

Jan. 16, 1923.

F. PASCHOAL.
BABY CARRIAGE OR COLLAPSIBLE CART.
FILED MAR. 14, 1922.

1,442,733

2 SHEETS-SHEET 1

Fig. 1.

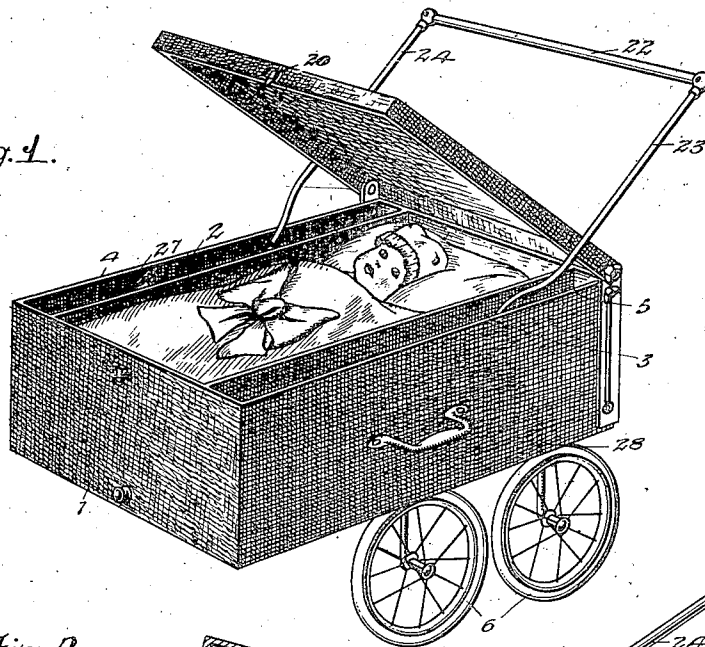
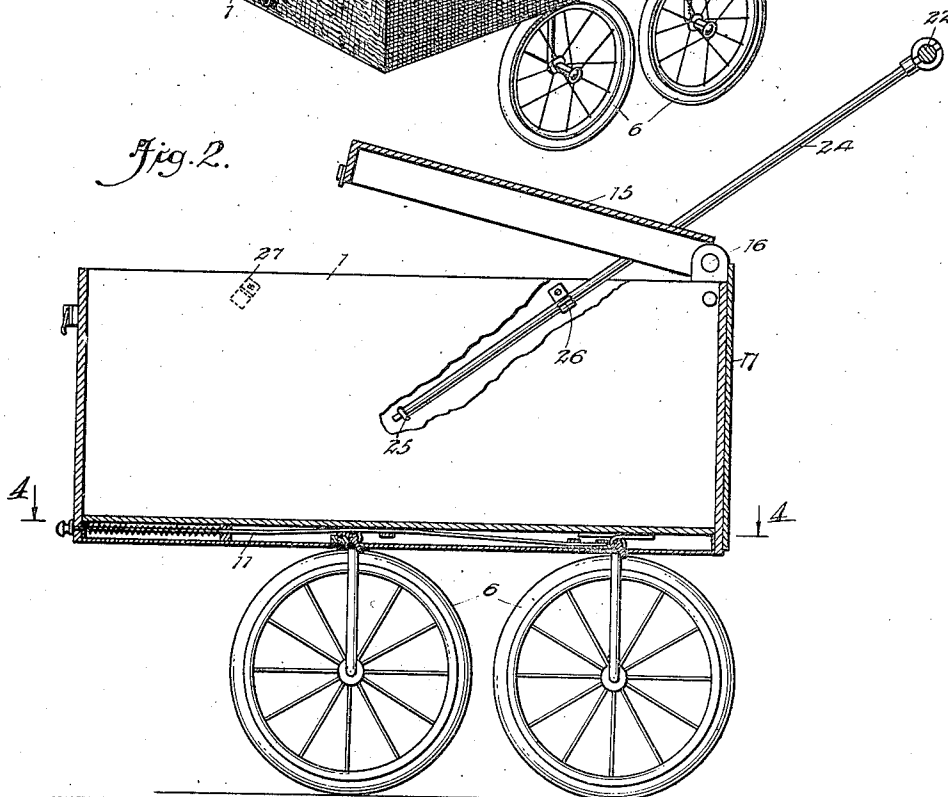


Fig. 2.



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2 SHEETS-SHEET 2

Fig. 3.

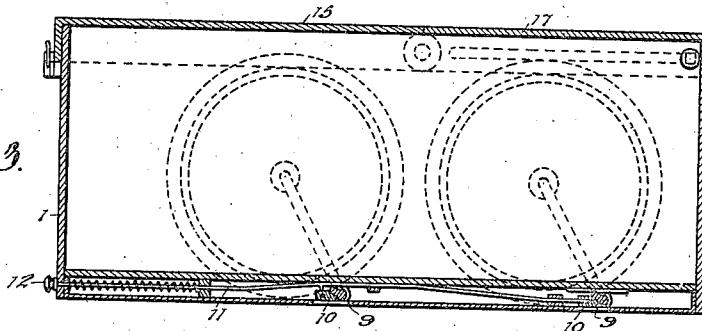


Fig. 4.

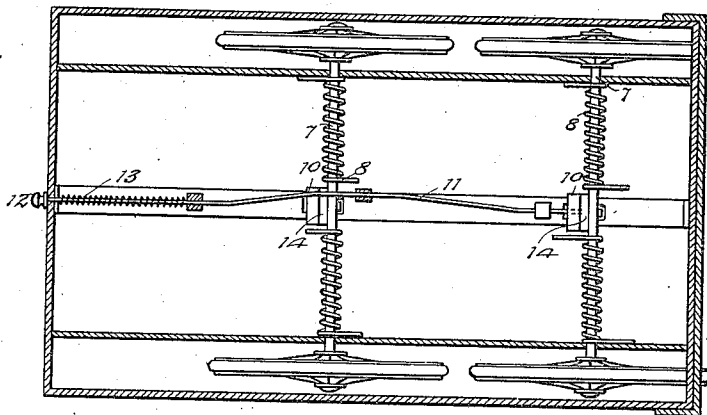


Fig. 5.

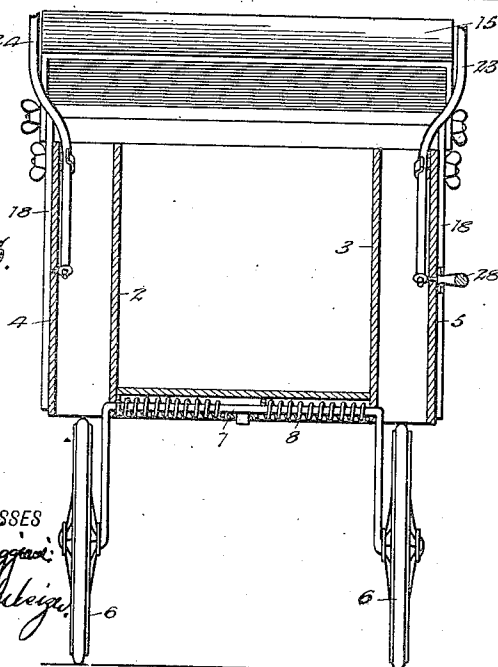


Fig. 6.

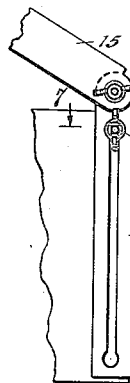
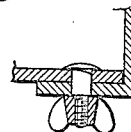


Fig. 7.



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UNITED STATES PATENT OFFICE.

FRANK PASCHOAL, OF LAWRENCE, NEW YORK.

BABY CARRIAGE OR COLLAPSIBLE CART.

Application filed March 14, 1922. Serial No. 543,592.

To all whom it may concern:

Be it known that I, FRANK PASCHOAL, a citizen of Portugal, and a resident of Lawrence, in the county of Nassau and State of New York, have invented a new and Improved Baby Carriage or Collapsible Cart, of which the following is a full, clear, and exact description.

This invention relates to a baby carriage, and has for an object the provision of a carriage in which the various parts of the carriage can be collapsed within the body portion so that when in the collapsed condition the carriage is entirely closed up and substantially simulates a suitcase and can be carried like a suitcase.

Another object resides in the provision of means whereby the closing and opening of the parts of the carriage are made extremely simple so that any woman can readily use the carriage with a minimum amount of effort on her part.

A further object resides in the simplicity and ruggedness of the parts, which enables the carriage to withstand rough usage even though the parts of the carriage are collapsible.

A still further object resides in the particular construction and arrangement of parts which are hereinafter described and claimed and shown in the accompanying drawings.

The invention is illustrated in the drawings, of which—

Figure 1 is a perspective view of the carriage with the parts in their operative position.

Fig. 2 is a vertical longitudinal section taken therethrough.

Fig. 3 is a longitudinal section taken through the carriage with the parts folded.

Fig. 4 is a section taken on the line 4—4 of Fig. 2.

Fig. 5 is a vertical, transverse section.

Fig. 6 is a partial, side elevation of the connection between the cover and the body portion.

Fig. 7 is a section taken on the line 7—7 of Fig. 6.

The form of the invention shown in the drawings is a preferred form, although it is understood that modifications in the construction and arrangement of the parts and in the character of the materials used may be adopted without departing from the spirit of the invention.

The form of the invention shown in the drawings comprises a body portion 1 which is shown as having a shape somewhat rectangular and of the proportions to simulate a large suitcase. Along the lateral sides of this body portion are inner spaced walls 2 and 3 between which and the outer walls 4 and 5 are formed compartments which, as shown in Fig. 3, are adapted to receive the wheels 6 when these are folded or collapsed therewithin. The wheels, in the usual manner, are mounted in pairs on shafts 7, and around each shaft are disposed springs 8 which tend normally to hold the shafts and the wheels in their downward operative position, as shown in Figs. 1 and 2. Each shaft is provided with a lug or extension such as 9 which is disposed in one position or another in accordance with the position of the wheel shafts 7. With each of these lugs there is adapted to co-operate a latch or keeper 10. These keepers 10 are connected to a rod 11 operated from a handle or knob 12 at one end of the carriage. A spring 13 tends normally to keep the keepers in their forward position. The forward face of each of the keepers or latching members 10 is tapered as shown at 14 and, as illustrated in Fig. 3, will be disposed beneath the lug 9 when the wheels are disposed within the body compartments and will be otherwise disposed with reference to the lugs 9 when the wheels are in their lower and operative position. In other words, these keeper or latching members when forward will engage the lugs to hold the wheels either in their inoperative or operative positions.

There is provided a cover or canopy portion 15 which is pivotally connected as at 16 to a second cover section 17 normally disposed along the back or end surface of the body portion 1. The sides of this second section 17 are in the form of slotted flange portions 18 in which the stem of a thumb nut 19 lies and by which the flanges 18 are adjusted with respect to the body portion at different levels so that the cover or canopy portion 15 can be adjusted at any height. When the adjusting nuts 19 are released and the flanges 18 are pulled up as far as they will go, it will be observed that the two sections 15 and 17 can be disposed across the top of the body portion to close the same and act together as an interior cover. The cover and body portion may be provided with latching members 20 and 21 to hold

them together when they are associated as above mentioned.

A handle 22 is pivotally connected to side bars 23 and 24, the ends of the side bars being adjustably fastened by any suitable means, such as eyes 25, and having two positions, in one position being supported by brackets 26 and in the other position by brackets 27, so that the carriage may be pushed in either direction. When the parts are collapsed, the side bars can be removed and folded and placed within the carriage out of sight. To the side face of the body portion 1 I affix a second handle portion 28 which when the parts are collapsed and the carriage is closed may be gripped to carry the whole unit like a suitcase.

Whenever it is desired to collapse the parts from the position shown in Fig. 1, the knob 12 is pulled, which permits the wheels to be moved into the body compartments and latched therein in the manner above described. The handle 22 is then disconnected from the body portion and folded up and placed within the body portion. The nuts 19 are released and the normally rearwardly disposed section of the cover portion is turned up to its fullest extent and then moved around its pivotal point to lie over the top of the body portion in conjunction with the canopy portion 15. In this manner the parts can be packed or collapsed so that they are all disposed out of sight within the main body portion and the canopy functions as a tight cover. This whole unit can, therefore, be picked up by the hand and carried as a suitcase and makes a neat, efficient unit.

What I claim is:

1. A baby carriage which comprises a body portion having wheel-receiving compartments, wheels associated with the body portion, means tending to move the wheels to their operative position, and a latching means engaging the wheels to hold them in their operative and inoperative positions.

2. A baby carriage which comprises a sec-

tional cover to be disposed over the top of the carriage, one of said sections serving as a canopy, another of said sections being normally disposed along one end of the body portion when the sections are not serving as a cover for the body portion.

3. A baby carriage which comprises a sectional cover to be disposed over the top of the carriage, one of said sections serving as a canopy, another of said sections being normally disposed along one end of the body portion when the sections are not serving as a cover for the body portion, and means for adjustably fastening the sections in any desired position with respect to the body portion.

4. A baby carriage which comprises a body portion, a cover section normally and adjustably disposed along one end thereof, a canopy section pivoted to the cover section and normally disposed above the body portion as a canopy, and means permitting the movement of both sections to lie flat over the top of the body portion as a cover.

5. A baby carriage which comprises a body portion having wheel-receiving compartments, wheels associated with the body portion, shafts on which said wheels are mounted, resilient means connected to the shafts tending to move the wheels to their operative position, lugs on the shafts, and a movable latching member engaging with each lug to hold it in its operative and inoperative positions.

6. A baby carriage which comprises a body portion having wheel-receiving compartments, wheels associated with the body portion, shafts on which said wheels are mounted, resilient means connected to the shafts tending to move the wheels to their operative position, lugs on the shafts, a movable latching member engaging with each lug to hold it in its operative and inoperative positions, and means tending to force the latching member into a position engaging with its respective lug.

FRANK PASCHOAL.