A. W. McDEVITT.

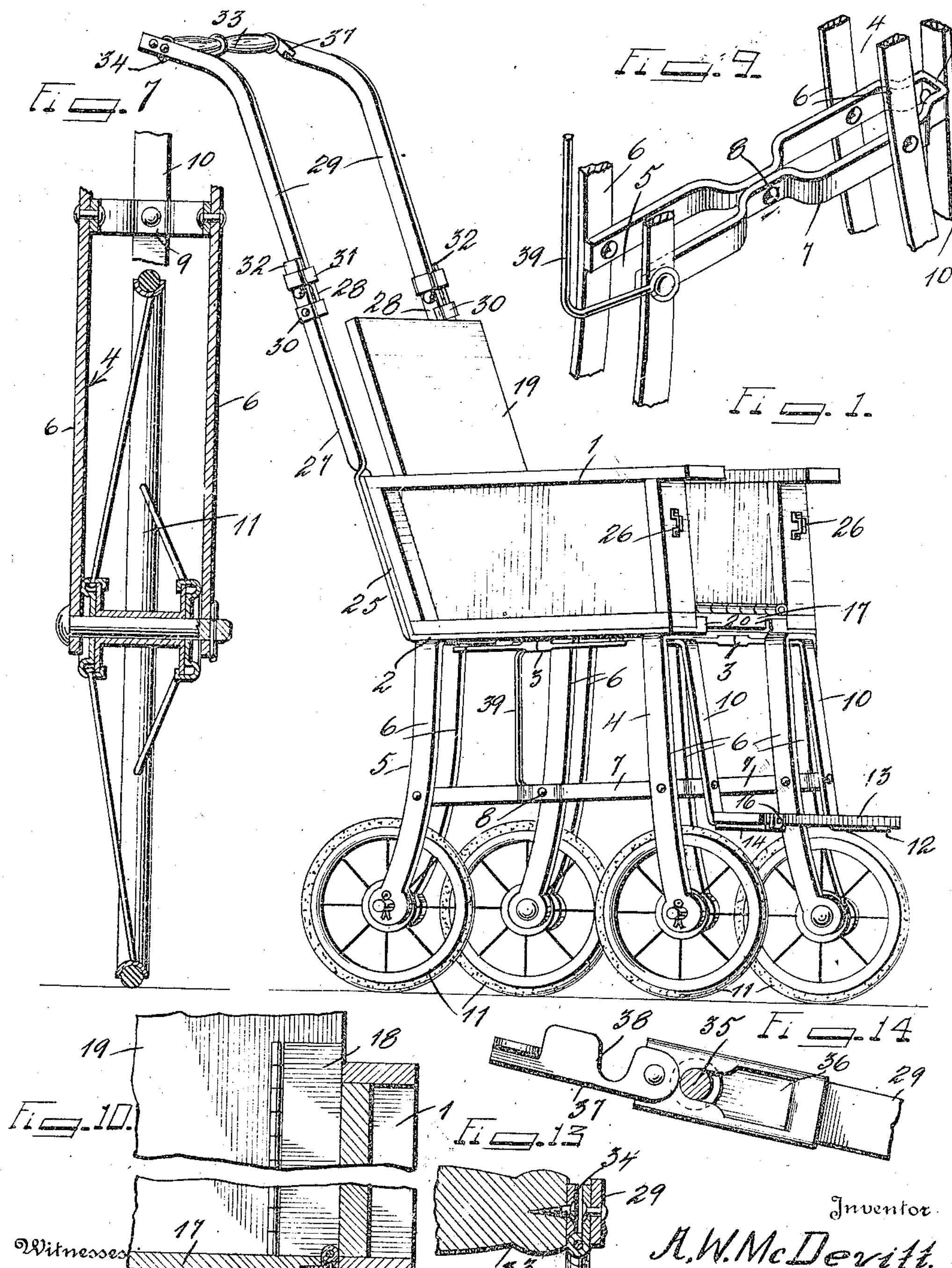
BABY CARRIAGE.

APPLICATION FILED DEC. 14, 1914.

1,167,003.

Patented Jan. 4, 1916.

4 SHEETS—SHEET 1.



Witnesses

Inventor

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By E. E. Vrooman & Co.

his Attorneys

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4 SHEETS—SHEET 2.

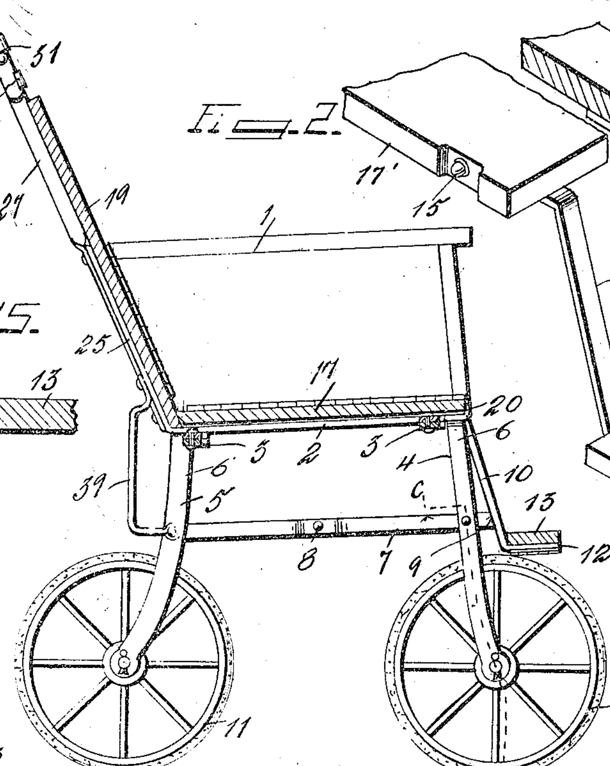


Fig. 2.

Fig. 8.

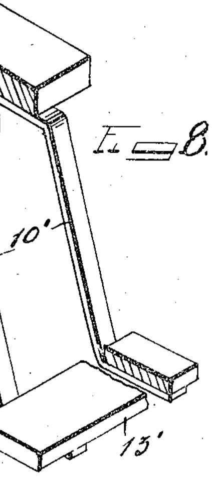


Fig. 15.

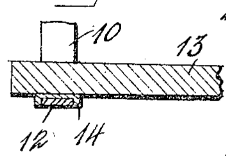


Fig. 5.

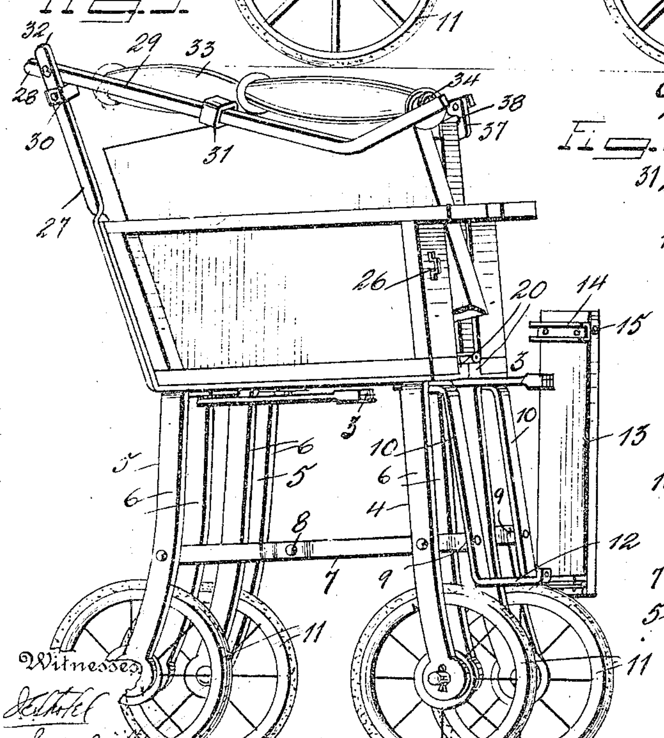
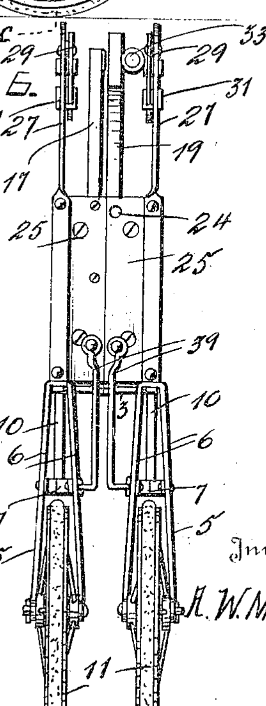


Fig. 6.



Witnesses

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4 SHEETS—SHEET 3.

Fig. 3.

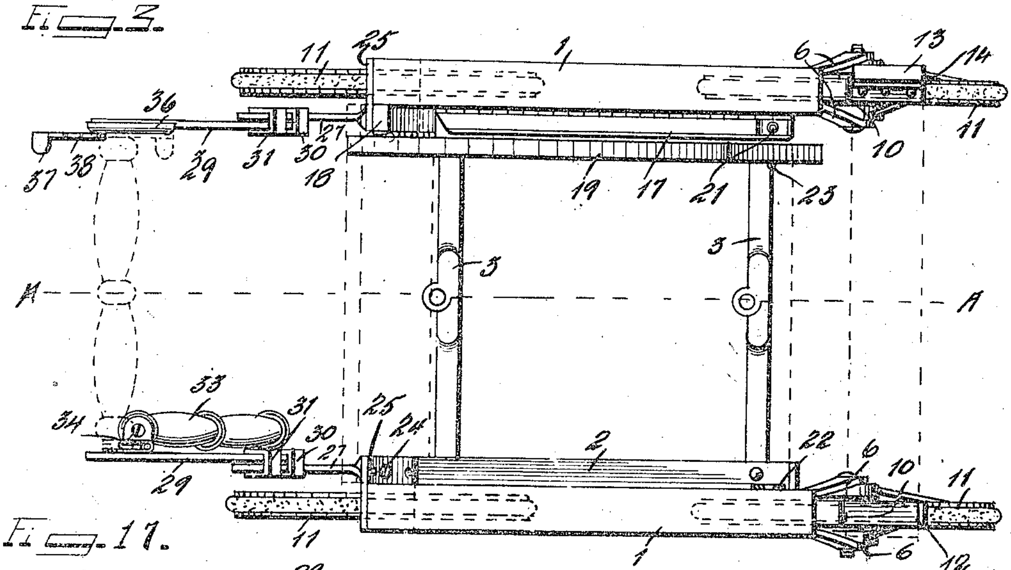


Fig. 17.

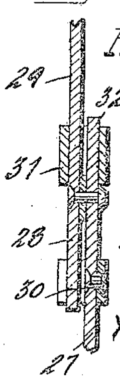
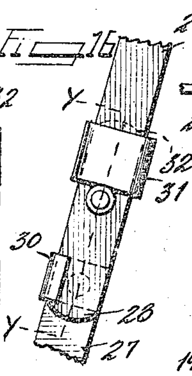


Fig. 16



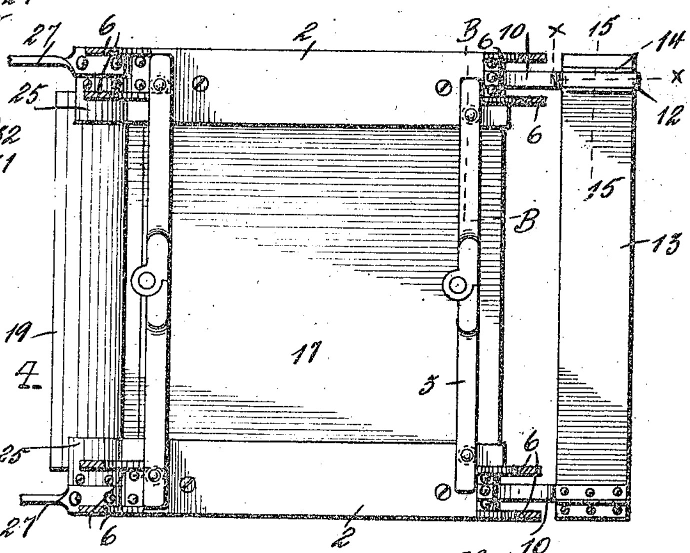


Fig. 4.

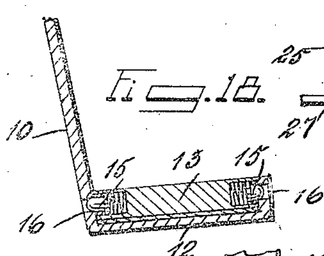


Fig. 18.

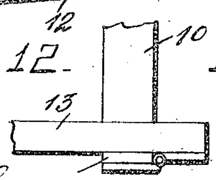


Fig. 12.

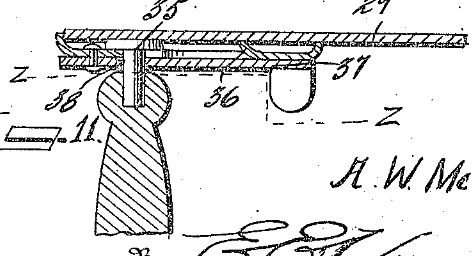


Fig. 11.

Witnesses

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4 SHEETS—SHEET 4.

Fig. 24.

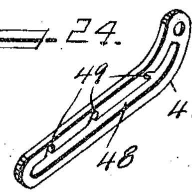


Fig. 14.

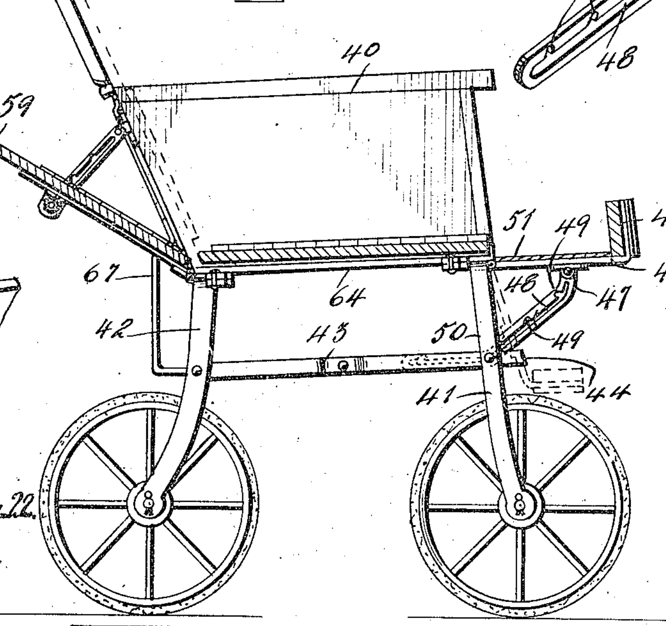


Fig. 23.

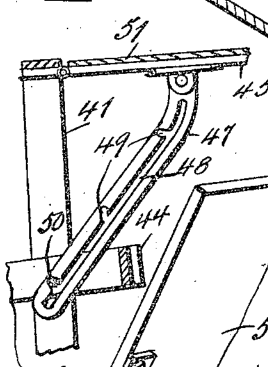


Fig. 22.

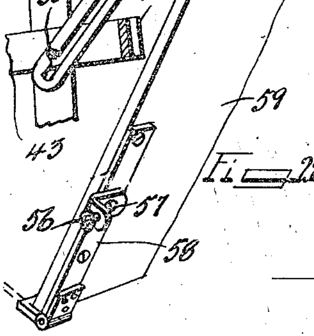


Fig. 21.

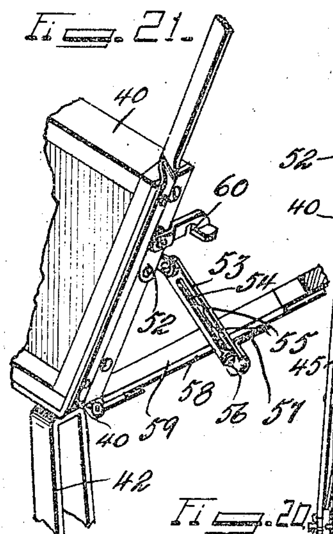


Fig. 20.

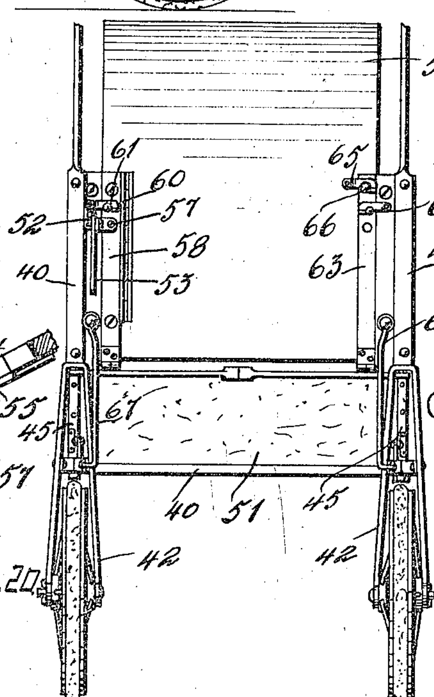
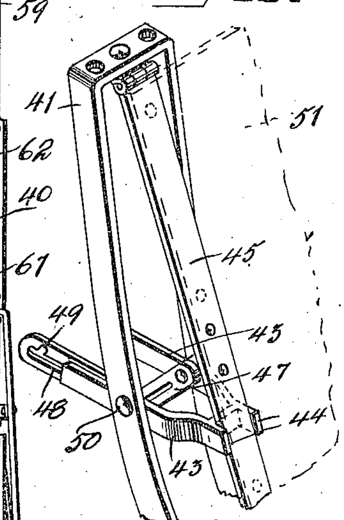


Fig. 25.



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UNITED STATES PATENT OFFICE.

AMOS W. McDEVITT, OF WASHINGTON, DISTRICT OF COLUMBIA.

BABY-CARRIAGE.

1,167,003. Specification of Letters Patent. Patented Jan. 4, 1916.

Application filed December 14, 1914. Serial No. 877,230.

To all whom it may concern:

Be it known that I, AMOS W. McDEVITT, a citizen of the United States of America, residing at Washington, in the District of Columbia, have invented certain new and useful Improvements in Baby-Carriages, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to collapsible go-carts, baby carriages and the like, and has for its object the production of a simple and efficient go-cart or carriage which may be readily collapsed for the purpose of occupying the minimum amount of space.

Another object of this invention is the production of a simple and efficient go-cart which may be readily collapsed so as to readily allow the same to be easily and conveniently carried.

A still further object of this invention is the production of a simple and efficient collapsible go-cart or carriage, wherein the frame is collapsible laterally only, thereby allowing the carriage or go-cart to stand without the aid of additional supporting means when the carriage or go-cart is in a collapsed position.

With these and other objects in view this invention consists of certain novel combinations, constructions, and arrangements of parts as will be hereinafter fully described and claimed.

In the accompanying drawings:—Figure 1 is a perspective view of the go-cart in a set-up position. Fig. 2 is a section taken on line A—A, of Fig. 3, the seat and back being shown in a set-up or extended position. Fig. 3 is a top plan view of the carriage showing the seat and back, together with the handle folded in full lines and placed in the extended position in dotted lines. Fig. 4 is a bottom plan view partly in section of the body of the carriage or go-cart, the handle being broken away. Fig. 5 is a perspective view of the go-cart in a collapsed position. Fig. 6 is a rear elevation of the go-cart in a collapsed position showing the manner in which the same may stand alone while in its collapsed position. Fig. 7 is an enlarged vertical section taken on line C—C, of Fig. 2. Fig. 8 is a perspective view of an embodiment of the present invention showing a different form or manner of attaching the foot rest to the seat of the carriage. Fig. 9 is a detail perspective of the bracing member between the front and rear legs of the carriage. Fig. 10 is a section taken on line B—B, of Fig. 4. Fig. 11 is a longitudinal section through a portion of the handle showing the manner in which the handle is secured to one of the handle engaging arms. Fig. 12 is a front elevation of a portion of the step showing the manner in which the same is hingedly secured to one of the step or foot rest hangers. Fig. 13 is an enlarged sectional view showing the manner in which the handle is hinged to one of the handle supporting arms. Fig. 14 is a section taken on line Z—Z, of Fig. 11, showing the locking latch in an unlocked position. Fig. 15 is a section taken on line 15—15, of Fig. 4. Fig. 16 is a side elevation showing the means for holding the handle supporting arms in an extended position. Fig. 17 is a section taken on line Y—Y, of Fig. 16. Fig. 18 is a section taken on line X—X, of Fig. 4. Fig. 19 is a longitudinal section through an embodiment of the present carriage, the back and foot rest being shown adjustable. Fig. 20 is a rear elevation of the structure shown in Fig. 19, the back and foot rest being placed in their normal positions. Fig. 21 is a detail perspective of a portion of the carriage body showing the adjustable back in a reclining position. Fig. 22 is a perspective view of a portion of the adjustable back. Fig. 23 is an enlarged sectional view through a portion of the foot rest showing the supporting bracket adapted to hold the foot rest in an adjusted position. Fig. 24 is a detail perspective of the bracket which is adapted to support the foot rest. Fig. 25 is a detail perspective of one of the front legs of the carriage showing the manner in which the foot rest hangers are secured to the legs, the protector sheet of the foot rest being shown in dotted lines.

By referring to the drawings it will be seen that the present carriage or go-cart comprises a pair of similarly constructed side members 1, each of which side members is supported or engaged by means of a metallic plate 2. These metallic supporting plates 2 are connected by means of brake joints or collapsible rods 3 and are adapted to normally hold the side members 1 in spaced relation such as is illustrated in Figs. 3 and 4. It should be understood, however, that these brake rods 3 may be swung to take the position shown in Fig. 5 and allow the side members 1 to be drawn closely together in order to permit the go-cart or carriage to assume the position shown in Fig. 6, which will be convenient for carrying, snipping, or storing.

Each of the side members 1 carries a front leg 4 and a rear leg 5, these legs being bent to constitute substantially U-shaped members having a pair of parallel side bars 6 as clearly illustrated in Fig. 7. The legs 4 and 5 are securely fastened to the metallic plate 2 formed upon the bottom of the side members 1. These legs 4 and 5 are held in their proper spaced relation by means of the intermediate metallic braces 7, which braces are secured to the inner faces of the parallel bars 6 and constitute an efficient brace therefor for holding these bars 6 in their proper spaced relation. The braces 7 are brought together and riveted as clearly illustrated in Fig. 9 by the numeral 8 for the purpose of assisting in firmly bracing or strengthening the same. Each brace 7 is provided with a forwardly extending flat portion 9 against which is firmly riveted a step supporting hanger 10, the upper end of the step supporting hanger 10 being firmly secured between the upper ends of the bars 6 as clearly illustrated in Fig. 1. As clearly illustrated in Figs. 1, 2, 5 and 6, the legs 4 and 5 are supported by means of carriage wheels 11 constructed in a suitable manner for accomplishing the desired purpose. It should be understood that each of the side frames or portions of the carriage are similarly constructed, and for this reason it is thought only necessary to describe one side thereof, since the sides are duplicate.

Each of the step hangers 10 is provided with a forwardly extending foot 12, and a step or foot rest 13 is hingedly secured to the foot 12 of one of the hangers 10, and is adapted to rest upon the foot of the other hanger when the step or foot rest 13 is swung to its normal or set-up position. The foot rest 13 is provided with a substantially U-shaped channel portion 14 upon the under face thereof as clearly illustrated in Fig. 5 upon the under face thereof for the purpose of fitting over the foot 12 of one of the hangers 10. A spring pressed knob 15 is carried upon each edge of the step or foot rest 13 for the purpose of engaging the apertures 16 formed in the hangers 10 as clearly illustrated in Fig. 18, and in this manner hold the foot rest or step 13 in its proper position in engagement with the hangers 10, and prevent the same from being accidentally disengaged from the hangers and swung upwardly to a folded position.

It should be understood that when it is desired to raise the foot rest or step 13, this may be done by forcing the same upwardly, thereby bringing the foot rest 13 to the position shown in Fig. 5.

A plurality of brackets 26 are carried by the front of the side members 1 for the purpose of allowing a strap or other retaining device to be applied thereto.

Handle supporting arms 27 and 28 are secured to the rear ends of the side members 1, and each of these arms is provided with a pivotally mounted upper end 29. A stop bracket 30 is carried by the lower end of each of the arms 27 and 28 and is adapted to limit the swinging movement of the upper end 29 of the arms in one direction. A slidable link 31 is carried by the pivotally mounted upper end of each of the arms 27 and 28 and is adapted to be moved downwardly over the upper projecting end 32 of each of the arms 27 and 28 for the purpose of holding the arms 27 and 28 in their correctly extended position. A handle 33 is hingedly secured to the pivotally mounted end of the arms 27 and 28 as illustrated and indicated by the numeral 34 in Fig. 3. This handle 33 is provided with a projecting knob 35, which projecting knob 35 fits in the notch 36 formed in the pivotally mounted end 29 of the arm 28. A pivotally mounted latch 37 having a notch 38 formed therein is adapted to be swung over the knob 35 as illustrated in Fig. 11 for the purpose of holding the handle 33 in connection with the pivotally mounted upper end 29 of the arm 28.

The operation of the device is as follows:—The carriage is in its assembled position as shown in Fig. 1, and the locking plate 37 is swung to the position shown in Fig. 14, thereby allowing the handle 33 to be swung to the position shown in Fig. 3 in full lines. The pivotally mounted upper ends 29 of the arms 27 and 28 are then folded downwardly to the position shown in Fig. 5. The back 19 is then folded or swung inwardly to the position shown in Figs. 3 and 5 after the seat 17 has first been thrown upwardly to the position shown in Fig. 3. The two side members 1 may then be moved together to assume the position shown in Figs. 5 and 6 by braking the brake rods 3 and causing the brake rods to extend forwardly to the position shown in Fig. 5. The carriage will then be in a folded or collapsed position. The step or foot rest 13, of course, is swung upwardly to the position shown in Fig. 5, thereby causing the step or foot rest to be out of the way of any foreign objects while the carriage or go-cart is in its folded position. When the carriage or go-cart is in its folded position, the same may be left to stand alone as shown clearly in Fig. 6, owing to the fact that the wheels 11 are spaced a sufficient distance apart to prevent the go-cart or carriage from falling or tipping over.

As illustrated in Fig. 6 a pair of wire handles 39 are employed, being connected to the side members 1 and to the rear legs 5, and these handles 39 extend toward each other as illustrated in Fig. 6 to permit a person to grip the handles conveniently and carry the go-cart while in its collapsed or folded position.

In Fig. 8 there is shown a slight embodiment of the present invention wherein the seat 17′ is provided with a pair of rigidly connected hanger arms 10′ to which arms is fixedly secured a foot rest 13′. It, of course, should be understood that when the modification or embodiment as shown in Fig. 8 is employed, in place of the step or foot rest above described, the hanger arms 10 will of necessity be thrown at right angles to the side members 1 when the carriage is in a collapsed or folded position.

In Figs. 19 to 25 inclusive there is shown a still further embodiment of the present invention, wherein the carriage is constructed somewhat similar to that above described, with the exception that the back and foot rest are adjustably mounted so as to allow the same to be raised and lowered to suit the convenience of the operator.

In the embodiment illustrated in Figs. 19 to 25 it will be seen that a pair of side frames 40 are employed, which are similarly constructed and are provided with the front and rear legs 41 and 42. The front and rear legs 41 and 42 are braced by means of the connecting braces 43. The connecting braces 43 in this instance are provided with a pair of spaced forwardly extending lips 44 for the purpose of engaging the hingedly secured hanger arms 45 as clearly illustrated in Fig. 25. The hanger arms 45 support the foot rest 46, which foot rest is connected to the hanger arms 45 in a manner similar to that as illustrated and described with reference to the first mentioned embodiment. A bracing arm 47 is pivotally secured to the under face of one of the hanger arms 45, and this bracing arm 47 is provided with an elongated slot 48 having a plurality of notches 49 formed therein for the purpose of registering with the locking pin 50 carried by one of the front legs 41. It should be understood that the foot rest may in this manner be adjusted to several adjusted positions. When so desired a leather or fabric covering 51 of any suitable construction may be applied to the hanger arms 45 as illustrated in Fig. 25.

One of the side members 40 is provided with a bracket 52 to which is secured a link 53. This link 53 is provided with a longitudinally extending slot 54 having a plurality of notches 55 formed therein for the purpose of engaging the pin 56 carried by the bracket 57, which bracket 57 is supported upon the metallic member 58 hingedly secured to the back 59, for permitting the back 59 to be held in several adjusted positions. A pivotally mounted hook 60 is secured to one of the side members 40, and this hook engages a pin 61 for the purpose of holding the back in a set or closed position when so desired. The opposite side member 40 also carries a pivotally mounted hook 62, which pivotally mounted hook 62 engages the metallic plate 63 carried by the back 59, and also assists in holding the back in a set position. The metallic members 58 and 63 are hingedly secured to a metallic strap 64 carried by each of the side members 40 so as to permit the back 59 to be swung backwardly when so desired.

As stated above, the back 59 is hingedly secured to the member 58 to allow the back to be folded inwardly when it is desired to collapse the carriage or go-cart to the position shown in Figs. 5 and 6, and it should be understood that the device operates similar to the structure shown in Figs. 5 and 6 with respect to this collapsible feature. A securing hook 65 is secured to the opposite side or near the opposite edge of the back 59 for the purpose of engaging the pin 56 carried by the plate 63 for holding the back 59 in an extended position. A plurality of handles 67 are secured to the side members 40 and to the rear legs 42 as clearly illustrated in Figs. 19 and 20.

Having thus described the invention what is claimed as new, is:—

1. A device of the class described comprising a collapsible carriage, said carriage comprising a pair of similarly constructed side members, means for collapsibly connecting said side members together, a seat hingedly secured to one of said side members and adapted to be thrown into engagement with the other side member for holding said side members in spaced relation, a foot rest comprising a pair of hanger members, one hanger member being secured to each side member, a rest board hingedly secured to one of said hanger members, and a spring pressed knob carried by said board and engaging the other hanger member for facilitating the holding of said board in a firm extended position and in engagement with the other hanger member.

2. A device of the class described comprising a pair of similarly constructed side members, a seat hinged to one of said side members, a back hinged to one of said side members, means for collapsibly connecting said side members together, each side member provided with a front and a rear leg, a brace connecting said front and rear legs, said brace projecting in front of said front leg, a foot rest carried by said side members and comprising hanger members, and said hanger members engaging the front ends of said braces for facilitating the bracing of said hanger members.

3. A device of the class described com-

prising a collapsible carriage, said carriage comprising a pair of side members, means for collapsibly connecting said side members together, a seat hingedly secured to one of said side members, said seat adapted to be thrown into engagement with the inner face of the opposite side portion, for holding said side members in spaced relation, and a back hingedly secured to one side member and adapted to be thrown into engagement with the inner face of the opposite side member for bracing said side members and holding the same in rigid spaced relation.

4. A device of the class described comprising a collapsible carriage, said carriage comprising a pair of side members, means for collapsibly connecting said side members together, a seat hingedly secured to one of said side members, said seat adapted to be thrown into engagement with the inner face of the opposite side portion, for holding said side members in spaced relation, and a back hingedly secured to one side member and adapted to be thrown into engagement with the inner face of the opposite side member for bracing said side members and holding the same in rigid spaced relation, and latch means carried by said back and seat for holding said back and seat in an extended position.

5. A device of the class described comprising a collapsible carriage, said carriage comprising a plurality of similarly constructed side members, a back carried by one side member, a seat carried by one side member, and interlocking means carried by said back and seat and the opposite side member for automatically locking said back and seat in an extended position.

6. A device of the class described comprising a pair of side members, a back secured to one side member, a seat secured to one side member, means for collapsibly connecting said side members, and said back and seat adapted to be thrown at an angle to said side members for causing the edges of said back and seat to abut against the inner face of the opposite side member for holding said side members in rigid spaced relation.

7. A device of the class described comprising a pair of side members, means for collapsibly connecting said side members together, means for holding said side members in an extended relation, each side member provided with step hangers projecting from the front thereof, a step hingedly secured to one of said step hangers, and means carried by said step and adapted to engage the other step hanger for rigidly holding said step hangers in spaced relation.

8. A device of the class described comprising a pair of side members, means for collapsibly connecting said side members together, means for holding said side members in an extended relation, each side member provided with step hangers projecting from the front thereof, a step hingedly secured to one of said step hangers, a channel plate carried by the under face of said step near one end thereof, one of said step hangers provided with a forwardly extending end, and said channel plate fitting over said forwardly extending end for rigidly holding said step hangers in rigid spaced relation.

9. A device of the class described comprising a pair of side members, means for collapsibly connecting said side members together, means for holding said side members in an extended relation, each side member provided with step hangers projecting from the front thereof, a step hingedly secured to one of said step hangers, a channel plate carried by the under face of said step near one end thereof, one of said step hangers provided with a forwardly extending end, said channel plate fitting over said forwardly extending end for rigidly holding said step hangers in rigid spaced relation, and automatic locking means carried by said step and engaging one of said step hangers for holding the same against accidental disengagement from said step hangers.

10. A device of the class described comprising a pair of side members, a seat hingedly secured to one side member, means for collapsibly connecting said side members together, a back hingedly secured to one side member, the opposite end of said back adapted to abut against the inner face of the opposite side member, means for hingedly connecting the bottom of said back to said side members, and means for holding said back in an adjusted inclined position with respect to the rear of said side members.

11. A device of the class described comprising a pair of side members, a seat hingedly secured to one side member, means for collapsibly connecting said side members together, a back hingedly secured to one side member, the opposite end of said back adapted to abut against the inner face of the opposite side member, means for hingedly connecting the bottom of said back to said side members, means for holding said back in an adjusted inclined position with respect to the rear of said side members, and latch means for locking said back in an upright position.

12. A device of the class described comprising a pair of side members, step hanger arms hingedly secured to said side members, connecting braces provided with projecting spaced lips, said hanger arms fitting between said projecting spaced lips and adapted to hold said hanger arms against lateral swing, and a foot rest secured to said hanger arms and capable of being swung with respect thereto.

13. A device of the class described comprising a pair of side members, step hanger arms hingedly secured to said side members, connecting braces provided with projecting spaced lips, said hanger arms fitting between said projecting spaced lips and adapted to hold said hanger arms against lateral swing, a foot rest secured to said hanger arms and capable of being swung with respect thereto, and means for holding said hanger arms in an adjusted position with respect to said side members.

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

AMOS W. McDEVITT.

Witnesses:
GEORGE T. SANTING,
S. KIGGINS TERRY.