E. KRUEGER.

Children's Carriages.

No. 168,647.

Patented Oct. 11, 1875.

Fig: 1.

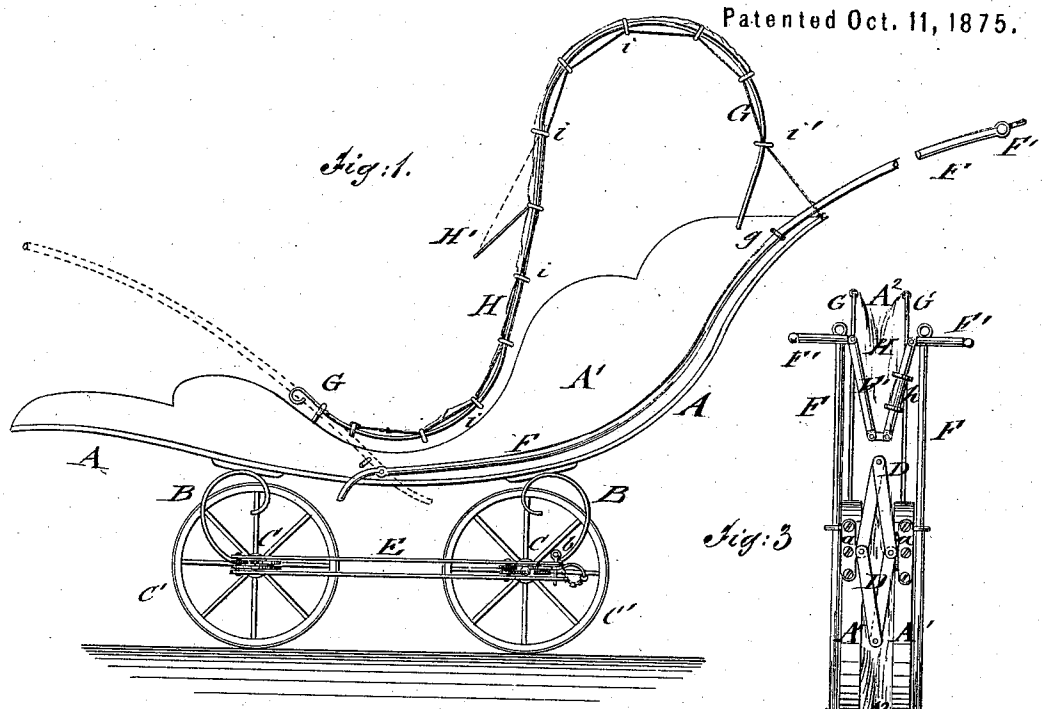


Fig: 3

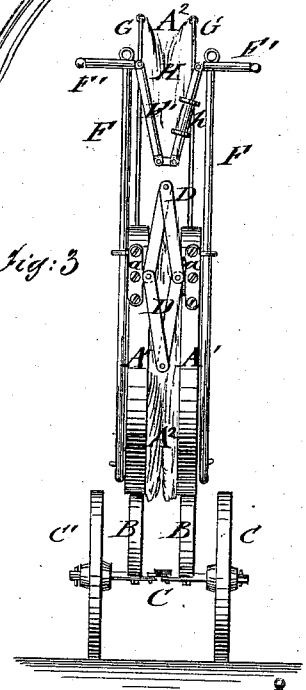
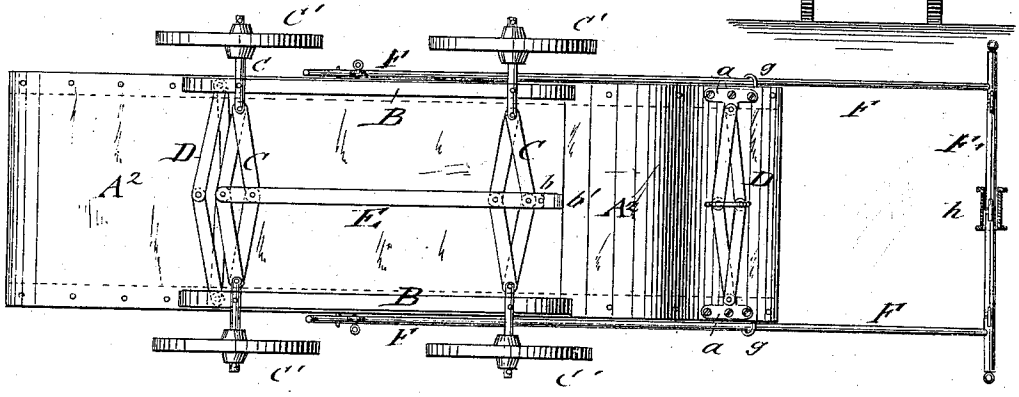


Fig: 2.



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IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **168,647**, dated October 11, 1875; application filed June 19, 1875.

To all whom it may concern:

Be it known that I, ERNST KRUEGER, of the city, county, and State of New York, have invented a new and Improved Folding Child's Carriage, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a side elevation of my improved folding child's carriage; Fig. 2, a bottom view, and Fig. 3 a rear view, as folded up.

Similar letters of reference indicate corresponding parts.

The object of my invention is to furnish a child's carriage that may be neatly and conveniently folded together in the direction of the longitudinal axis, for the purpose of being more readily carried about and stored away.

The invention consists of a carriage-body, which is made of rigid sides and flexible bottom, stretched by laterally-connecting lazy-tongs frames. The body is placed by longitudinal side springs on the axles, which are also made of folding lazy-tongs, and secured by longitudinal stiffening-bars and fastening-pin in opened position. The body is provided with a swinging and folding handle-frame for pulling and pushing the carriage. An adjustable protecting top or cover is applied to guides of the carriage-body.

In the drawing, A represents the body of my improved child's carriage, and B the longitudinal supporting-springs, which are attached to the sides of body A and to the axles C of the carriage. The body A is constructed of strong side parts A^1, to which is firmly fastened the flexible bottom A^2 of carpet, cloth, or other strong fabric suitable for the purpose. The bottom A^2 is tightly stretched by two or more lazy-tongs frames, D, that are pivoted to T-pieces *a* of the supporting sides A^1, and locked together, if desired, when the body is thrown into position for use, so as to secure not only the tight stretching of the bottom, but prevent also any vibrating and approaching of the sides when the carriage is in use. By releasing the locking device and pressing the sides toward each other the lazy-tongs frames will fold into longitudinal direction, while the bottom folds at the same time between the sides. The axles C of the carriage carry at their solid ends, outside of spring B, the supporting-wheels C′, the axle-sections intermediately between the springs being also constructed on the lazy-tongs principle, in similar manner as the stretching-frames of the body, so that the wheels may be held at full distance from each other, or be folded together toward the longitudinal axis of the carriage. The springs are placed closely together, parallel to each other, when the axles are folded, while the wheels are also parallel to each other and in a position to move the folded carriage thereon with the same ease as in the open state. The lazy-tongs axles are centrally connected by one or two pivoted longitudinal stiffening-bars, E, that are locked by a fastening-pin, *b*, to a central elbow-shaped extension, *b′*, of the hind lazy-tongs axle C, which extension is formed at such an angle to its pivoted leg that, on the insertion of the pin into the corresponding holes of the stiffening-bars and extension, the accurately rectangular position of the axles to the longitudinal axis, and therefore the reliable working of the wheels, is obtained. The fastening-pin is hung to a small chain, to be always ready for use, and allows on its withdrawal the almost instant folding of the carriage by releasing the body-locking devices at the same time. The handles F are pivoted to the sides of the body near the middle part of the same, and retained at the hind part by spring hooks or clasps *g*, being used in this position to move the carriage by pushing. The handles F may be swung forward on being released from the sliding spring-hooks *g*, to be supported and retained in forward position by similar hooks and used for pulling the carriage. The handle-connecting cross-bar F′ is hinged at the center and near the handles for the purpose of folding jointly with the other parts of the carriage, being locked in open position by a sliding sleeve, *h*, placed over the central joint of the cross-bar. The sides A^1 of the body are also provided with curved guide frames or rods G, to which the side and top covers or curtains H are applied by sliding rings *i*, to be adjusted by suitable strings *i′*. The top cover may be drawn down on the guides to cover entirely or partially the carriage-body, so as to keep out the sun,

dust, or rain. A front guard-piece, H′, of the top cover protects a lateral opening of the same, to admit air and light to the interior of the body when the cover is entirely closed. The top and side covers may be arranged in any position on the guides, as desired, and also folded with the body without obstructing the same in the least, furnishing thus, in conjunction with the folding handle and axles, an improved folding carriage, which may be changed from open to folded position, and vice versa, with the greatest facility, without any detachable parts and similar objectionable features.

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

1. The curved guide-rods G G, combined with sides A^1 A^1, and a cover, movable relatively to the guide-rods, in the manner described.

2. In combination with the rigid sides and flexible bottom of the carriage-body, the pairs of lazy-tongs C C, one of which has the extension b', and the bars E, and the locking-pin b, as shown and described, for the purpose specified.

ERNST KRUEGER.

Witnesses:
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