W. G. NASH.

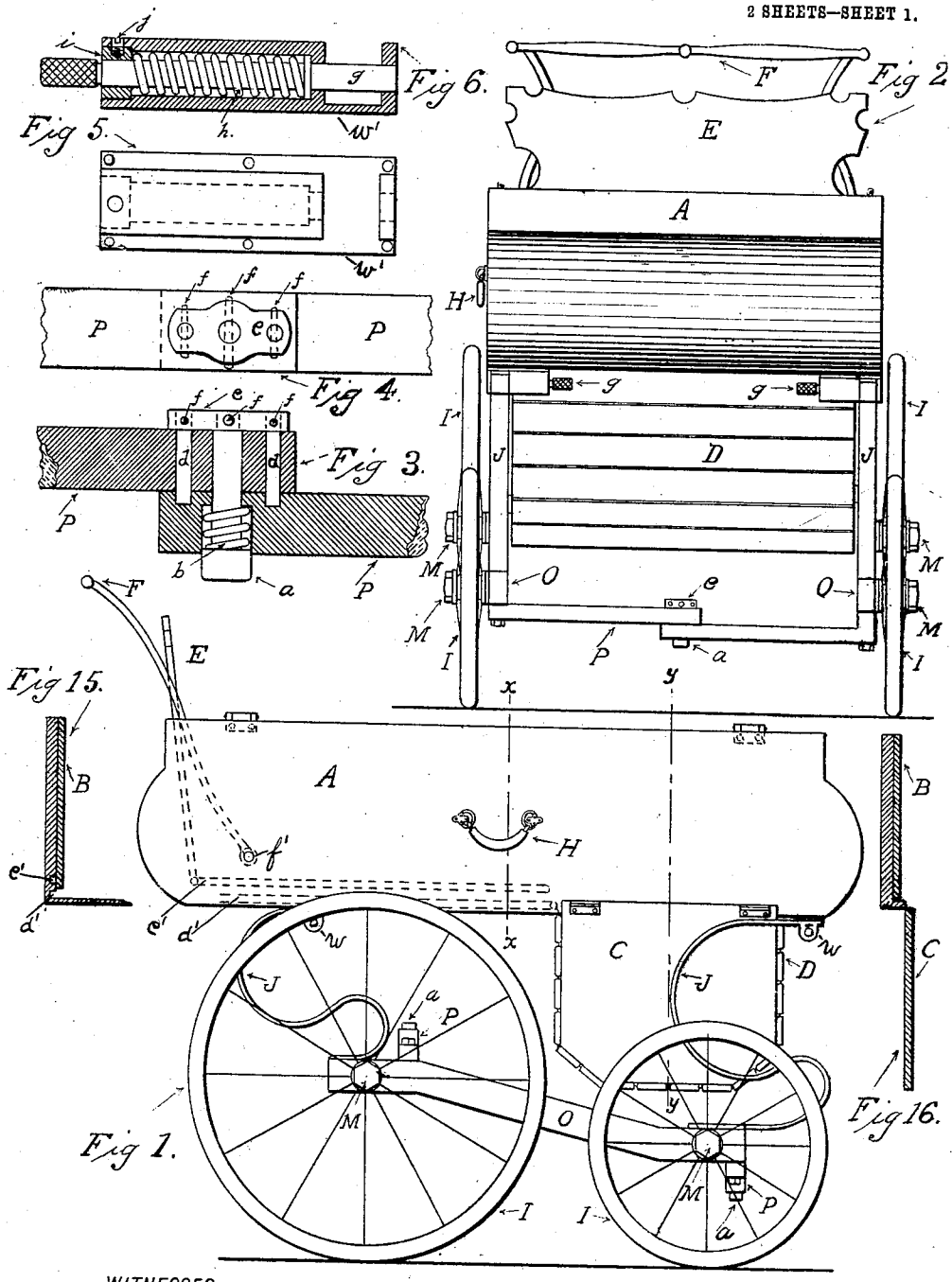
FOLDING BABY CARRIAGE.

APPLICATION FILED JULY 30, 1903.

910,304.

Patented Jan. 19, 1909.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

Fig 10.

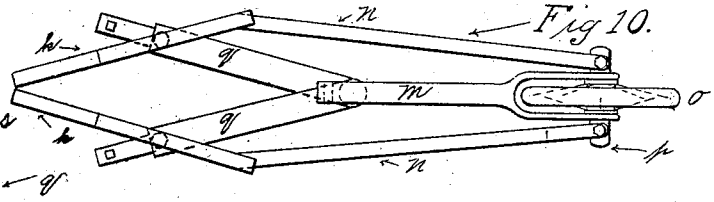


Fig 14.

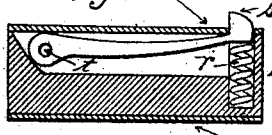


Fig 13.

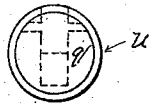


Fig 12.

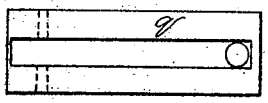


Fig 9.

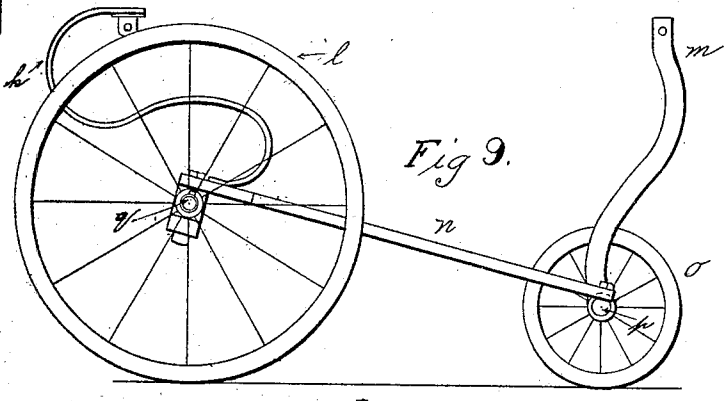


Fig 8.

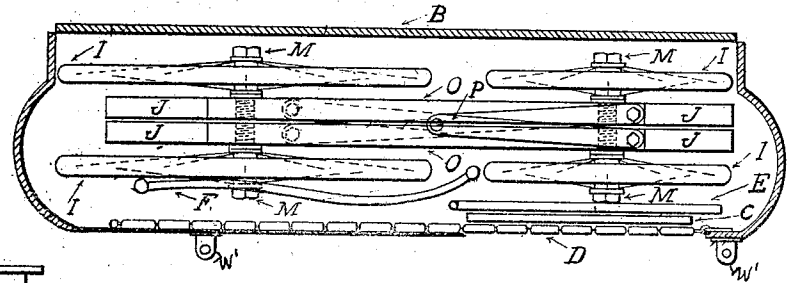


Fig 11.

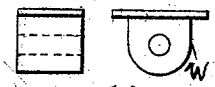
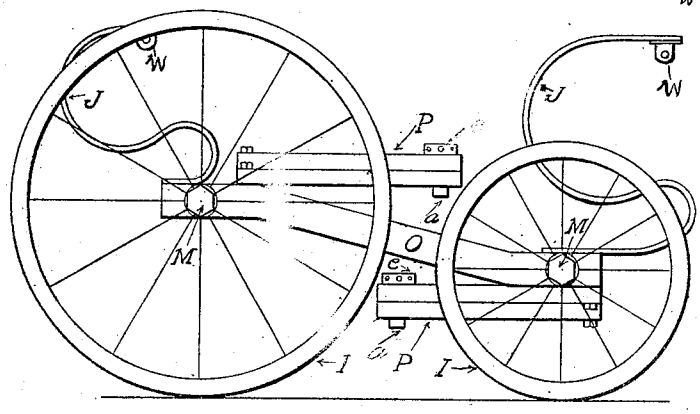


Fig 7.



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UNITED STATES PATENT OFFICE.

WILLIAM G. NASH, OF NEW YORK, N. Y.

FOLDING BABY-CARRIAGE.

No. 910,304. Specification of Letters Patent. Patented Jan. 19, 1909.

Application filed July 30, 1903. Serial No. 167,531.

To all whom it may concern:

Be it known that I, WILLIAM G. NASH, a citizen of the United States, residing in the city of New York, borough of Bronx, in the county and State of New York, have invented a new and Improved Folding Baby-Carriage, of which the following is a full, clear, and exact description.

My invention relates to a baby carriage so constructed that all the parts can be folded and contained within the body thereof.

It comprises certain novel features which will be particularly pointed out in the claims concluding this specification.

The following is a description of the baby carriage shown in the drawings which illustrate forms in which I at present prefer to embody my invention. In these forms no tools whatever are required to accomplish the folding or unfolding of the device. But it will be understood that various modifications and changes may be made in the details of the invention without departing from the spirit of my invention and without exceeding the scope of the concluding claims.

In the accompanying drawings, Figure 1 is a side view of a four wheel carriage embodying my invention. Fig. 2 is a front end view of the same. Fig. 3 is a longitudinal section through the cross bar. Fig. 4 is a top view of the structure shown in Fig. 3. Fig. 5 is a top view of the casing in which is secured the pin shown in Fig. 6. Fig. 6 is a longitudinal view of the pin for securing the springs to the body of the carriage. Fig. 7 is a view of the running gear with the joints folded. Fig. 8 shows all the parts folded within the body of the carriage. Fig. 9 is a side view of a modification of my invention wherein three wheels are used. Fig. 10 is a top view of the modification shown in Fig. 9 with the rear axle folded. Fig. 11 shows a view of the lugs by means of which in connection with the pin shown in Fig. 6. the springs are fastened to the body. Fig. 12 is a top view of the ends of the axle of my three wheel modification in which is placed the latch shown in Fig. 14. Fig. 13 is an end view of said axle. Fig. 14 is a longitudinal view of the latch and spring used in securing the rear wheels to the frame of the three wheel structure. Fig. 15 is a sectional view on the line x—x. Fig. 1. Fig. 16 is a sectional view on the line y: y: Fig. 1.

A is the body of the carriage.

B are lids which are hinged to the upper edge of each side of the body. When the carriage is in use these lids hang inside the body as shown in Figs. 15 and 16. In folding the carriage the lids are raised until they meet in the center of the body where they may be secured together by a strap or other means. In this position they form a complete top or cover for the body.

C are lids hinged to the bottom of each side of the body in any desired position, as near the forward end.

D is a series of flexible slats which are secured at the front end of the body or in any other desired location by any suitable means, and are also secured in the slot d'. When in use the lids C hang down, and, in connection with the flooring of flexible slats D, which may be fastened to the lids, C, by straps, form a projection for the feet of the child. If it is desired to lay the child down or to fold the carriage the lids C are raised until they meet in the center of the body, where they may be suitably fastened together. The slats D may then be drawn into the slot d' and secured. Thus a complete covering is formed for the bottom of the body.

E is a back rest, its lower end resting within the groove e'. It may be placed at any desired angle, and when not in use may be slid along the groove e' at the bottom of the carriage to the forward end.

F is a push bar which is pivoted within the body on each side at f'. In use this bar may be held in position by straps affixed to the body. It occupies the position shown in Fig. 8 when it is swung down within the body.

H is a handle secured to side of body whereby the device may be carried when folded.

I will now describe the running gear and the means for securing it to the carriage body, reference being had to Figs. 1, 2, 7 and 8, wherein four wheels are employed. The wheels I and the springs J are permanently secured to the longitudinal bars O. These bars are connected by the cross bars

P, P, which are lock-jointed at their center in the following manner: A pin *a* is inserted in an opening in the upper and lower sections of the cross bars P, P. At the upper end of this pin *a* is a plate *e* to which is secured the dowel pins *d*, *d*. These pins *d*, *d*, extend through the upper half of the bar P and rest in openings in the lower half of said bar. The pins *a* and *d*, *d* are fastened to the plate *e* by pins *f*. The cross bars may be unlocked by pushing upon the pin *a* which will then lift the dowel pins *d*, *d*, from the lower part of cross bars P, P, and permit the said bars to fold. The dowel pins *d*, *d*, are securely held in the openings in the lower half of the bars P, P, by means of the coiled spring *b*. The running gear is secured to the carriage body by means of the lugs *w*, *w* shown in detail in Fig. 11, affixed to the spring J, and the castings *w'*, *w'*, affixed to the body of the carriage. In the casting *w'* is contained the pin *g* and the coiled spring *h* (see Fig. 6). The pin and spring are securely held in the casting by the plug *i* and screw *j*. To fasten the body A to the springs J the pin *g* is inserted in the opening of the lug *w* where, by means of the spring *h*, it will be firmly gripped.

The three-wheel modification, as shown in Figs. 9, 10, 12, 13 and 14, is constructed as follows: The rear wheels *l* are held on the axle *q* by the latch *s*, (see Fig. 14) which is placed in a slot milled in each end of the axle. The latch *s* is pivoted on the pin *t* and held up by the coiled spring *r*. The latch and spring are protected by the thin sleeve *u* fitted over the end of the axle. The wheels may be detached from the axle by simply pressing down on the latch *s*. The front wheel *o* is held between the fork *m* and has its bearing on axle *p*. Both the front and rear axles are connected by the rods *n*, *n*, which are pivoted thereto. The rear axle *q* is lock-jointed in the same manner as in the four-wheel construction. The springs *k*, *k*, and front fork *m* are attached to the carriage body by the means previously described for the four-wheel carriage.

The mode of operation is as follows: The parts being assembled as shown in Fig. 1, if it is desired to disassemble them for transportation or for storage, the lower end of the back-rest E is slid forward in the groove *e'* to a horizontal position. The handle F is swung forward on its pivot to a similar position. Both the back-rest and handle then lie on the floor of the carriage body. The lids C, C are raised and secured together to complete the floor of said body and the slats D are then drawn backward into the groove *d'*, all as shown in Fig. 8. The running gear is disconnected by drawing outward the pins *g*, *g* (Fig. 2). The running gear is then folded by pushing pin *a* (Fig. 2) upward, thus unlocking the jointed cross-bar P, and permitting the wheels on opposite sides of the running gear to be brought together into the position occupied by them in Figs. 7 and 8. In this condition the running gear fits inside the carriage body and occupies the position shown in Fig. 8. The lids B, B are now closed and secured together and the entire carriage is contained in a box ready for storage or transportation.

The three-wheel carriage shown in Figs. 9 and 10 is folded in the following manner: The front fork *m* and the springs *k*, *k* are detached from the carriage body as previously described for disconnecting the running gear in the four-wheel construction. The rear wheels are then removed from the axle by pressing down on the latch *s* (Fig. 14) in each end thereof. The rear axle may then be folded as the cross bars are in the four wheel construction by pushing the pin *a* upward, thereby unlocking the two sections of the axle *q*. Fig. 10 shows the position of the frame when the wheels are removed and the rear axle folded. In this condition the frame may be placed within the body of the carriage and the two rear wheels laid therein. The lids B, B may then be closed and fastened as previously described.

What I claim and desire to secure by Letters Patent is:

1. In a folding vehicle the combination with the body, the wheel-axle and the wheels therefor, of an axle-supporting frame detachably connected to the body, said body having lids or covers capable of forming a closure to contain the wheel axle, the wheels and the detachable frame, and a flexible bottom adapted to be extended downward to afford room for the feet of the occupant and to be drawn in beneath the bottom of the vehicle when not in use.

2. In a folding vehicle the combination of a body part, running gear consisting of an axle frame, axles supported thereby and wheels, said frame having longitudinal members combined with cross members jointed at the center, said members being adapted to be folded together and all parts being adapted to be inclosed within the body, means for detachably securing the axle supporting frame to the body, and an adjustable foot rest for supporting the feet of the occupant when in use and adapted to be moved beneath the body portion of the vehicle when not in use.

3. In a folding vehicle, the combination with running gear, of a body provided with extensible sides adapted to be extended downward to form the sides of a projection for the feet of the occupant and with a flexible bottom adapted to be extended downward and to be fastened to said extensible sides.

4. In a folding vehicle in combination a carriage body, lids hinged to the under side thereof, a series of flexible slats secured to the body part and forming a flooring adapted to be fastened to said lids.

5. In a folding vehicle in combination a carriage body, lids hinged to the under sides thereof, a series of flexible slats secured to the body and adapted to be fastened to the lids and forming with said lids a projection for the feet of the occupant.

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

WILLIAM G. NASH.

Witnesses:
WILLIAM A. HUGHSON,
WILLIAM C. DAY.