No. 707,772.

Patented Aug. 26, 1902.

# A. G. GREEN.

## FOLDING BABY CARRIAGE.

(Application filed Dec. 18, 1901.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

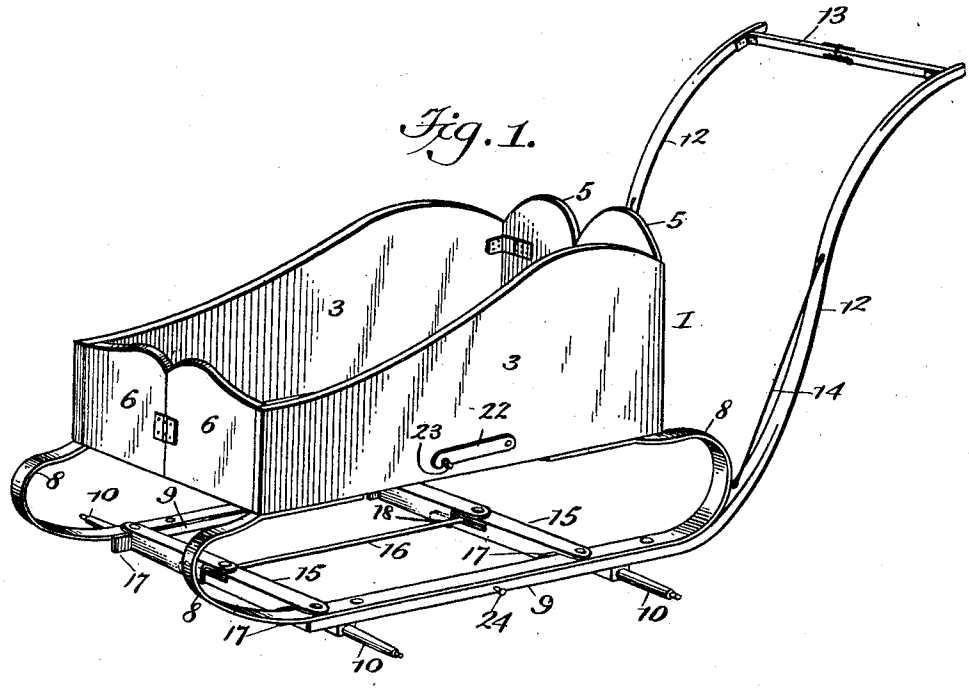
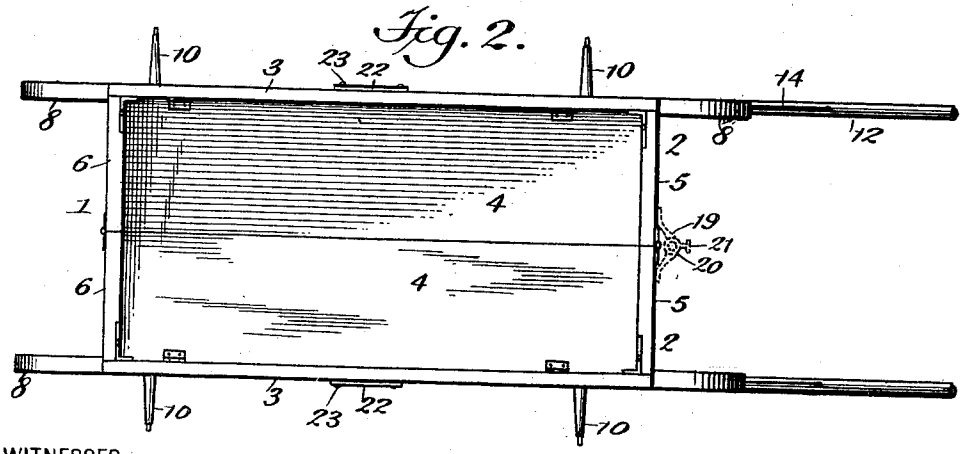



Fig. 2.




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(No Model.) 2 Sheets—Sheet 2.

Fig. 3.

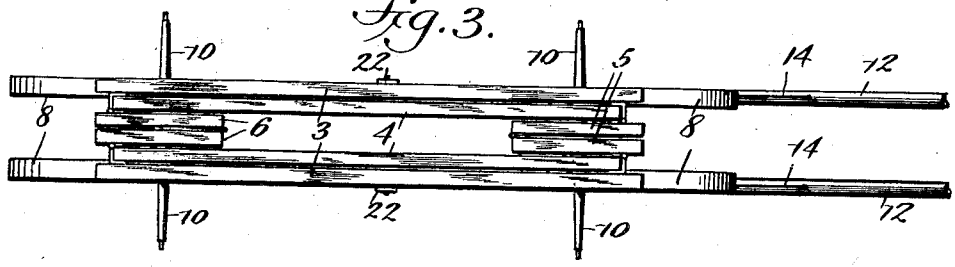
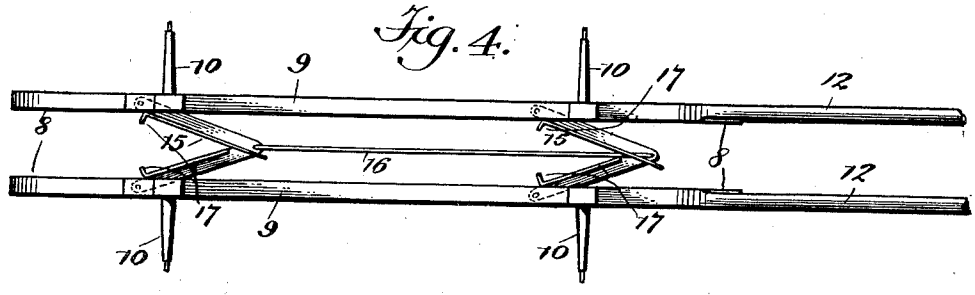



Fig. 4.



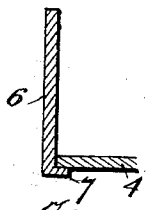




Fig. 6.

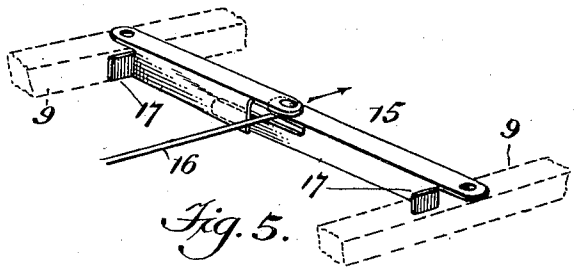



Fig. 5.

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# UNITED STATES PATENT OFFICE.

ANNIE GONOUD GREEN, OF BROOKLYN, NEW YORK.

## FOLDING BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 707,772, dated August 26, 1902.

Application filed December 18, 1901. Serial No. 86,387. (No model.)

*To all whom it may concern:*

Be it known that I, ANNIE GONOUD GREEN, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Folding Baby-Carriages, of which the following is a specification.

This invention relates to folding baby-carriages, and has for its object to provide a device of the class described which will possess advantages in simplicity, convenience, inexpensiveness, effectiveness, and general efficiency.

Another object of the invention is to provide a device of the class described which will be maintained in operative position by a pair of connected members, which may be actuated by the operation of either to fold the carriage.

In the drawings, Figure 1 is a perspective view of a folding baby-carriage involving my improvements. Fig. 2 is a plan view of the same. Fig. 3 is a plan view of the same folded. Fig. 4 is a plan view of the same folded with the body removed. Fig. 5 is an enlarged detail view of one of the cross-pieces and adjoining parts, partly broken away. Fig. 6 is detail sectional view of parts of the bottom and end portions, showing the supporting-flange.

Corresponding parts in all the figures are denoted by the same reference characters.

Referring to the drawings, 1 designates the body of the carriage, which consists of two similar portions 2. Each of the portions 2 consists of a side portion 3, which when the parts are assembled forms one of the sides of the body 1 of the carriage. To the bottom of the side 3 is hinged a portion 4, which when the parts are assembled forms one-half of the bottom of the body 1 of the carriage. To one end of the side 3 is hinged a portion 5, which when the parts are assembled forms one-half of the head portion of the body 1 of the carriage. To the other end of the side 3 is hinged a portion 6, which when the parts are assembled forms one-half of the foot portion of the body 1 of the carriage. The portion 4 is adapted to fold up against the side 3 and the parts 5 and 6 to fold in upon the portion 4. The portions 5 and 6 are provided at their lower ends with inwardly-projecting flanges 7, adapted when the parts are open to receive and support the ends of the portion 4. In assembling the parts the portions 5 of the two portions 2 are hinged so as to fold inwardly, and the portions 6 are hinged in a similar manner. It will thus be evident that if the bottom portions 4 are first folded against the sides 3 the body 1 will collapse, the portions 5 and 6 of the two portions 3 folding inwardly between the two sides 3, and that the portions 4 when resting upon the flanges 7 maintain the body 1 of the carriage in operative position. It will be noted that the upper portions of the portions 3, 5, and 6 may be formed in any ornamental shape desired and that the exterior surfaces of the sides 3 may be decorated in any manner desired, but that the exterior surfaces of the portions 5 and 6 must remain plain and without ornamentation.

To the bottom of the body 1 at each side suitable springs 8 of any of the ordinary forms may be attached, and to the lower portions of the springs 8 frames 9 may be secured. The said frames 9 are provided with stub-axles 10, upon which wheels may be mounted, and the frames 9 are provided at the rear with handles 12, which project rearwardly and upwardly into a suitable position to be grasped by the person propelling the carriage. The handles 12 are connected at their outer ends by a rod 13, adapted when the carriage is folded to be turned down between the handles 12. The rod 13 is preferably hinged in the middle, so that it may be folded between the handles 12. If desired, the handles 12 may be provided with braces 14 at the point where they curve upward to stiffen and strengthen the same. The frames 9 are connected transversely by cross-pieces 15. The cross-pieces 15 consist, preferably, each of two pieces of angle-iron, having their outer ends split along the angle for some distance and the ends of their flanges at such outer ends turned away at right angles to the body portion. The outer ends of the body portion of the cross-pieces 15 are pivotally connected with the frames 9. At the inner ends of the cross-pieces 15 the body portion of one is cut back, so that its flange projects beyond the end of the body portion. The inner ends of the cross-pieces 15 are pivot-

ally connected with the ends of a rod 16, extending between the cross-pieces 15. The bent portions 17 of the flanges of the cross-pieces 15 when the carriage is open in operative position bear against the frames 9 and brace the frames 9 apart, and the inner ends 18 of the flanges overlap and prevent further forward movement of the cross-pieces 15. The carriage may be provided with a suitable foot-operated brake placed at one side and adapted to engage the wheel or wheels on that side, and the carriage may be provided with an umbrella-holder 19, which will preferably be formed in two parts and attached one to each of the portions 5 near the top thereof, the said parts being adapted to clamp the adjustable ball 20, in which the handle of the umbrella is placed, between them and to be secured in operative position by a thumb-screw 21. Means of connecting the lower part of the sides of the body 1 of the carriage with the frames 9 to prevent injury to the springs during transportation are provided. Such means may consist of a hook 22, pivotally mounted at the side of the body 1 of the carriage and normally engaging a headed pin 23, secured in the side of the body 1 of the carriage. The frames 9 are provided on their outer sides, intermediate their ends, with headed pins 24, adapted to receive the hook 22 when in operative position.

The operation and advantages of my improved folding baby-carriage will be readily understood and appreciated. Ordinarily when in operative position it will present to the casual observer the same general appearance and will serve the same purposes as an ordinary baby-carriage. When for purposes of storage or transportation it is desired to fold it, so that it may occupy less space, all that is necessary is to press either of the cross-pieces 15 rearward, at the same time pressing the rod 13 in between the handles and raising the portions 4, forming the bottom of the body 1 of the carriage. The whole will thereupon collapse, the frames 9 and the sides 3 approaching each other with the portions 4 and 5 and 6 folded between them, and the carriage will form a relatively flat package, having the wheels on each side of convenient dimensions for storage or transportation. In order to prevent injury to the springs after the carriage is folded, the hooks 22 are engaged with the headed pins 24 on the frames 9, thereby securing the frames 9 directly and positively to the body 1 of the carriage and relieving the springs 8.

I do not desire to be understood as limiting myself to the details of construction and arrangement as herein described and illustrated, as it is manifest that variations and modifications may be made in the features of construction and arrangement in the adaptation of the device to various conditions of use without departing from the spirit and scope of my invention and improvements. I therefore reserve the right to all such variation and modification as properly fall within the scope of my invention and the terms of the following claims.

Having thus described my invention, I claim and desire to secure by Letters Patent—

1. In a folding baby-carriage, the combination with a body capable of folding longitudinally and laterally, of axles formed of jointed sections, embodying body portions and side portions at right angles to the body portions which side portions overlap at the central joints of the axles when the axles are in operative position and prevent further movement.

2. In a folding baby-carriage, a combination with a body capable of folding longitudinally and laterally and of running-gear connected therewith and comprising side bars, of axles formed of jointed sections embodying body portions and side portions at right angles to the body portions which side portions are turned back at their outer ends and bear against the side bars when the axles are in operative position.

3. In a folding baby-carriage, the combination with a body capable of folding longitudinally and laterally and of running-gear connected therewith and comprising side bars, of axles formed of jointed sections embodying body portions and side portions at right angles to the body portions which side portions are turned back at their outer ends and bear against the side bars when the axles are in operative position and at their inner ends overlap each other.

4. In a folding baby-carriage, the combination with a body capable of folding longitudinally and laterally and of running-gear connected therewith and comprising side bars, of axles formed of jointed sections embodying body portions and side portions at right angles to the body portions which side portions are turned back at their outer ends and bear against the side bars when the axles are in operative position and at their inner ends overlap each other, and a coupling the opposite ends of which form the central joints of the axles and whereby the axles may be moved together.

5. In a baby-carriage provided with a folding body, a supporting-frame comprising side pieces connected with said body, and hinged cross-pieces pivoted at their outer ends to said side pieces and embodying a body portion and a side portion extending at right angles to said body portion and bent back at the outer end to bear against the side piece and one of said side portions overlapping the other when the cross-pieces are extended.

6. In a baby-carriage provided with a folding body, a supporting-frame comprising side pieces connected to said body, and hinged pivoted cross-pieces embodying a body portion and a side portion bent at one end at right angles to said body portion and the side portion of one part of said cross-pieces adapted

to overlap the side portion of the other part when said cross-pieces are extended.

7. In a baby-carriage provided with a folding body, a supporting-frame comprising side pieces connected to said body, hinged pivoted cross-pieces embodying a body portion and a side portion bent at one end at right angles to said body portion and the side portion of one part of said cross-pieces adapted to overlap the side portion of the other part when said cross-pieces are extended, and means connecting said cross-pieces.

8. In a baby-carriage provided with a folding body, a supporting-frame comprising side pieces connected to said body, cross-pieces each embodying a pair of angle-irons having their flanges at one end cut back and bent at right angles to the web which at that end is pivoted to the side pieces and at the other end the flange on one of each pair projecting and on the other of each pair cut back, and a rod pivotally connected at its opposite ends to the ends of the angle-irons having the projecting and cut-back flanges.

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

ANNIE GONOUD GREEN.

Witnesses:
HARTWELL P. HEATH,
JOHN M. HORTOR.