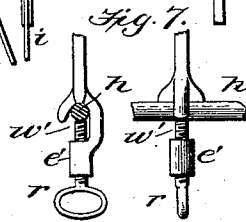
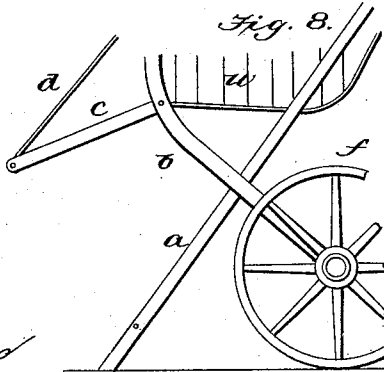
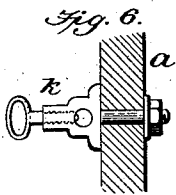
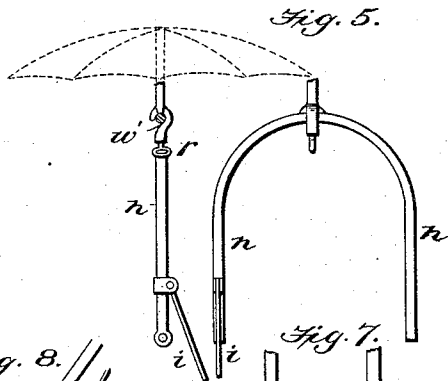
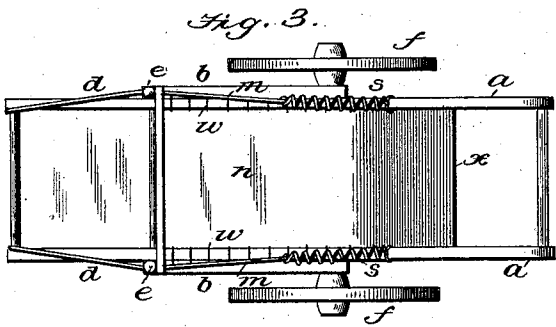
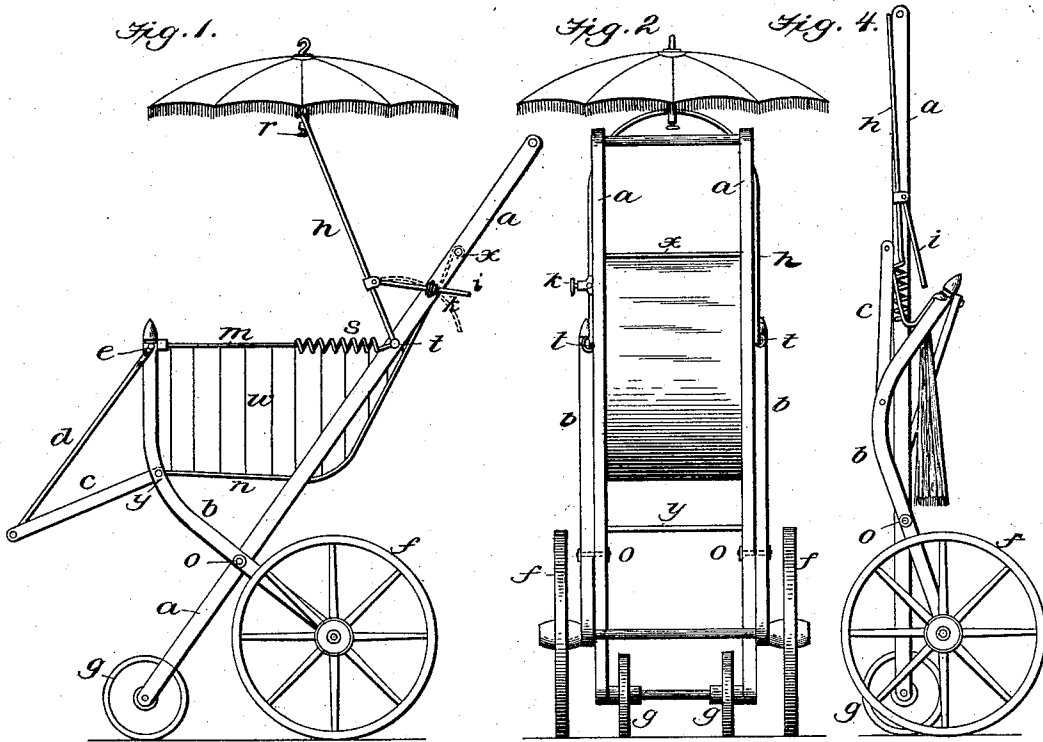


(No Model.)

C. MUEHLEISEN.
CHILD'S CARRIAGE.

No. 486,678.

Patented Nov. 22, 1892.



Witnesses:
 Aug. H. Johnson,
 Edwin L. Bradford

Inventor
 Carl Muehleisen
 By *J^{as} John*
 his Attorneys.

UNITED STATES PATENT OFFICE.

CARL MUEHLEISEN, OF BALTIMORE, MARYLAND.

CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 486,678, dated November 22, 1892.

Application filed June 11, 1892. Serial No. 436,301. (No model.)

To all whom it may concern:

Be it known that I, CARL MUEHLEISEN, a subject of the Emperor of Germany, and a resident of Baltimore city, in the State of Maryland, have invented certain new and useful Improvements in Children's Carriages, of which the following is a specification.

My invention relates to children's carriages, and the improvements therein which I have made consist in certain novel parts and combinations of parts whereby the carriage is provided with a spring-seat and is adapted to be folded, as hereinafter specifically set forth in the claims concluding this specification.

Referring to the drawings, Figure 1 is a side elevation of a child's carriage embracing my improvements. Fig. 2 is an elevation of the rear side. Fig. 3 is a top view. Fig. 4 is a view of the same in folded position. Fig. 5 shows views of the umbrella-support, and Figs. 6 and 7 are detail views of the adjusting and clamp devices for the umbrella, and Fig. 8 shows a partial side view of the frame without the front wheels shown in Fig. 1.

The frame is formed of two pairs of bars *a* and *b*, each pair forming a separate frame and connected by cross-bars and pivoted at *o o* in crossed relation below the seat. The front frame-bars curve upward from the center pivots and have the rear supporting-wheels *f*, and the rear frame-bars form the back and front supports and may have the smaller front wheels *g*. The upper ends of the front frame-bars are connected to the rear frame-bars by straps, chains, or cords *m*, having a coil or rubber spring-section *s*, which I prefer to place at its rear connected end.

The seat *n* is preferably of some suitable flexible material fastened to the front cross-bar *y* of the front frame-bars and to a cross-bar *x* of the back frame-bars above the spring connections. The seat and the spring connections are connected at each side of the carriage by cords *w*, which form a sort of network, so that the seat proper is suspended from these spring connections in a horizontal position, which permits it to have an easy spring motion upon the frame-bars, between which it freely hangs with the net-work closing its sides. A foot-rest *c* forms an extension of the seat and is supported by straps or

cords *d*, connected to the buttons *e* at the upper ends of the front frame-bars and made adjustable at this connection by buttonholes or otherwise. The foot-rest bars *c* are pivotally connected to the front cross-bar *y* and also connected by a similar cross-bar at their outer ends.

I provide an umbrella-support *h*, of arched or *U* shape, having its ends pivotally connected at *t* to the back frame-bars and preferably at the points of the spring connections therewith, so that the support stands upward and can be inclined over the seat. In this position the support is held by a rod *i*, connected to the back frame-bars by eyed bracket screw-clamps *k*, (seen in the detail view Fig. 6,) while the connection of these rods *i* with the umbrella-support is made by couplings free to slide thereon and to which said rods are pivoted. The umbrella is constructed with a short staff having a side recess or opening *w'*, preferably of hook form, adapted to receive the upper bowed end of the umbrella-support, wherein it is secured by a clamp-screw *r* in a threaded socket *e'* under the side recess at the end of the staff, as seen in the detail view Fig. 7. This construction admits of readily removing the umbrella when desired and hanging it upon the button *t* of the back frame, and when so removed the umbrella-support can be folded with said frame. I prefer to make the rods *i* with a radius of which the buttons *t* are the centers and to swivel the clamp-bracket *k* to permit the folding of the rods with the umbrella-support, as seen in dotted lines, Fig. 1.

While I prefer the front supporting-wheels, as seen in Fig. 1, yet it is obvious that one pair of wheels may be used and that the front wheels may be dispensed with and the legs of the back frame may form the front support.

The pivoting of the umbrella-support in the way described gives the advantage of adjusting and setting it in position to hold the umbrella in the desired position over the seat, while the arched form of said support gives the advantage of adjusting and setting the umbrella to either side of the carriage or directly above the seat by sliding the umbrella-staff upon the arched part of the support. The seat may be formed of an open frame.

As the back frame is pivoted within the front frame, the carriage is adapted to be folded, as seen in Fig. 4, with the front wheels between the rear wheels, the foot-rest turned up against the front frame, and the umbrella-support closed with the back frame. As the front foot-rest can be adjusted to form an extension of the seat, it gives the advantage of converting the seat into a couch for the recumbent position of the child.

It is important to notice that while the seat is suspended by the cords or netting from the horizontal connections which have the functions of springs to permit a vertical springing movement of the seat, such cords or netting serve to form closed sides for the seat and to fold with it. The back frame is longer than the front frame and forms the handles for the carriage.

I claim as my improvement—

1. In a folding carriage, the combination of the pivoted frames and the flexible side springs connecting their upper ends with a flexible seat connecting said frames and suspended between them from said flexible connections, substantially as described,

2. In a folding carriage, the combination of the pivoted frames and flexible side springs connecting their upper ends with a flexible seat connecting said frames and a netting of flexible material connecting the spring connections and the seat between the frames at each side of the carriage, substantially as described.

3. In a folding carriage, the combination of the pivoted frames and flexible side springs connecting their upper ends with a flexible seat connecting said frames, a netting of flexible material connecting the spring connections and seat between said frames at each side of the carriage, and a foot-rest pivoted to the front frame and supported therefrom, substantially as described.

4. A folding carriage substantially as described and composed of the pivotally-connected frames, the wheels *f g*, the flexible seat, the flexible spring-frame connections above said seat, the side netting suspending said seat from the spring connections, the pivoted foot-rest, and the adjustable connections for the latter, substantially as described.

5. In a child's carriage, the combination, with a back frame, of an umbrella-support formed of an arched-shaped frame *h*, pivoted at its ends to the sides of said back frame, the rod *i*, pivotally connecting one side of said arched frame and back frame and having a screw-clamp, and an umbrella adjustably clamped on the arched end of said frame *h*, whereby the said arched frame may be adjusted forward or backward and the umbrella adjusted and inclined to either side upon the arched end of its support, substantially as described.

6. In a child's carriage, the combination, with the back frame, of a pivoted umbrella-support having its upper end arched, an umbrella adjustable on said arch to incline it to one side or to the other, and the adjustable connection with the frame for said umbrella-support, substantially as described.

7. The combination, in a folding carriage, of the frames which cross and are pivoted to each other and provided with wheels and a seat adapted to fold with said frames with straps or cords having spring-sections for connecting the said pivoted frames above the seat at each side of the carriage, substantially as described.

In testimony whereof I have hereunto signed this specification in the presence of two witnesses.

CARL MUEHLEISEN.

Witnesses:

EDW. RAINE,
E. F. LEYH.