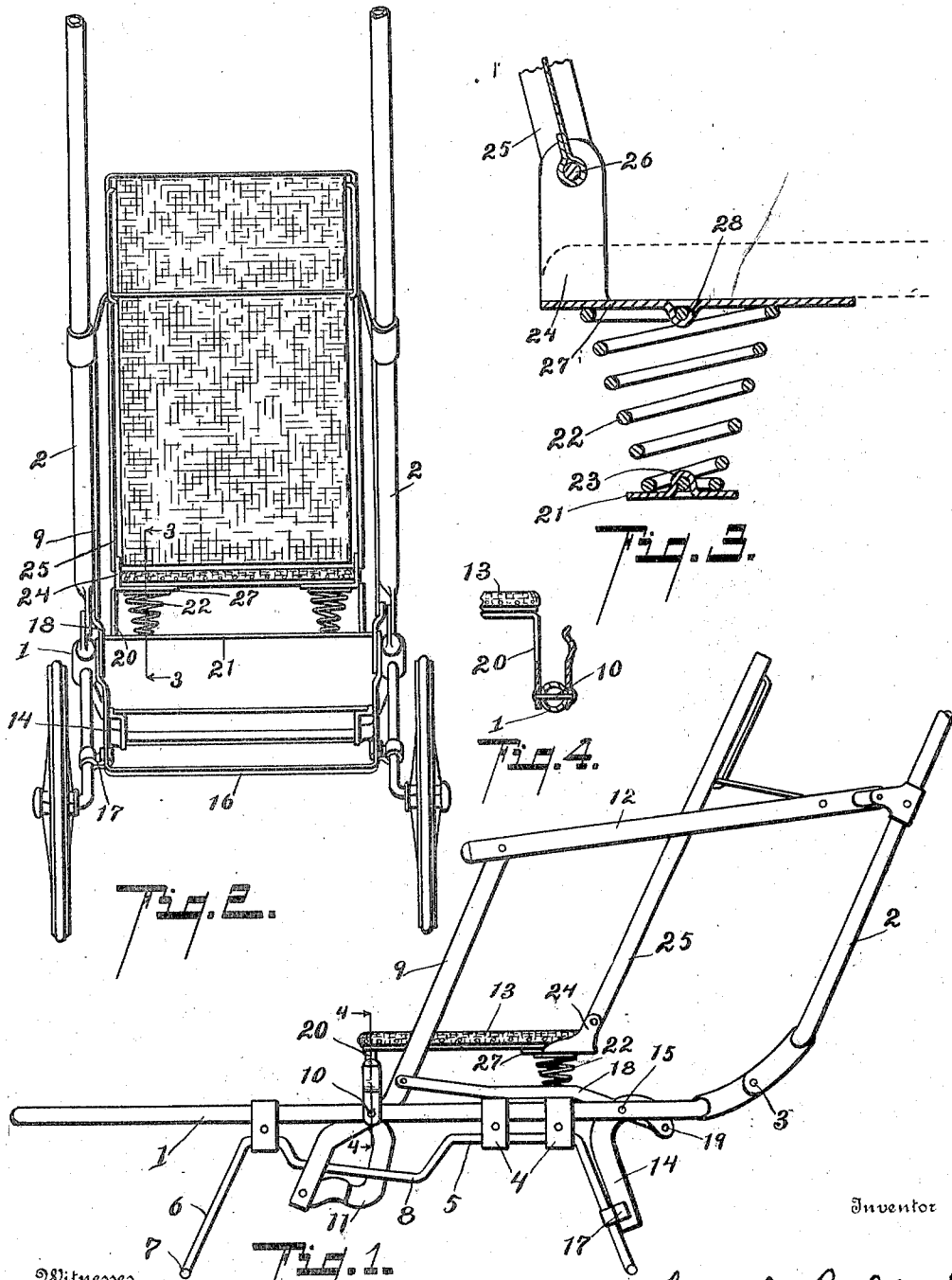


A. W. LOSHBOUGH.
 COLLAPSIBLE BABY CARRIAGE.
 APPLICATION FILED JUNE 18, 1908.

947,832.

Patented Feb. 1, 1910.



Witnesses
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UNITED STATES PATENT OFFICE.

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COLLAPSIBLE BABY-CARRIAGE.

947,832.

Specification of Letters Patent.

Patented Feb. 1, 1910.

Original application filed November 5, 1907, Serial No. 400,782. Divided and this application filed June 18, 1908. Serial No. 439,175.

To all whom it may concern:

Be it known that I, ANTHONY W. LOSHBOUGH, a citizen of the United States, residing at Detroit, Michigan, have invented certain new and useful Improvements in Collapsible Baby-Carriages, of which the following is a specification.

This invention relates to improvements in baby car iagcs.

10 It relates particularly to improvements in folding baby carriages, and is especially designed and adapted for use on the folding baby carriage shown in Letters Patent No. 866,145, issued September 17, 1907, to Otto Kurz; and I have shown my improvements embodied in such a structure, although they are applicable for use in various other structures.

20 The main object of this invention is to provide in a baby carriage an improved seat support.

Further objects, and objects relating to structural details, will definitely appear from the detailed description to follow.

25 I accomplish the objects of my invention by the devices and means described in the following specification.

The invention is clearly defined and pointed out in the claims.

30 A structure embodying the features of my invention is clearly illustrated in the accompanying drawing, forming a part of this specification, in which:

35 Figure 1 is a side elevation of a structure embodying the features of my invention, portions of the handle being broken away and the wheels removed. Fig. 2 is a rear elevation of the structure appearing in Fig. 1, a portion of the handle being broken away. 40 Fig. 3 is an enlarged detail vertical section taken on a line corresponding to line 3—3 of Fig. 2, showing details of the seat support. Fig. 4 is a detail vertical section, showing details of the front seat supporting bracket.

45 In the drawing, the sectional views are taken looking in the direction of the little arrows at the ends of the section lines, and similar numerals of reference refer to similar parts throughout the several views.

50 Referring to the drawing, 1 represents the running gear frame. The handle 2 is pivotally secured at the rear of the running gear frame by means of the pivots 3. On each of the side bars of the running gear

frame are clip-like hangers 4 for the wheel 55 supports 5. The wheel supports 5 are preferably formed of rods having downwardly-projecting wheel-carrying arms 6 with suitable journals, as 7, for the wheels. The wheel supports are pivotally supported on 60 the hangers, so that they are free to swing therein to permit the wheels to be folded upon each other under the running gear frame.

The wheel supports 5 are provided with 65 offsets forming crank-like arms 8, the offsets being preferably inclined downwardly toward the rear, as clearly appears from the drawing.

A pair of levers 9 is mounted on the side 70 bars of the running gear frame by means of the pivots 10, the pivots being located above the offsets or arms 8 of the wheel supports. The lower ends of the levers project downwardly below and preferably on the outside 75 of the arms 8 of the wheel supports, as clearly appears from the drawing. On the lower ends of the levers are loops 11 arranged to engage the arms 8, so that, when the levers are actuated, they serve to 80 positively swing the wheel supports in and out to collapse or erect them. The levers 9 are preferably connected to the handle 2 to be actuated thereby, by links 12, the links being adapted to serve as side bars for the seat 85 13. These parts described are substantially the same as the corresponding parts of the patent hereinbefore referred to.

The wheel supports are locked and braced 90 by means of the braces 14, pivoted on the running gear frame at 15. These braces are preferably bail-like in form, their lower ends being connected by a suitable cross piece, as 16, which makes them more rigid and forms 95 a very rigid brace for the wheel supports.

The arms 6 of the wheel supports are provided with fork-like clips 17, adapted to receive these braces when the wheel supports are in their erected or extended position. 100 The upper ends of the braces 14 are preferably curved rearwardly and downwardly beyond the pivots 15 thereof, and are connected by the links 18 to the wheel support actuating levers 9. These links are so arranged that, when the braces 14 are in position to 105 engage the wheel supports, the pivot connections 19 for the links to the braces are thrown below the pivots 15 for the braces to

the running gear frame, so that they serve as an effective lock for the levers, thus securely locking the carriage in its open or erected position, as well as bracing the wheel supports.

The cross piece 16 of the braces is, as will be observed, at the rear of the carriage, so that it may be engaged by the foot of the operator to release the braces or push them into engaging position, thus forming a very effective and conveniently operated device. This wheel support and locking mechanism described is made the subject matter of my application filed concurrently herewith, said concurrent application and this application being divisional applications of my application, Serial No. 400,782, filed Nov. 5, 1907.

The seat is preferably supported at its forward end on the bracket 20, the same being preferably mounted on the pivot 10 for the levers 9. Extending across the running gear frame, toward the rear thereof, is a cross piece 21. This cross piece is preferably formed of sheet metal and serves as a brace for the running gear frame. The supporting springs 22 for the seat 13 are of the spiral type and are mounted on this cross piece, the cross piece being provided with a socket 23 to receive the lower end of the springs, as clearly appears in Fig. 3. This socket 23 is formed by punching up a part of the body of the cross piece. The upper ends of the springs are connected to the seat by means of the hinge members 24 for securing the back 25 of the seat to the rear end thereof. The back 25 is secured to the upwardly-projecting portion of the hinge members by means of the pivot rod 26, the hinge members being provided with a horizontal portion 27, which extends under the seat, as clearly appears from the drawing. This horizontal portion is provided with a socket 28 to receive the upper end of the spring 22, the socket being formed by punching down a portion of the metal, it being formed of sheet metal, as is also the cross bar 21. Thus, by a very simple means, I secure the springs in position and form an effective spring support for the seat.

While I have illustrated the various parts in detail in the form preferred by me on account of the structural simplicity and convenience in manipulating the same, I am aware that my improvement is capable of being considerably varied in structural details without departing from my invention, and I desire to be understood as claiming the same specifically, as illustrated, as well as broadly.

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

1. In a structure of the class described, the combination with the running gear frame,

of a sheet metal cross piece therefor having spring-engaging sockets formed therein; a pivoted supporting bracket for the forward end of said seat; a back for said seat; L-shaped hinge members formed of sheet metal, to the upwardly-projecting arms of which said back is pivoted, the horizontal arms of said hinge members being arranged on the under side of said seat and having spring-engaging sockets formed therein; and coiled supporting springs for said seat having their upper ends engaged in the said sockets on hinge members and their lower ends engaged in said sockets on said cross piece.

2. In a structure of the class described, the combination with the running gear frame, of a sheet metal cross piece therefor having spring-engaging sockets formed therein; a back for said seat; L-shaped hinge members formed of sheet metal, to the upwardly-projecting arms of which said back is pivoted, the horizontal arms of said hinge members being arranged on the under side of said seat and having spring-engaging sockets formed therein; and coiled supporting springs for said seat having their upper ends engaged in the said sockets on said hinge members and their lower ends engaged in said sockets on said cross piece.

3. In a structure of the class described, the combination with the running gear frame, of a sheet metal cross piece therefor having spring-engaging sockets formed therein; a pivoted supporting bracket for the forward end of said seat; and coiled supporting springs for said seat having their upper ends connecting to said seat and their lower ends engaged in said sockets on said cross piece.

4. In a structure of the class described, the combination with the running gear frame, of a sheet metal cross piece therefor having spring-engaging sockets formed therein; and coiled supporting springs for said seat having their upper ends connected to said seat and their lower ends engaged in said sockets on said cross piece.

5. In a structure of the class described, the combination with the running gear frame, of a cross piece therefor; a pivoted supporting bracket for the forward end of said seat; a back for said seat; L-shaped hinge members formed of sheet metal, to the upwardly-projecting arms of which said back is pivoted, the horizontal arms of said hinge members being arranged on the under side of said seat and having spring-engaging sockets formed therein; and coiled supporting springs for said seat having their upper ends engaged in the said sockets on said hinge members and their lower ends connected to said cross piece.

6. In a structure of the class described, the combination with the running gear frame, of a cross piece therefor; a back for said seat; L-shaped hinge members formed of

sheet metal, to the upwardly-projecting arms of which said back is pivoted, the horizontal arms of said hinge members being arranged on the under side of said seat and having spring-engaging sockets formed therein; and coiled supporting springs for said seat having their upper ends engaged in the said sockets on said hinge members and their lower ends connected to said cross piece.

7. In a structure of the class described, the combination with the running gear frame side pieces; a cross piece therefor; collapsible wheel supports; levers for collapsing and erecting said wheel supports; a seat; a supporting bracket for the forward end of said seat having downwardly-projecting arms pivoted on said running gear frame side pieces; coiled springs for said seat connected thereto and to said cross piece, said springs being arranged at the rear of said bracket whereby the seat is yieldingly supported on its pivots; and a handle pivoted to the rear ends of said frame side pieces and adapted to fold down at the sides of said seat when the structure is collapsed, said seat being supported independently of said handle and said levers, said levers being connected to said handle to be actuated thereby.

8. In a structure of the class described, the combination with the running gear frame side pieces, of collapsible wheel supports; means for collapsing and erecting said wheel supports; a seat; a pivoted supporting bracket for the forward end of said seat

having downwardly-projecting arms pivoted on said running gear frame side pieces; springs co-acting with said bracket to support said seat, said springs being connected to said running gear frame and to said seat whereby the seat is yieldingly supported on its pivots; and a handle pivoted to the rear ends of said frame side pieces and adapted to fold down at the sides of said seat when the frame is collapsed, said seat being supported independently of said handles and said wheel support actuating means, said wheel support actuating means being operatively connected to said handle.

9. In a structure of the class described, the combination with the running gear frame, of collapsible wheel supports; a collapsible handle; means for actuating said wheel supports; a seat; a supporting bracket for the forward end of said seat having downwardly-projecting arms pivoted on said running gear frame; and coiled springs for said seat connected thereto and to said frame whereby the seat is yieldingly supported on its pivots independently of said handle and said means for actuating said wheel supports.

In witness whereof, I have hereunto set my hand and seal in the presence of two witnesses.

ANTHONY W. LOSHBROUGH. [L. S.]

Witnesses:

C. L. CROSS,
ISABELL F. CROSS.