F. TRAUB.

CHILDREN'S CARRIAGES.

No. 175,209. Patented March 21, 1876.

Fig. 5.

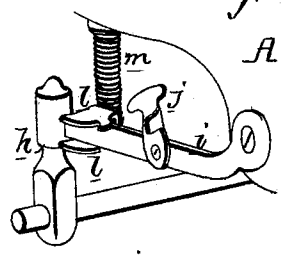


Fig. 1.

Fig. 6.

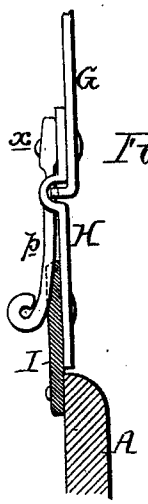


Fig. 2

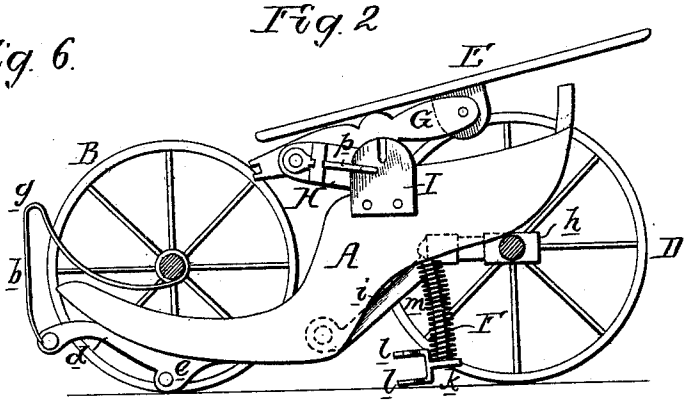


Fig. 3.

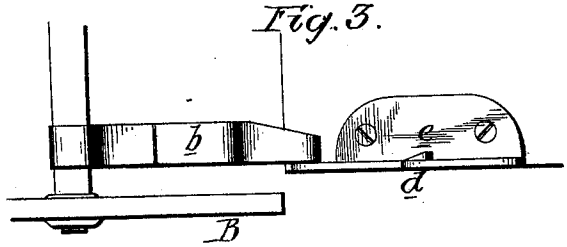
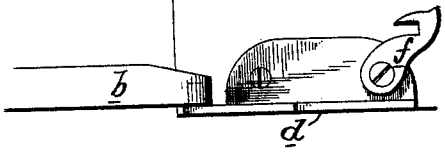


Fig. 4.



Witnesses,
F. F. Williams
J. Fowler

F. Traub
By his attys.
Howson & Howson.

UNITED STATES PATENT OFFICE.

FREDERICK TRAUB, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **175,209**, dated March 21, 1876; application filed August 21, 1875.

To all whom it may concern:

Be it known that I, FREDERICK TRAUB, of Philadelphia, Pennsylvania, have invented Improvements in Child's Carriage, of which the following is a specification:

The object of my invention is to so construct a child's carriage that it can be readily folded into a compact form for storage or transportation; and this object I attain in the manner which I will now proceed to describe, reference being had to the accompanying drawing, in which—

Figure 1 is a side view of my improved child's carriage as it appears when in condition for use; Fig. 2, the same as it appears when folded together, and Figs. 3, 4, and 5 detached views illustrating minor features of my invention.

A is the body of the carriage; B, the front wheels; D, the hind wheels, and E the top or cover. The axle of the front wheels B is secured to the outer ends of bent spring-arms *b*, arranged one at each side of the body, each arm being pivoted to the outer end of a plate, *d*, secured to the body of the carriage, and provided, at or near its inner end, with a spring-catch, *e*, Fig. 3, or a hooked catch, *f*, Fig. 4, adapted to the loop *g* of the arm *b* when the latter is turned under the body, as shown in Fig. 1, thus retaining the same in place. When it is desired to turn the front wheels and their axle over into the body of the carriage the loop *g* of each arm *b* is released from the control of the catch, and both arms are turned on their pivots until the axle and wheels occupy the position shown in Fig. 2. It will be understood that different kinds of catches may be used for retaining and releasing the spring-arms. The axle of the rear wheels D is secured to the lower ends of hangers *h*, the upper ends of which are secured to arms *i*, hung to opposite sides of the body A, each arm being provided with a pivoted finger, *j*, for a purpose described hereafter. To the bottom of the rear portion of the body A of the carriage, and adjacent to the sides of the same, is secured a curved rod, F, to which is loosely hung a plate, *k*, provided with projections *l l*, a coiled spring, *m*, surrounding the rod F, and intervening between the body of carriage and the plate *k*. When the hind wheels are in the position shown in Fig. 1 each of the arms *i*, to which the said wheels are hung, is embraced by the projections *l l* of the plate *k*, (see Fig. 5,) and locked by the pivoted finger *j*, which intervenes between the arm and a projection formed on one or both of said projections *l*. When these projections are thus secured all lateral movement of the arms *i*, and consequently of the wheels, is prevented, the only movement which is allowed being a vertical one under the control of the spring *m*.

When it is necessary to fold the hind wheels and their axle against the body of the carriage, as shown in Fig. 2, the arm *i* is unlocked from the projections *l l* of the plate *k*, and the latter turned on one side free from the arms, which, with the axle, are now at liberty to be moved to the position shown.

The mode which I prefer of attaching the top or cover E to the body of the carriage is shown in Figs. 1, 2, and 6, and consists in the employment at each side of said cover of two arms, G and H, hinged together at *x*, the arm G having pivoted to its upper end the cover E, and the arm H being pivoted at its lower end to a plate, I, secured to the side of the body A. The lower end of the arm G projects beyond the pivot *x*, and is bent and notched as shown in Figs 2 and 6, the bent portion of the arm projecting into a recess in the arm H to such an extent that its notch engages with a spring-bar, *p*, which crosses the recess, the upper end of said bar being secured to the pivot-pin *x*, and its lower end being adapted (when the plate H is in a vertical position) to a notch in the plate I.

By means of this arrangement the bar *p* acts as a locking device for both arms G and H, when the latter are in a vertical position, as shown in Fig. 1, but when it is withdrawn from the notches of the arm G and plate I it will allow the said arms to turn on their pivots, thus permitting the top E to be folded down onto the body, as shown in Fig. 2.

It will be seen that although the wheels and top of my improved carriage, when in the position shown in Fig. 1, are rigidly held in their proper positions, a slight manipulation only is required in order to allow the wheels and top to be folded onto or against the body of the

carriage when the latter has to be stored away or transported.

I claim as my invention—

1. The combination of the front axle of the carriage with bent spring-arms *b*, hinged to the body, and combined with locking devices, substantially as described, for the purpose specified.

2. The combination of the hinged arms *i*, their pivoted fingers *j*, and standards *h*, adapted to to the rear axle of the carriage, with the curved rods F, their pivoted projections *l l*, and springs *m*, all substantially as set forth.

3. The combination of the spring-bar *p* with the pivoted and notched arm G, pivoted and recessed arm H, and notched plate I, all substantially as and for the purpose set forth.

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

FREDERICK TRAUB.

Witnesses:

HARRY SMITH,

HUBERT HOWSON.