No. 871,483. PATENTED NOV. 19, 1907.

I. N. & G. E. DANN.

FOLDING BABY CARRIAGE.

APPLICATION FILED JULY 8, 1907.

3 SHEETS—SHEET 1.

Fig 1.

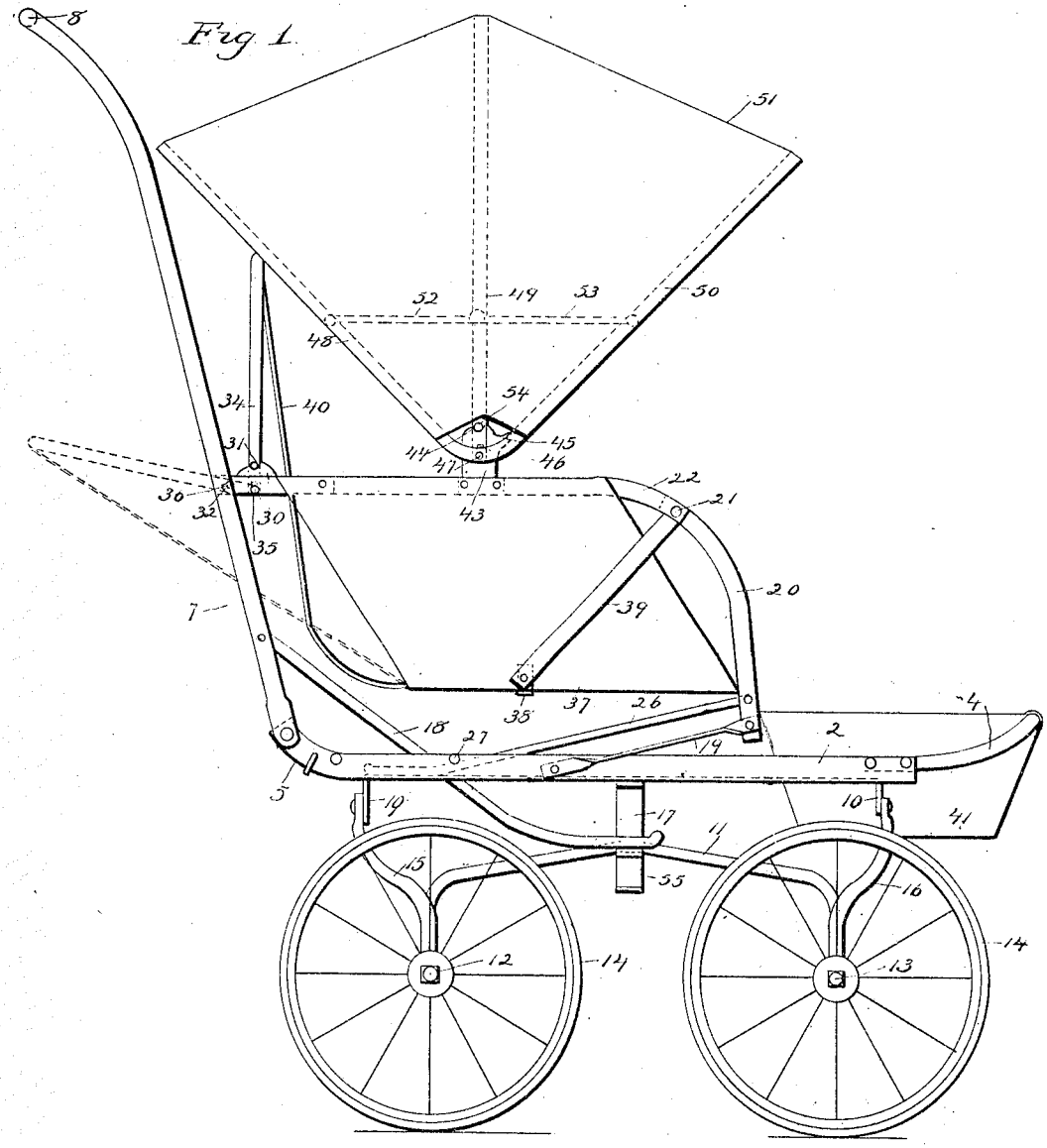
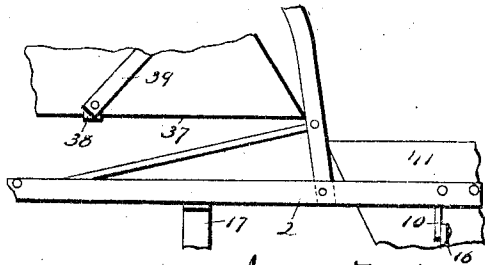


Fig 6.



Witnesses
C. J. Reed.
C. L. Reed

Isaac N. Dann and
George E. Dann
Inventors
by Seymour & Earle
Attys

No. 871,483. PATENTED NOV. 19, 1907.

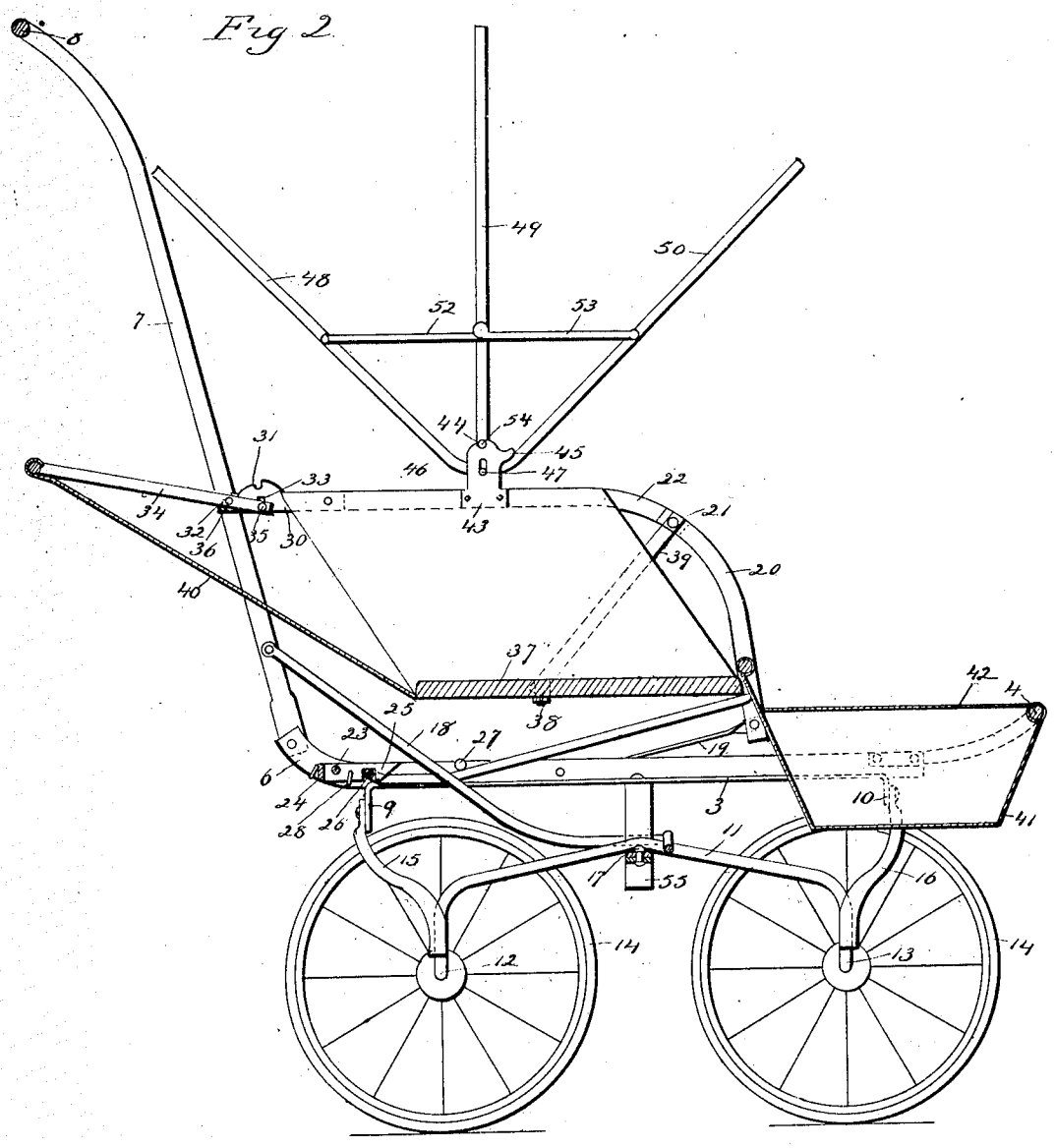
I. N. & G. E. DANN.

FOLDING BABY CARRIAGE.

APPLICATION FILED JULY 8, 1907.

3 SHEETS—SHEET 2.

Fig 2.



Witnesses
C. J. Reed.
C. L. Reed

Isaac N. Dann and
George E. Dann
by Seymour & Earle
attys.

No. 871,483. PATENTED NOV. 19, 1907.

I. N. & G. E. DANN.

FOLDING BABY CARRIAGE.

APPLICATION FILED JULY 8, 1907.

3 SHEETS—SHEET 3.

Fig. 3

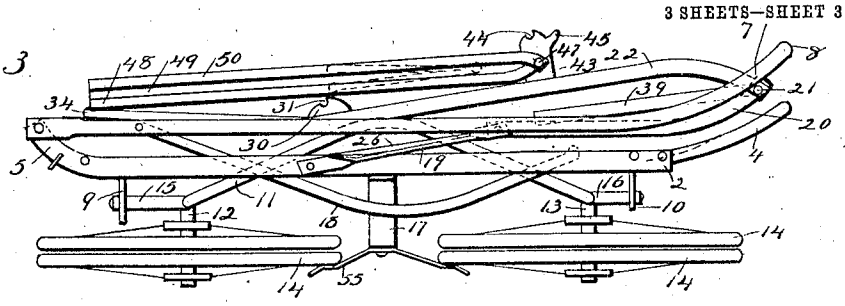


Fig. 4

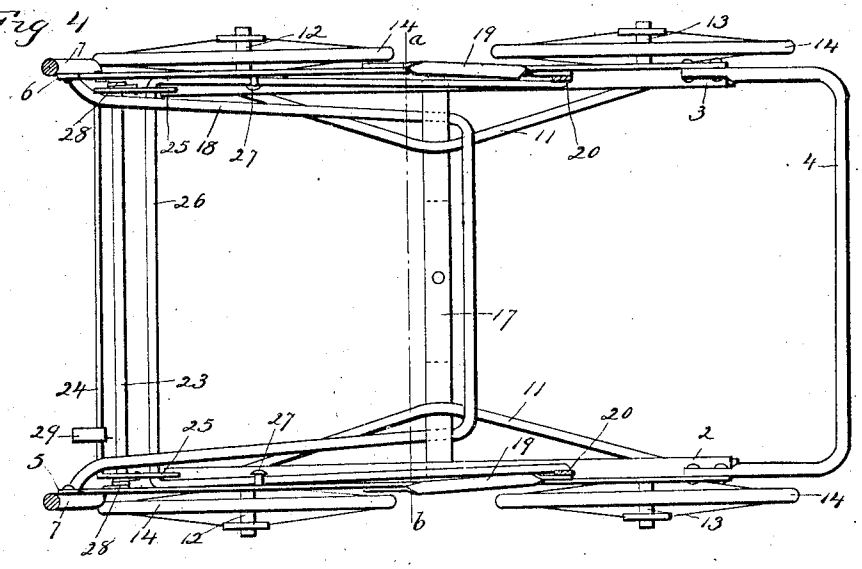
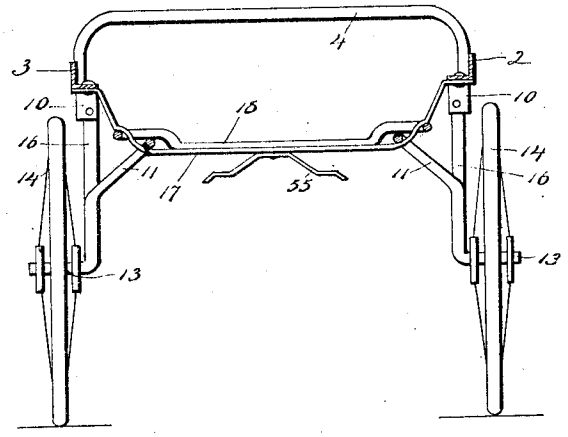


Fig. 5



Witnesses
C. J. Reed.
C. L. Reed

Isaac N. Dann and
George E. Dann
Inventors
by Seymour & Earle
Attys

UNITED STATES PATENT OFFICE.

ISAAC N. DANN AND GEORGE E. DANN, OF NEW HAVEN, CONNECTICUT, ASSIGNORS TO THE RATTAN MFG. CO., OF NEW HAVEN, CONNECTICUT, A CORPORATION.

FOLDING BABY-CARRIAGE.

No. 871,483. Specification of Letters Patent. Patented Nov. 19, 1907.

Application filed July 8, 1907. Serial No. 382,613.

To all whom it may concern:

Be it known that we, ISAAC N. DANN and GEORGE E. DANN, citizens of the United States, residing at New Haven, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Folding Baby-Carriages; and we do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1 a side view of a folding baby carriage constructed in accordance with our invention, shown in the open position. Fig. 2 a sectional view of the carriage in the open position with the back reclined. Fig. 3 a side view of the same in the folded position. Fig. 4 a plan view with the seat and portions of the carriage above the side bars removed. Fig. 5 a sectional view on the line *a*—*b* of Fig. 4. Fig. 6 a broken side view illustrating the arm braces as pivoted directly to the side bars.

This invention relates to an improvement in folding baby carriages, the object being a simple arrangement of parts whereby the carriage can be conveniently opened and as readily folded, and which when opened, may be firmly locked in that position; and the invention consists in certain details of construction and arrangement of parts as will be hereinafter described and particularly recited in the claims.

For lightness and strength, side bars 2 and 3 are formed from angle iron the forward ends connected by a dash rail 4, the rear ends 5 and 6 being slightly curved upward and pivoted to the handle bars 7 which are preferably formed integral with the handle 8. The side bars 2 and 3 are slit at the ends and these ends 9 and 10 are turned downward, and to them are pivoted the axle frames. Preferably the central portion 11 of the axle frames have their ends 12 and 13 turned outward to form axles for the wheels 14, the ends of the frame 11 being supported by braces 15 and 16 which are pivoted to the ends 9 and 10 and to the central portion of the axle frame, but it is apparent that the axles 12 and 13 might be formed integral with the braces 15 and 16, and the central portion 11 riveted to these braces, in either case forming a rigid axle frame. The central portion of the axle frame bows inward and upward and over a transverse brace 17 which is secured to the underside of the side bars 2 and 3 near the center thereof. Pivoted to the handle bars 7 near their lower ends is a U-shaped yoke 18 which passes under the transverse brace 17 and over the axle frames 11 and so as to hold the axle frames in their open position.

Riveted to the side bars rearward of the center are springs 19 which extend forward and upward, and to the forward ends arm-supporting braces 20 are pivoted. The arms curve rearward and are connected by pivots 21 with the forward ends of arms 22 which extend rearward into engagement with the handle bars 7. The rear ends of the side bars 2 and 3 are connected by a stay rod 23 on which is mounted a latch bar 24, the ends 25 of which are turned inward and notched to engage with a locking-bar 26, the ends of the bar passing beneath studs 27 mounted in the side bars 2 and 3 and forward into engagement with the arm braces 20, springs 28 being mounted on the stay rod 23 and acting to normally hold the latch in engagement with the locking bar 26. If desired, a stop 29 may be mounted on the latch bar 24 by which the ends may be conveniently lifted out of engagement with the locking bar. Riveted to the arms 22 near their rear ends are locking plates 30 formed with locking notches 31 and stop fingers 32 and formed with a slot 33. Secured to the locking plates 30 is a back frame 34, the pivots 35 passing through the slots 33 in which it is free to move so that the back frame has an up and down movement with respect to the plate. This back frame is provided with studs 36 which will enter the locking notch 31 to hold the back frame in a vertical position, as shown in Fig. 1 of the drawings, or strike the stop finger 32 to limit the rearward movement of the back frame, as shown in Fig. 2 of the drawings. A seat 37 rests upon a seat bar 38 the ends of which are connected with the hinged ends of the arms 22 and braces 20 by links 39. The back 40 is formed from flexible material suspended from the back frame 34 and connected to the rear of the seat 37 and at the front of the seat 37 is a foot well 41 which is suspended from the front of the seat and from the dash rail

4, which well may be covered by an apron 42 when the carriage is arranged for a reclining position. Riveted to the arms 22 are top supporting plates 43 which have locking notches 44, stop fingers 45 and slots 46 and extending through the slots are rivets 47 on which are mounted the three bows 48, 49, and 50 of the top 51, the bows 48 and 50 being connected by hinged links 52 and 53 which when thrown into line will hold the top in an extended position. The top is held in an upright position by providing the central bows 49 with studs 54 which may engage with the notches 44 in the plate 43. When turned the bows 48 will strike the plates 31, or if tipped forward the lug 54 will engage with the fingers 45. The parts thus far described have been referred to as in their open position, and to fold the carriage the links 52 and 53 will be broken down to allow the top to be folded. The latch bar 24 is then turned to lift the ends 25 out of engagement with the locking bar 26. The handle is then thrown forward, which also throws the seat forward and with it the top, the handle bars extending parallel with the side bars. This forward movement of the handle bars throws the yoke 18 forward releasing the axle frames and so that when the yoke is in its closed position the axle frames and wheels may be folded inward and interlocked by means of a turn-button 55 pivoted to the transverse brace 17 and adapted to be turned at right angles thereto so as to extend over the rims of the wheels. The wheels in their closed position resting upon the yoke 18 prevent the movement of that yoke and hence prevent the movement of the handle-bars so that by locking the wheels all the parts are locked in their folded or closed position. To open the carriage it is only necessary to turn the button 55 and grasp the handle bar, holding it up so that the weight of the carriage brings the parts into open position, the movement of the yoke throwing the axle frames outward so as to make the opening practically automatic. By thus arranging the seat and supporting it, it folds forward or moves forward when folded so that the parts fold very closely together. By forming the side rail from angle irons an exceedingly light frame is provided, and yet one sufficiently strong; at the same time makes it convenient to curve the ends upward for connection with the inner ends of the handle bars and provides for the turning down of the ends 9 and 10 for connection with the axle frame.

While we prefer to provide the springs 19 to give a yielding support for the seat, they may be omitted and the ends of the braces so extended and pivoted to the side bars as shown in Fig. 6, the parts being capable of folding in the same way as before described.

I claim:—

1. A folding baby carriage comprising side bars, axle frames pivoted thereto, axles formed integral with said frames, a transverse brace connected with the sides and extending beneath the axle frames, handle bars connected with the side bars, arms connected to the arm supporting braces and to the handle bars, and a yoke connected with the handle bars and extending beneath the transverse brace and over the axle frames, substantially as described.

2. A folding baby carriage comprising side bars, axle frames pivoted thereto, axles formed integral with said frames, a transverse brace connected with the sides and extending beneath the axle frames, handle bars connected with the side bars, arms connected to the arm supporting braces and to the handle bars, a yoke connected with the handle bars and extending beneath the transverse brace and over the axle frames, and means for locking the axle frames in their open position, substantially as described.

3. In a folding baby carriage, the combination with the side bars thereof, folding axle frames connected therewith, the rear ends of said side bars curved upward, handle bars pivoted to the upwardly curved rear ends of the side bars, arms connected with the handle bars, braces supporting said arms, and a seat supported from said arms, substantially as described.

4. In a folding baby carriage, the combination with the side bars thereof, of handle bars pivoted thereto, springs secured to said side bars and extending upwardly and forwardly therefrom, arm braces pivoted to the forward ends of said springs, and arms connected with said braces and with the handle bars.

5. In a folding baby carriage, the combination with the side bars thereof, of folding axle frames connected therewith, handle bars pivoted to the rear of said side bars, arms pivoted to said handle bars, braces supporting the forward ends of said arms, a stay rod between the side bars near their rear ends, a latch bar mounted on said stay rod and formed with integral inwardly turned notched ends, and a locking bar adapted to be engaged by the ends of the latch bar, the ends of the locking bar extending into engagement with said braces.

6. In a folding baby carriage, the combination with the side bars thereof, folding axle frames connected therewith, the rear ends of said side bars curved upward, handle bars pivoted to the upwardly curved rear ends of the side bars, arms pivoted to the handle bars, braces supporting said arms, a seat supported from said arms, a locking bar pivoted to said braces and extending rearward therefrom, and latches adapted to engage with said locking bar, substantially as described.

7. In a folding baby carriage, the combi-

nation with the side bars thereof, of axle frames pivoted to said side bars, handle bars pivoted to the rear ends of said side bars, arms pivoted to the handle bars, braces pivoted to the forward ends of the arms, a seat bar, links connecting said seat bar with the arms, a back frame pivoted to said arms, a back supported thereby and connected to the rear of said seat, substantially as described.

8. In a folding baby carriage, the combination with the side bars, handle bars and arms thereof, a seat supported by said arms, a back frame pivoted to said arms forward of said handle bars and in rear of said seat, and a back supported by said back frame and connected with the seat, substantially as described.

9. In a folding baby carriage, the combination with the side bars, handle bars and arms thereof, a seat supported by said arms, plates secured to said arms, a back frame pivoted to said plates, said plates formed with locking notches, and the arms with studs to engage therewith, substantially as described.

10. In a folding baby carriage, the combination with the side bars, handle bars and arms thereof, of top plates secured to said arms and formed with locking notches and with slots, a top pivoted to said top plates through said slots and provided with studs to engage with said notches, substantially as described.

In testimony whereof, we have signed this specification in the presence of two subscribing witnesses.

ISAAC N. DANN
GEORGE E. DANN.

Witnesses:
FREDERIC C. EARLE,
CLARA L. WEED.