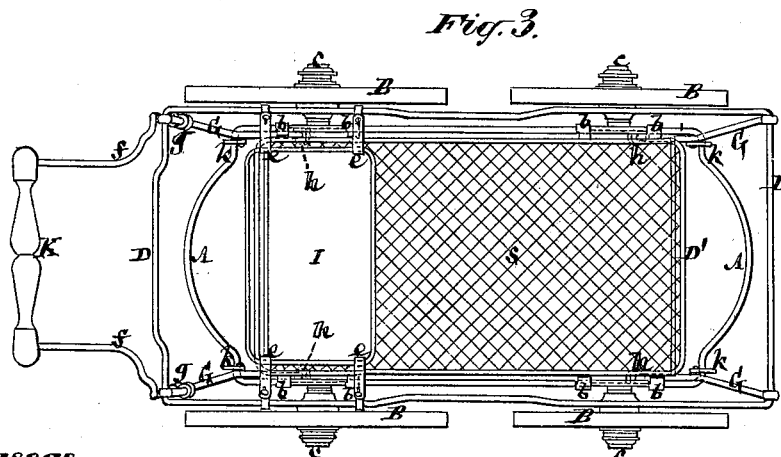
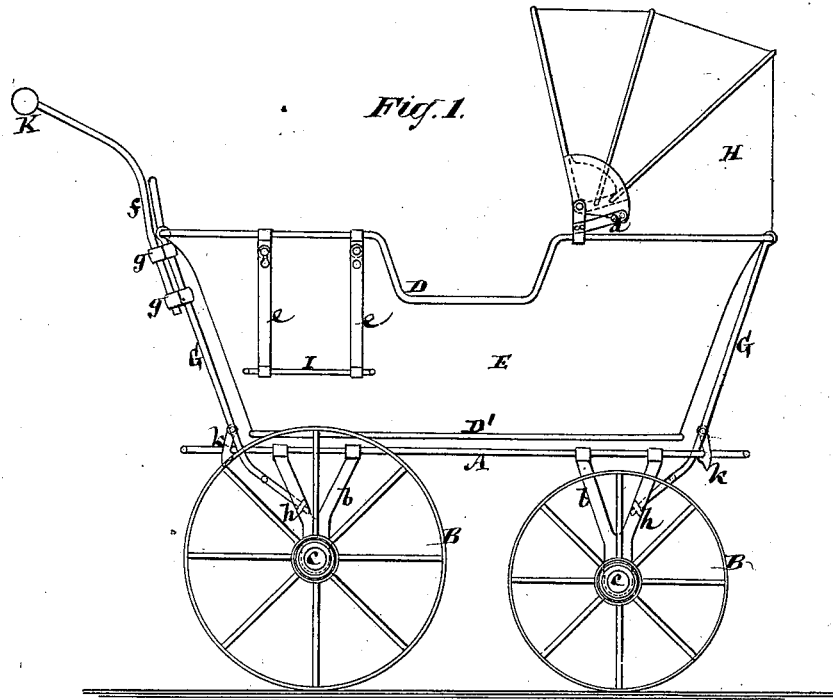


J. W. T. HUKÉ.
Child's Carriage.

No. 215,927.

Patented May 27, 1879.



Witnesses

John Becker.
Fred K. Steynor

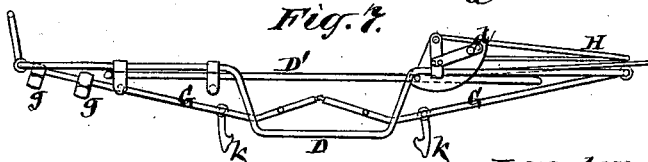
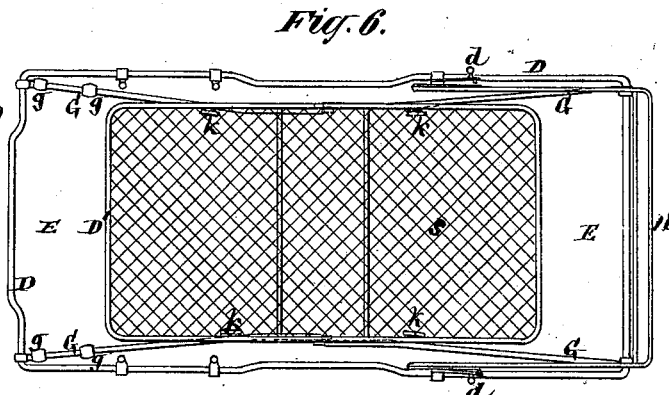
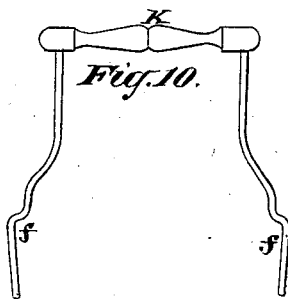
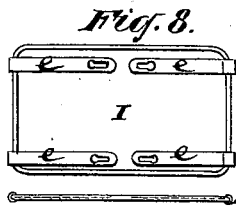
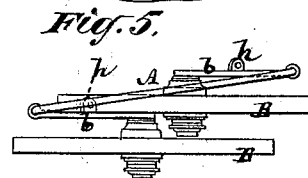
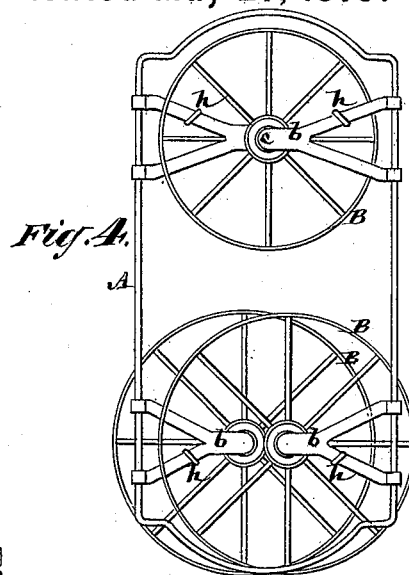
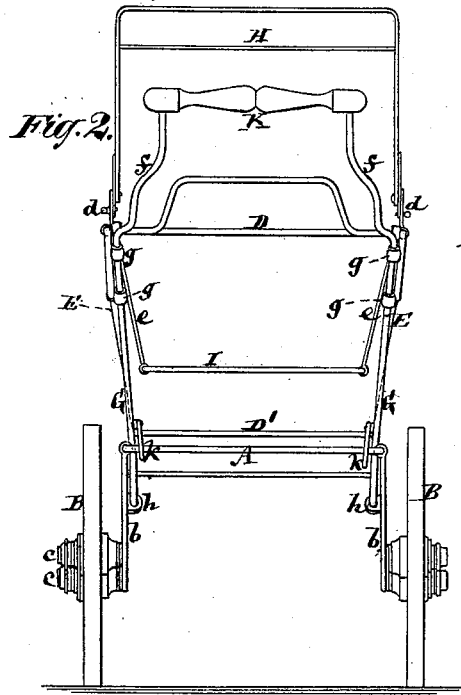
Inventor

Johann W. T. Huké
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J. W. T. HUKK.
Child's Carriage.

No. 215,927.

Patented May 27, 1879.



Witnesses

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UNITED STATES PATENT OFFICE.

JOHANN W. T. HUKE, OF HAMBURG, GERMANY.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **215,927**, dated May 27, 1879; application filed April 21, 1879.

To all whom it may concern:

Be it known that I, JOHANN WILHELM THEODOR HUKE, of the city of Hamburg, Germany, have invented certain new and useful Improvements in Folding Carriages, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to a child's or invalid's carriage, which is made up of detachable sections or pieces; and the invention consists in certain constructions and combinations of parts, whereby said carriage may be readily taken apart and put together again, and the detachable portions of the carriage may be separately folded up to facilitate stowage when not in use, to reduce the cost of freight when transporting the same, and to facilitate packing when exporting the article.

Generally the carriage will be constructed in four detachable pieces. Certain of them, including the lower frame with attached running-gear, the upper or body portion of the carriage with rising and lowering top, and the seat or seats, are constructed so as to be capable of being separately folded.

In the accompanying drawings, Figure 1 represents a side elevation, and Fig. 2 an end view, of a child's or invalid's carriage provided with a raising and falling top, and with its parts fitted together ready for use; Fig. 3, a plan view of said carriage with its top removed. Figs. 4 and 5 are a plan and end view, respectively, of the lower frame, with attached running-gear detached and folded; Figs. 6 and 7, a plan and side view of the upper or body portion of the carriage and its top detached and folded; Figs. 8 and 9, an under and edge view of the carriage-seat detached, and having its straps or pendent supports folded; and Fig. 10, a view of the handle portion of the carriage detached.

A is the lower frame, which is preferably made of round iron, and is fitted with four hinged and laterally-folding supports, *b b*, capable of being folded or turned inward when said frame is detached from the upper or body portion of the carriage. Said supports are furnished with studs or trunnions *c c*, on which

the wheels B B of the carriage are free to rotate.

By means of this construction of the lower frame with its running-gear or wheels, the supports *b b*, with their attached wheels B B, can be folded inwardly, and the opposite wheels of each pair of wheels laid one down upon or over the other, and parallel with the width of the frame A, or thereabout, as shown in Figs. 4 and 5, thus providing for close packing of the lower frame with its wheels.

The body portion of the carriage consists in part of an upper frame, D, and under frame, D', united by a sack or sides, E, of netting, cloth, or other suitable flexible material.

The under frame, D', which may be fitted with a bottom, *s*, of any suitable material, is of such reduced dimensions relatively to the upper frame, D, that it will be within the latter when the upper body portion is collapsed or folded, as shown in Figs. 6 and 7. Said upper frame, D, is fitted at its opposite ends with folding rods or stanchions G G, fitted to move on the ends of said frame, so that they may be turned up or closed when shutting or folding said upper body portion, as shown in Figs. 6 and 7.

When the carriage or body portion thereof is furnished with a head or top, H, the latter, which when in use may be held raised by spring-catches *d d*, is lowered when required to fold the body portion of the carriage, as shown in Figs. 6 and 7.

The seat I, (or there may be more than one,) may be made up of a flat iron frame, covered with cloth or upholstered, and is connected in a detachable and pendent manner, by buttons or otherwise, to the upper frame, D, by straps *e e*, which, when the seat is removed, may be folded or laid down, as shown in Figs. 8 and 9, to facilitate stowage.

K is a handle for drawing or propelling the carriage, provided with side arms or rods, *f f*, which enter sockets *g g* on one pair of the rods or stanchions G G, and which may be readily drawn out of said sockets when dismembering the carriage.

To put the carriage together, the hinged or laterally-folding supports *b b* are turned down or outward from their positions shown in Fig.

4 to positions at right angles, or thereabout, with the frame A, when they are arrested by suitable stops. This brings the wheels B into upright or running positions, as shown in Fig. 1.

1. The upper or body portion of the carriage is then unfolded and the rods or stanchions G G then turned down or outward from their position shown in Fig. 6, and their lower ends caused to enter eyes or sockets *h h* on the supports *b b*, as shown in Fig. 1. After the upper and lower portions of the carriage have thus been fitted together, they are secured or locked by hooks *k k*, attached to the stanchions G G, and engaging with the lower frame, A. The under frame, D', with its bottom *s*, is pendent by the flexible sack or sides E, and free to swing from the upper frame, D. The handle K is now fitted to the carriage by entering its rods *f f* within the sockets *g g*. The seat or seats I are then inserted and attached to the upper portion of the body of the carriage by the straps *e e* and their holding buttons or devices, and the head or top H, if necessary, fitted to its place. The carriage is thus erected ready for use.

The invention is not restricted to a carriage having four wheels only, but may be applied to one having only three or any other number of wheels.

I claim—

1. The combination, with the lower frame of the carriage, of laterally-folding supports hinged to said frame, and one or more wheels carried by said supports, substantially as specified.

2. The combination of a detachable upper or body portion of a carriage with a lower frame provided with hinged laterally-folding supports, and the wheels of the carriage carried by said supports, essentially as specified.

3. The combination of the hinged laterally-folding supports which carry the wheels of the carriage, the lower frame, to which said supports are attached, the upper frame of the body portion of the carriage, the folding stanchions attached to said upper frame, and the eyes or sockets in or on the brackets arranged to receive said stanchions within or through them, substantially as described.

4. The body portion of the carriage, composed of an upper frame, a lower frame of smaller dimensions than said upper frame, a sack or sides of flexible material uniting said frames, and folding rods or stanchions attached to said upper frame, substantially as described.

5. The combination of one or more removable seats, provided with pendent straps, in combination with the body portion of the carriage, having said seats pendent within them, essentially as described.

6. A child's or invalid's carriage constructed of an upper independent body portion, having flexible sides and folding stanchions, a lower independent frame, having attached to it a folding running-gear, and a detachable handle, essentially as described.

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Witnesses:

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