

No. 818,487.

PATENTED APR. 24, 1906.

A. B. TODD.
FOLDING BABY CARRIAGE.
APPLICATION FILED JUNE 26, 1905.

2 SHEETS—SHEET 1.

Fig. 1

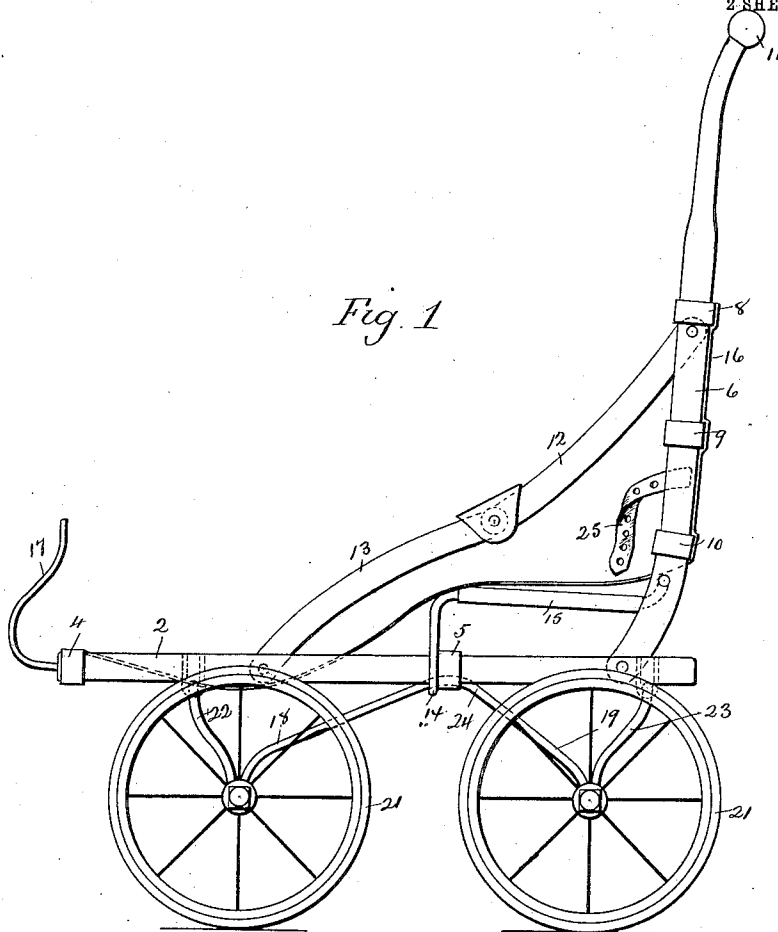
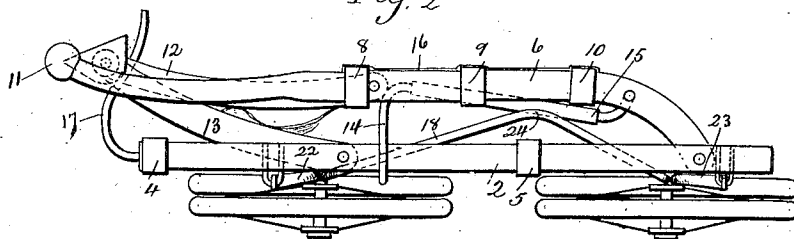


Fig. 2



Witnesses
J. H. Shumway
Charles L. Reed.

Andrew B. Todd
Inventor.

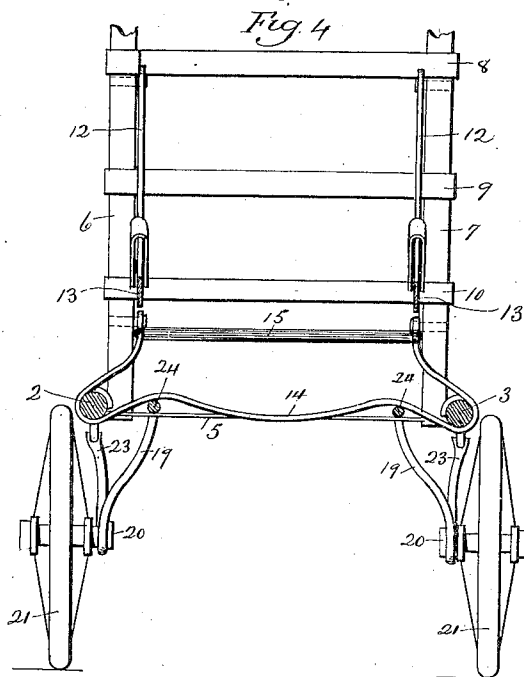
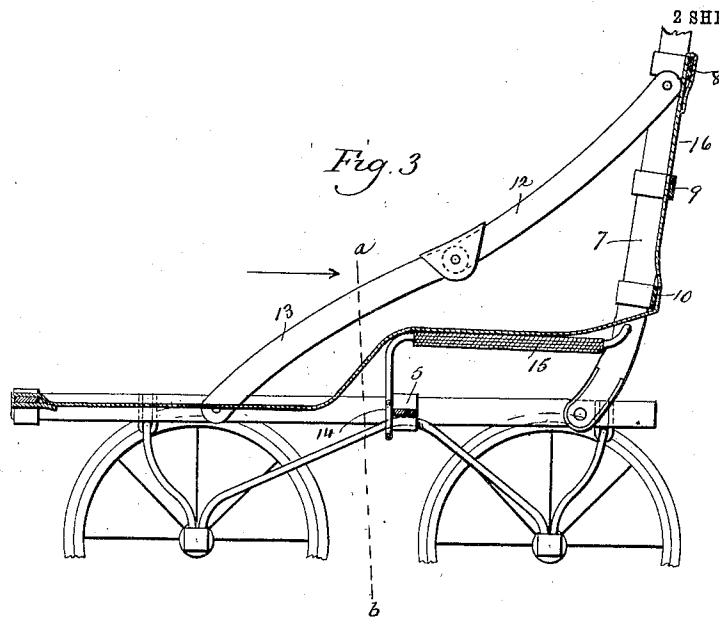
By *Atty* Seymour T. Carr

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2 SHEETS—SHEET 2.



Witnesses.
J. H. Shumway
Clara L. Reed

Andrew B. Todd
Inventor
By A. J. Seymour & Co.

UNITED STATES PATENT OFFICE.

ANDREW B. TODD, OF MERIDEN, CONNECTICUT.

FOLDING BABY-CARRIAGE.

No. 818,487.

Specification of Letters Patent.

Patented April 24, 1906.

Application filed June 26, 1905. Serial No. 266,993.

To all whom it may concern:

Be it known that I, ANDREW B. TODD, a citizen of the United States, residing at Meriden, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Folding Baby-Carriages; and I do hereby declare the following, when taken in connection with the accompanying drawings and the figures of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a side view of a folding baby-carriage constructed in accordance with my invention in an open position; Fig. 2, a side view of the same with the parts folded; Fig. 3, a vertical sectional view with the upper ends of the uprights and a portion of the wheels broken away; Fig. 4, a sectional view on the line *a b* of Fig. 3 looking rearward.

This invention relates to an improvement in folding baby-carriages, and particularly to that class in which not only the back folds onto the seat, but also to those in which the wheels fold underneath the body, the object of the invention being a simple construction of a four-wheeled carriage which may be folded into small compass for convenient transportation when not in use; and the invention consists in the construction and combination of parts, as will be hereinafter described, and particularly recited in the claims.

The body of the carriage consists of two side bars 2 3, parallel with each other and connected at their forward ends by a strap 4 and at a point slightly in rear of their centers by a transverse brace 5, the end of this brace being folded around the bars 2 3, so as to form shoulders thereon, as well as to hold the bars in proper position. Pivoted to the side bars near their rear ends are two uprights 6 7, which are connected together by braces 8, 9, and 10, more or less in number, and by a bar or handle 11. These uprights are also connected with the side bars by links 12 and 13, respectively, pivoted together and to the uprights and side bars and bowed so that when in an open position they will rigidly support the uprights, yet permit them to be folded forward. Extending across the body forward of the brace 5 is a locking-bar 14, this bar being bowed upward near the side bars and then passed around the bars forward of the brace 5, thence upward and rearward, forming a support for the seat 15 and extend-

ing between the uprights 6 and 7, to the inner faces of which the ends are respectively pivoted. Secured to the brace 8 or other convenient point is a strip of fabric 16, corresponding in width to the width between the uprights and extending downward beneath the bar 10 forward over the seat-support 15 and attached at its outer end to the bar 4, which may also support a dash 17, formed from wire or other suitable material, it being understood that the fabric is slack enough to fall freely from the seat-support 15 to a point in line with the side bars 2 and 3.

To each of the side bars an axle-frame is attached, each of these frames consisting of two V-shaped portions 18 and 19, preferably formed from wire and supporting short axles 20, on which wheels 21 are mounted, the ends 22 and 23 being pivotally connected with the side bars. The central portion 24 turns inward and passes over the brace 5 and below the locking-rod 14, which when the uprights 6 and 7 are raised will bind these central portions to the brace 5 and prevent the axle-frames from turning. When, however, the links 12 and 13 are raised, so as to permit the uprights to fold forward, the locking-rod 14 will move forward on the side bars 2 and 3, leaving the axle-frames free to fold inward into the plane of the body. When so folded, the carriage occupies but a very little space. In opening it is only necessary to grasp the handle and allow the weight of the body to come upon it, whereupon the links 12 and 13 will take their locking position, and as the handle approaches its upright position with respect to the body the locking-rod 14 is drawn rearward, forcing the central portions 24 of the axle-frames inward, and hence the V-shaped or axle-bearing portions outward, bringing the axles into proper position and there locking them.

This construction of carriage is extremely simple, as the side bars and uprights for the handle may be formed from tubing or wood, as desired, while the several braces are strips of metal folded around the bars and uprights, so that the carriage can be produced at a very low cost for manufacture, is strong and serviceable, and easily manipulated, being in a sense automatic in opening.

If desired, straps 25 may be secured to the side bars and used to hold a child in the carriage or to hold the parts in a folded position, or a separate strap may be placed around the carriage when folded.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A folding carriage comprising side bars, 5
uprights pivotally connected to the rear ends thereof, a transversely -arranged brace connecting said side bars, a transversely -arranged locking-bar forward of said brace, said 10
bar extending outside the side bars upward and rearward into pivotal engagement with the uprights, axle-supports pivotally connected with the side bars and having the central 15
portion extending upward over the brace and below the locking-bar, and means for holding the uprights in a vertical position, substantially as described.

2. A folding baby-carriage comprising side bars, a transverse brace connecting said 20
side bars, uprights pivotally connected to said side bars and provided with a handle-bar, a locking-bar extending transversely between said bars and outside the same, thence

upward and rearward into pivotal engagement with the uprights forming a seat-support, a strip of fabric connected to said uprights and to the forward end of the bars, an axle-frame pivoted to the side bars and each comprising two V-shaped portions, supporting-axles on which wheels are mounted, said V-shaped portions connected by a central 30
portion extending upward and inward over said brace and below said locking-bar, pivotally-connected links uniting said side bars and uprights, whereby said uprights may be locked in their vertical position, substantially 35
as described.

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

ANDREW B. TODD.

Witnesses:

FREDERIC C. EARLE,
CLARA L. WEED.