

J. MARTIN.
PERAMBULATOR.

No. 458,736.

Patented Sept. 1, 1891.

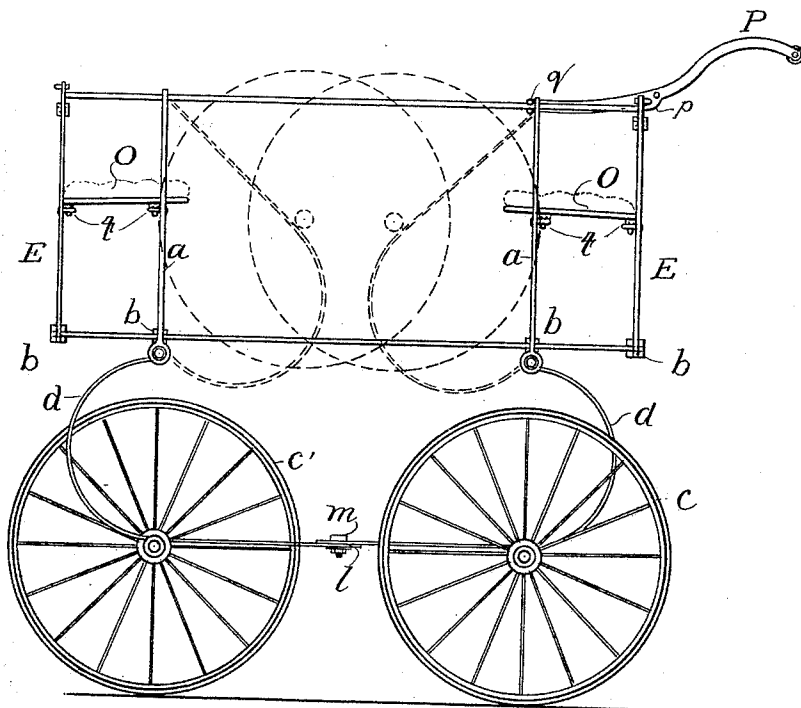


Fig. 1.

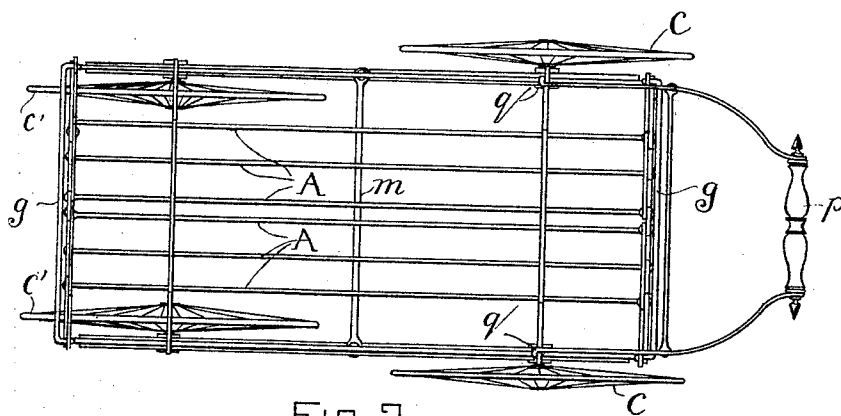


Fig. 2.

Witnesses:

E. R. Bolton

E. H. Sturtevant

By

Inventor:
John Martin
Richard
his Attorneys

(No Model.)

2 Sheets—Sheet 2.

J. MARTIN.
PERAMBULATOR.

No. 458,736.

Patented Sept. 1, 1891.

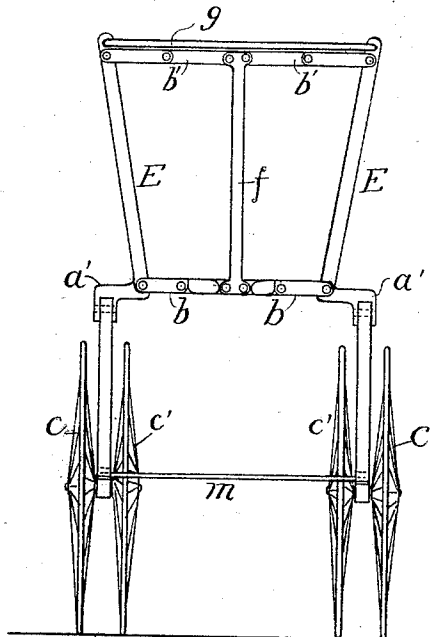


Fig. 3.

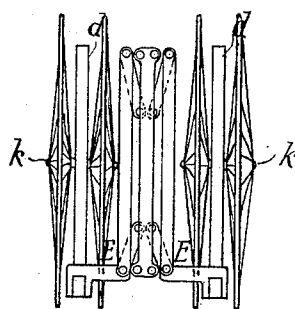


Fig. 4.

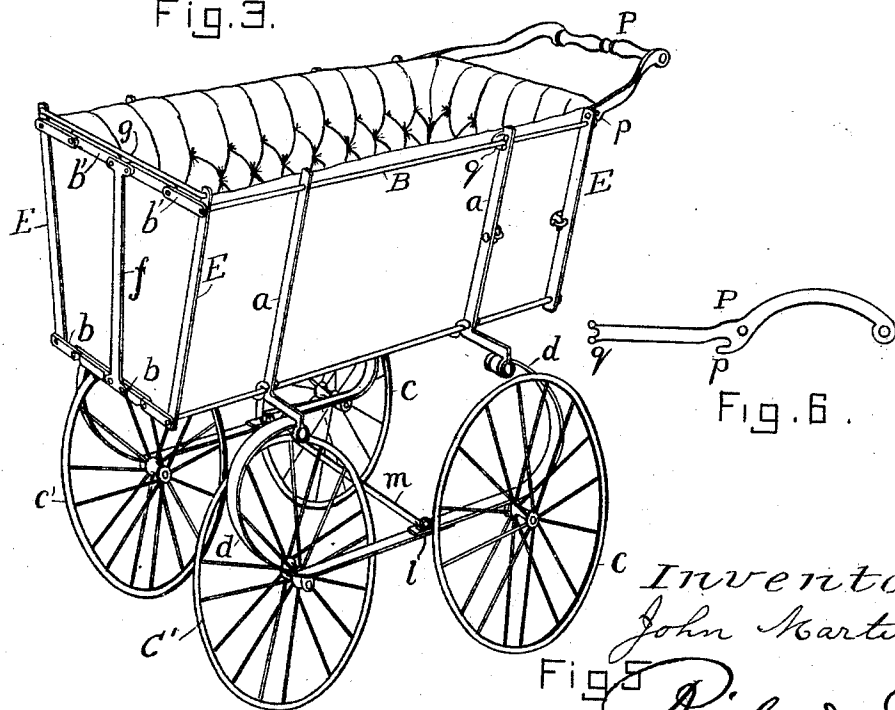


Fig. 6.

Witnesses:
L. B. Kolton
E. H. Sturtevant.

Inventor:
John Martin
By *Richardson*
his Attorneys.

UNITED STATES PATENT OFFICE.

JOHN MARTIN, OF LONDON, ENGLAND.

PERAMBULATOR.

SPECIFICATION forming part of Letters Patent No. 458,736, dated September 1, 1891.

Application filed March 30, 1891. Serial No. 386,998. (No model.)

To all whom it may concern:

Be it known that I, JOHN MARTIN, a subject of the Queen of Great Britain and Ireland, residing at London, England, have invented an Improved Perambulator, of which the following is a specification.

This invention relates to the improved construction of perambulators or other small vehicles of the bassinet or rectangular-body form, so that they may be readily folded into small compass for export, storage or transport.

Figure 1 is a vertical elevation of a collapsible perambulator. Fig. 2 is a plan of the same. Fig. 3 is an end elevation of the same. Fig. 4 is an end view of such perambulator collapsed for storage or transit. Fig. 5 is a perspective view of the same. Fig. 6 is a detail of detachable handle.

The base of the body of the perambulator consists of longitudinal bars A A A, connected together transversely by sets of jointed links *b b* and the sides of ribs at the corners E E and intermediate side ribs *a a*, which latter carry horns *a'*, to which are attached the wheel-springs *d d*. The upper part of the frame consists of two side longitudinal ribs B B, connected at the ends also by jointed links *b' b'*. The ends of the body are also provided with central ribs *f*, connected to the side jointed links *b b*. The wheel-springs *d d* carry the wheels C on suitable blocks and axle-pins *k k* and lap upon one another at *l*, where they are jointed together by a nut and bolt or other removable fastening, forming one continuous spring on either side of the perambulator or vehicle.

When the perambulator is in a condition for use, the extension-bar *m* is extended across between the two side springs *d d* and secured in place by the said nut and bolt at *l*. The upper part of the body is also held extended for use by two extension-bars *g g*, one at either end. These bars have their ends turned in at right angles to their length and are extended to engage in suitable holes at the upper extremity of the corner-bars E E, thus locking them in an extended position. The bent ends of the bars *g* may be split where they enter the holes, in order to make a tight attachment. The side panels of the body may be filled in with wire or wicker trellis-work or with panels of

wood, and the ends and bottom, which are collapsible, may be provided with loose interior floors or walls of light wire or wicker trellis-work or boards, and the interior may be lined with cloth or leather permanently attached to the sides, but made flexible at the collapsible ends and bottom.

In order to collapse the perambulator for storage or transit, the extension-rods *m g g* are removed. The body of the perambulator is then collapsed wheel to wheel by the bending up of the lower jointed links *b* and the bending down of the upper jointed links *b'*. The springs *d d* being released from the bolt and nut or other fastening uniting them at *b*, are turned round on their pins in the horns *a a*, so that the springs and wheels together are folded up alongside the collapsed body of the perambulator. One pair of wheels C is placed on axles outside the springs and the other pair C' is placed on the inside of the said springs, so that when folded up together they lie on each side of the collapsed body of the perambulator and the wheels do not foul each other, as shown in Fig. 3.

If a handle P is required for the perambulator, it is made detachable, Fig. 6. Side forks *q* at the extremities engage over the top bars *g* and embrace the side ribs *a*, while hooked recesses *p* in the substance of the arms engage over and secure the extension-bar *g*.

When it is desired to collapse the perambulator, the inner ends *q* of the handle are disengaged by springing them inward, and the handle may then be disengaged and the extension-bar *g* released. The whole vehicle is now contained in a small space and may be conveniently packed for transit or storage, the loose ends and bottom boards, if used, being removed and packed flat with the sides.

Loose seats O may be provided for the interior of the perambulator, which may be hung upon suitable hooks or projections *t*, attached to the sides and ends of the perambulator, and these may be removed and packed as flat boards when the perambulator is collapsed for transit or storage.

Having now described and ascertained the nature of my said invention and the manner of carrying the same into effect, I declare that what I claim is—

In a perambulator having rigid sides, the

combination, with jointed links connecting the same at the ends and bottom and extension-bars *m g g*, for the purposes specified, of springs bearing the wheels and pivoted on
5 horns, so as to be capable of rotation in a vertical plane when unlocked from one another, substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN MARTIN.

Witnesses:

CHARLES H. CARTER,
RICHARD A. HOFFMANN.