliding bows are depressed, and pins projecting from their inner sides are thrown in gear with the serrated segments, thereby retaining the top at any desired position.

In the drawings, the letter A designates the body of my carriage, which is made in two sections, B C, connected by a hinged joint, *a*.

On the side of the front section B are firmly secured curved braces *b*, which are provided with notches *c* to engage with latches *d*, which are pivoted to the sides of the rear section C. The rear ends of these latches are provided with slots *e*, which catch over pins *f*, projecting from arms *g*, that are hinged to the side bars of the push-handle D. When the push-handle is thrown back to the position shown in Fig. 1, the latches are caused to drop in gear with the notched braces *b*, and the two sections of the body A are rendered rigid. By throwing the push-handle forward, the latches *d* are thrown out of gear and the sections of the body A can be folded. The pins *f* of the hinged arms *g* also engage with catches *h*, which are pivoted to the sides of the rear section C of the body, and which serves to lock the truck by the same motion of the push-handle which serves to render the two sections of the body rigid, as will be presently more fully explained.

The truck of my carriage is composed of a frame, E, which is hinged to the front end of the body A by means of arms *i*, and which forms the bearings for the axle F of the front wheels G. With the frame E are combined two arms, H, which are bent in the form of C-springs, and which are connected to the cross-bars of the frame E, at both ends, by pivots *j*, so that they can be swung forward against the sides of the front wheels, or turned back to the position shown in Fig. 1. In this latter position said arms are locked to the body A by means of eyes *k*, which extend up through holes in the bottom of the rear section C, so as to permit the catches *h* to engage with them, said catches being operated by the action of the push-handle, as previously described.

Each of the arms H forms the bearing for an axle, I, and on these axles are mounted the hind wheels J. Between the arms H is situated a traverse, K, which, in the example shown in the drawing, is hinged to one of the arms, and connected to the other by a clamping-screw, *h'*, and which is made telescopic, so that it can be extended for use and contracted when the carriage is to be folded up. The object of this traverse is to steady the hind wheels in their position when the carriage is unfolded for use.

With the push-handle D are combined two bolts, *l*, which are connected to eccentric wrist-pins *m*, secured in a disk, *n*, on opposite sides of its center. This disk turns on a pivot, *o*, secured in the back of the body A, and a button, *p*, secured in one of the bolts, serves to operate the same. By moving this button and the disk both bolts are moved simultaneously, so that the same, when thrown out, engage with the side bars of the push-handle and lock the same firmly in position, and that they are withdrawn by one motion for releasing the push-handle.

The top of my carriage consists of three bows, L L M. The bows L L swing on pivots *q*, and they are connected by toggle levers N. The bow M is situated between the bows L L, and its ends are provided with slots *r*, which catch over the pivots *q*, so that said bow M can swing and also slide up and down to the extent of the slots *r*. The pivots *q* are secured in the center of serrated segments O, and from the inner sides of the bow M project pins *s*, which, when said bow is depressed, engage with the notches of the segments O, and lock the top in position. When the top has been turned to the desired position the bows L L are spread open by the toggle-levers N, and by the same movement the bow M is depressed so as to cause the pins *s* to engage with the serrated segments O. In order to depress said bow, pins *t* are secured in its sides, on the outside, so that the toggle-levers N, when brought down to spread the bows L L, will strike said pins. By these means the top can be readily adjusted and locked in the desired position.

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

1. The combination, with the folding body A, arms H, and axles I, of the telescopic traverse K, connected at each end with the arms H, substantially as and for the purpose described.

2. The combination, with the folding carriage-body A and the hinged push-handle D, of notched braces *b*, fastened to the front section B of the body A, and of latches *d*, which are operated by the motion of the push-handle, substantially as set forth.

3. The combination, with the folding carriage-body A, the folding truck E E H H, and the hinged push-handle D, of arms *g*, latches *d*, notched braces *b*, catches *h*, and eyes or equivalent devices *k*, all constructed and operating substantially as shown and described.

4. The combination, with the carriage-body A and the hinged push-handle D, of two bolts, *l*, connected to one and the same button *p*, substantially as and for the purpose set forth.

5. The combination, with the serrated segments O, bows L L, and toggle-levers N, of the intermediate bow M, having slots *r*, and pins *s*, adapted, respectively, to the pivots *q*, and to the serrations in the segments O, substantially as described.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 23d day of January, 1877.

CARL G. MACHT. [L. S.]

Witnesses:

W. HAUFF,
CHAS. WAHLEN.