(No Model.) 2 Sheets—Sheet 1.

L. THIELE.

CHILD'S CARRIAGE.

No. 551,937. Patented Dec. 24, 1895.

FIG-1-

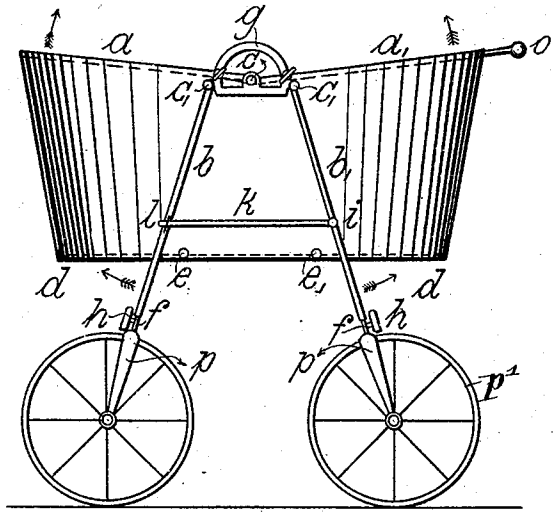


FIG-2-

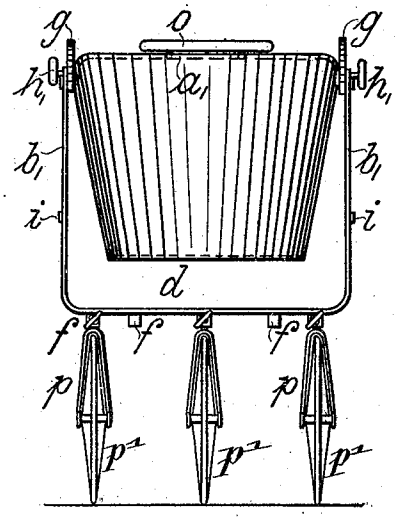


FIG-3-

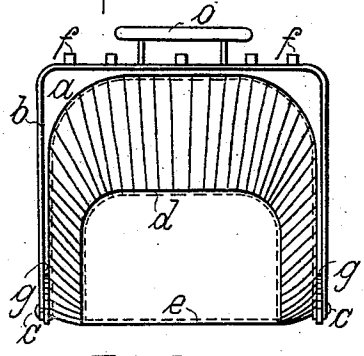


FIG-4-

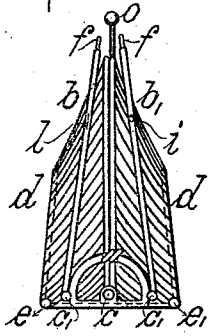


FIG-5-

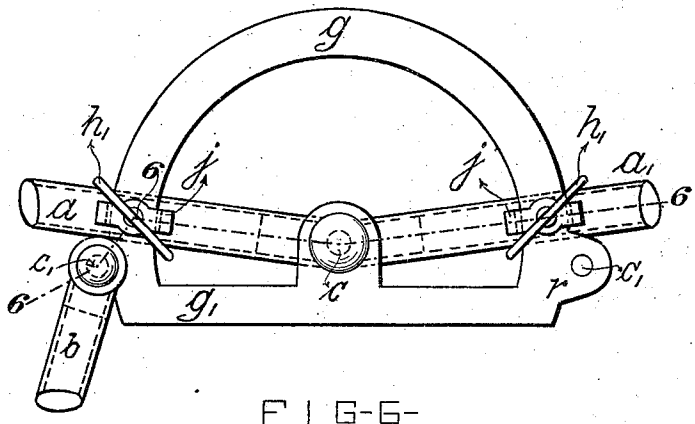
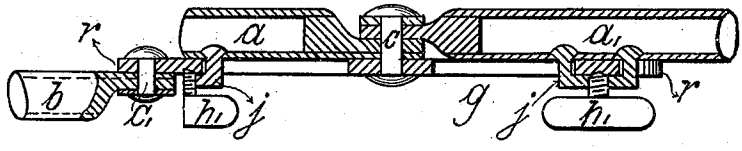


FIG-6-



WITNESSES:

K. R. Brennan

J. Graef.

INVENTOR

L. Thiele

BY Gifford Pacquer.

ATTORNEYS.

ANDREW B. GRAHAM, PHOTO-LITHO. WASHINGTON, D.C.

(No Model.)

2 Sheets—Sheet 2.

L. THIELE.

CHILD'S CARRIAGE.

No. 551,937. Patented Dec. 24, 1895.

FIG-7-

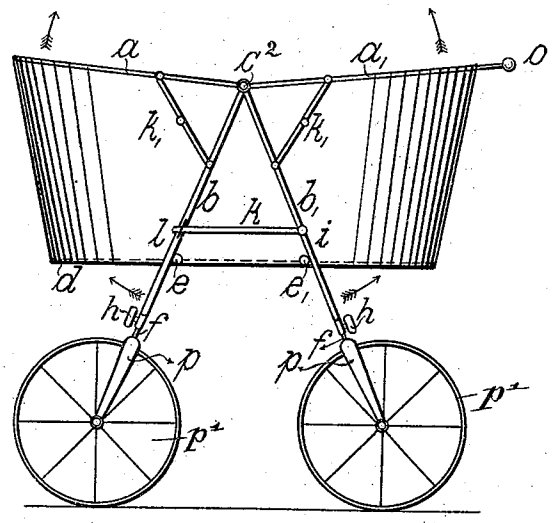
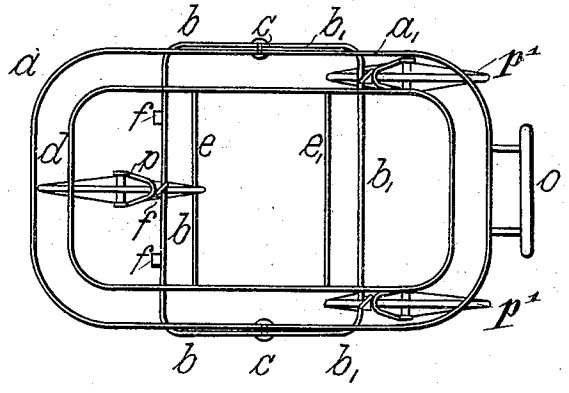


FIG-8-



WITNESSES:
A. R. Brennan
J. Graef.

INVENTOR
L. Thiele
BY Gaupel & Raequer
ATTORNEYS.

ANDREW B. GRAHAM, PHOTO-LITHO. WASHINGTON, D.C.

UNITED STATES PATENT OFFICE.

LOUIS THIELE, OF EBERSWALDE, GERMANY.

CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 551,937, dated December 24, 1895.

Application filed April 23, 1894. Serial No. 506,861. (No model.) Patented in Germany July 30, 1893, No. 76,767; in France March 2, 1894, No. 236,685; in Austria March 28, 1894, No. 44/681; in England April 2, 1894, No. 6,569; in Hungary April 12, 1894, No. 250; in Belgium September 29, 1894, No. 112,051, and in Italy February 16, 1895, LXXIV, 430.

To all whom it may concern:

Be it known that I, LOUIS THIELE, a citizen of the German Empire, residing at Eberswalde, in the Empire of Germany, have invented certain new and useful Improvements in Children's Carriages, (for which I have obtained Letters Patent in Germany, No. 76,767, dated July 30, 1893; in Austria, Tom. 44, No. 681, dated March 28, 1894; in Belgium, No. 112,051, dated September 29, 1894; in England, No. 6,569, dated April 2, 1894; in France, No. 236,685, dated March 2, 1894; in Hungary, No. 250, dated April 12, 1894; in Italy, Vol. 74, No. 430, dated February 16, 1895,) of which the following is a specification.

The object of my invention is to provide a new and improved baby-carriage, which can be folded into the shape of a traveling-bag and used as such for containing parts of the carriage and other articles, which carriage is simple in construction, strong and durable, and can be erected for use and folded after use very easily and readily and when folded occupies very little space.

The invention consists in the combination, with a folding top frame, of a flexible carriage-body secured to and suspended from the same, a folding floor in said carriage-body, wheel-supporting frames pivotally connected with the folding top frame, wheels detachably connected with the wheel-frames and braces for holding the several parts in proper position relatively when the carriage is erected for use.

The invention also consists of the construction and combination of parts and details, as will be fully described hereinafter and finally pointed out in the claims.

In the accompanying drawings, Figure 1 is a side view of my improved folding carriage erected for use as a carriage. Fig. 2 is an end view of the same in the same position. Fig. 3 is an end view of the same folded into the shape of a traveling-bag. Fig. 4 is a side view of the same folded. Fig. 5 is an enlarged detail view of a piece to which the wheel-frames and top frame of the carriage are pivoted, parts being omitted. Fig. 6 is a horizontal sectional view on the line 6 6 6 of Fig. 5. Fig. 7 is a side view of a modified construction of the carriage erected for use. Fig. 8 is a plan view of the construction shown in Fig. 7.

Similar letters of reference indicate corresponding parts.

The body of the carriage is constructed with a top frame formed of two approximately U-shaped sections $a\ a'$, preferably made of light steel tubing and pivoted at the ends of their shanks to each other and to the bottom cross-pieces g' of two arc-shaped frames g, by means of the bolts c, thus adapting said frames $a\ a'$ to swing upward and toward each other, as indicated by the arrows in Figs. 1 and 7. For the purpose of properly guiding said frame-sections $a\ a'$ each is pivoted with a U-shaped clip j embracing the arc-shaped frame g and mounted to slide on the same, and in each clip j a thumb-screw h' is mounted, which serves to lock the frame-sections $a\ a'$ in place on the arc-frame g.

The sides of the carriage-body are made of canvas, oil-cloth or other suitable flexible material, the bottom edges of the same being secured to a floor made of three sections, of which two end sections are hinged at e and e' to the central section, so as to adapt the end sections to swing up or toward each other into the position shown in Fig. 3. The floor is preferably composed of a suitable frame d, to which is attached a network of reed or rattan or similar material.

The arc-shaped frames g are provided at their ends with lugs r, to which the ends of the U-shaped wheel-frames $b\ b'$ are pivoted by means of bolts c'. From the cross-piece of each frame $b\ b'$ two or three lugs f project downward, which can be passed into sockets in the upper ends of the wheel-forks p in which the wheels p' are mounted, which sockets are locked to the lugs by means of thumb-screws h. By applying two wheels to one frame and one wheel to the other the carriage can be adjusted to run on three wheels, or by applying two wheels to each frame it can be adjusted to run on four wheels.

A brace-rod k is pivoted at i to the frame b' and engages the catch l on the opposite frame b, which brace-rod serves to prevent the frames from spreading. The handle o is attached to

one of the frame-sections a' and is used to push the carriage or to serve as a handle for the bag when the carriage is folded.

To fold the carriage the wheel-forks are first disconnected and with the wheels are placed into the body. The frame-sections $a\ a'$ are swung toward each other and then locked in place on the arc-frames g by means of the thumb-screws h. Then the brace-rod k is disengaged from the catch l and swung up against the frame b', and the frames $b\ b'$ are swung up into the position shown in Fig. 4 and held by straps. (Not shown.) The bedding, coverlets, &c., are also placed in the body before the same is folded up. In the construction shown in Fig. 7 the arc-shaped frames e are dispensed with and the frames $a\ a'\ b\ b'$ are pivoted to the common pivots c^2 and the frames $a\ a'$ are held in position in relation to the supporting-frames $b\ b'$ by means of the knuckle-joint brace-levers $k\ k'$. Otherwise the construction of the carriage is the same as just described.

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

1. In a baby-carriage, the combination with a folding top-frame, of a flexible carriage-body secured to and suspended from the same, U-shaped wheel-frames extending transversely of and under the body of the carriage, means for pivotally connecting the upper ends of the wheel-frames with opposite sides of the top-frame at approximately the mid-length of the body so as to swing around the ends of the body, said top-frame folding within the wheel-frames, wheels detachably secured to the wheel-frames, and means for locking the parts in position when the carriage is erected for use, substantially as set forth.

2. In a baby-carriage, the combination, with a folding top-frame, of a flexible carriage-body secured to and suspended from the top-frame, a folding bottom in said flexible body, consisting of a central section and two inwardly and upwardly-folding sections hinged to the central section, inwardly and upwardly folding wheel-frames pivotally connected with the top-frame, wheels detachably secured to said wheel-frames, and means for locking the parts in position when the carriage is erected for use, said top-frame, wheel-frames and folding bottom sections folding within each other in the order named, substantially as set forth.

3. In a baby-carriage, the combination, with a top-frame formed of two U-shaped frame-sections pivoted to each other at their ends, a handle secured to the cross-piece of one of said sections, a flexible carriage-body secured to and suspended from said top-frame, a folding bottom in said flexible body, containing inwardly and upwardly folding-sections, U-shaped wheel-frames extending under the body and pivotally connected with the top-frames, braces pivoted to one of the wheel-frames and adapted to engage catches on the other of the wheel-frames for locking the wheel-frames in position when the carriage is erected for use, and wheels detachably connected with the wheel-frames, substantially as set forth.

4. In a baby-carriage, the combination, with arc-shaped frames, having bottom-pieces, a top-frame formed of two U-shaped sections pivoted to the bottom-pieces, a flexible carriage-body secured to and suspended from said top-frame, a folding bottom in said flexible body, clips on said top-frame sections embracing the arc-shaped frames, thumb-screws received in said clips for engaging the arc-shaped frames, inwardly and upwardly folding U-shaped frames pivoted to the ends of the arc-shaped frames, wheels detachably secured to said wheel-frames, and braces for holding the wheel-frames in proper position when the carriage is erected for use, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

LOUIS THIELE.

Witnesses:
W. H. EDWARDS,
WILHELM BESCHETZWICK.