D. L. TAYLOR.

AUTOMATIC VEHICLE BODY ADJUSTING MEANS.

APPLICATION FILED AUG. 23, 1915.

1,207,343. Patented Dec. 5, 1916.

Fig. 1.

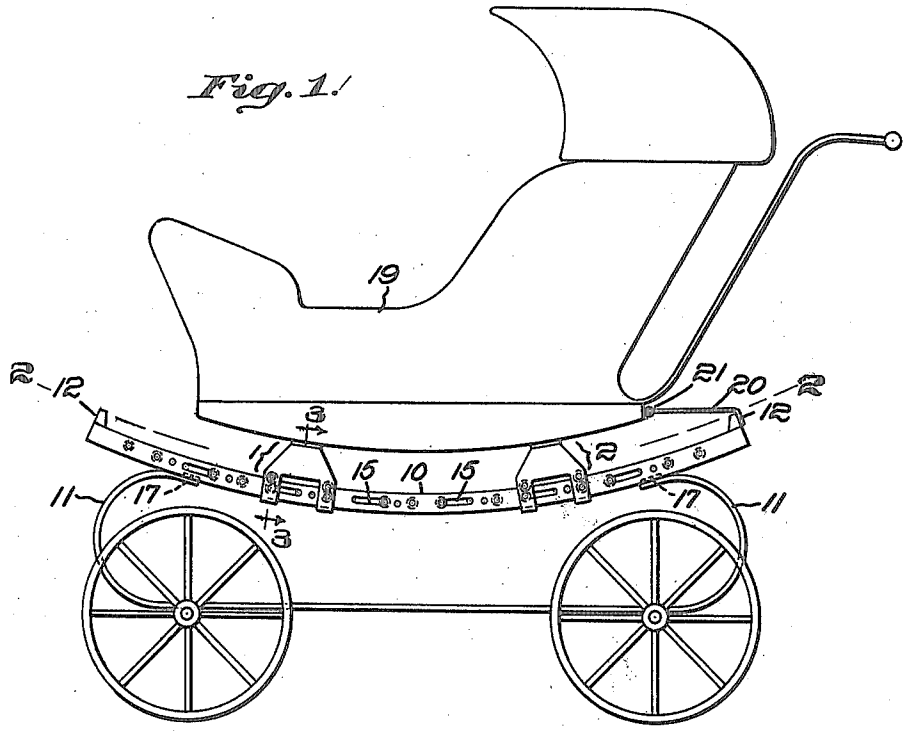


Fig. 2.

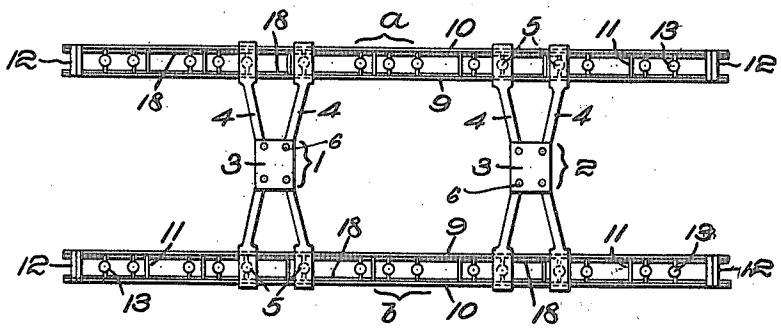
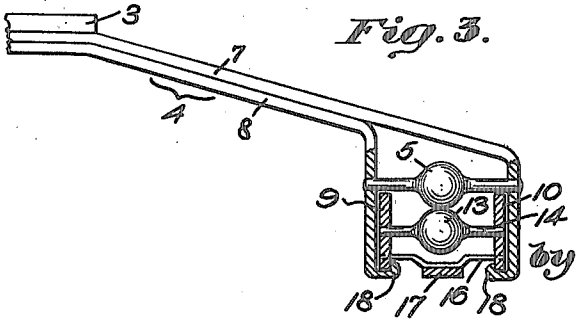


Fig. 3.



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AUTOMATIC VEHICLE-BODY-ADJUSTING MEANS.

1,207,343. Specification of Letters Patent. Patented Dec. 5, 1916.

Application filed August 23, 1915. Serial No. 46,818.

To all whom it may concern:

Be it known that I, DANIEL L. TAYLOR, a citizen of the United States, and a resident of Malden, county of Middlesex, and Commonwealth of Massachusetts, have invented an Improvement in Automatic Vehicle-Body-Adjusting Means, of which the following description, in connection with the accompanying drawings, is a specification, like characters on the drawings representing like parts.

This invention relates to vehicles and particularly to baby carriages, and its object is to provide automatically operative means for retaining the vehicle body in substantially horizontal or usual position, irrespective of the position of the wheels.

This invention will be more clearly understood by reference to the following description of an illustrative embodiment of one form thereof, and in the drawing Figure 1 is a side elevation of a conventional construction of a baby carriage, having my invention incorporated therein; Fig. 2, a plan of the body supporting members and truck therefor, on the line 2—2, Fig. 1, and Fig. 3, a detail, partly in section, of one of the body supporting members, on the line 3—3, Fig. 1, from the right.

For carrying the carriage body, any suitable truck or bolster member may be provided, and I have herein shown such a bolster in the form of spider members 1, 2, each comprising a base 3 and a plurality, and herein four, arms 4 extending therefrom. Each arm, at its outer end, is formed to provide a housing for and carries a roller 5 mounted to turn freely therein. The carriage body may be secured to the base 3 by any convenient means as bolts adapted to be received by apertures 6 in the base. The spiders 1, 2, may be of any convenient form of construction but are shown herein, see Fig. 3, as comprising two members 7, 8, conveniently secured to the base 3, and fashioned to provide a substantially rectangular housing at their outer ends. For supporting these body bolsters, Fig. 2, I provide two rails *a*, *b*, each consisting of a plurality, and herein two, curved parallel bars 9, 10, of suitable length and material, as metal, secured together in any convenient manner, in this case, at intervals by tie bars 11, which may be fastened thereto by any suitable means. Each rail is preferably provided at each end with a stop 12 to limit the movement of the bolsters and carriage body thereon.

Each rail is provided, Fig. 2, with a plurality of rollers 13, 13, of suitable material, as metal, and configuration, those shown herein, see Fig. 3, being substantially spherical in form and mounted upon axles 14. These rollers 13 may be mounted individually between the bars 9, 10, and to rotate therein without any lateral motion, or some of them may be mounted, Fig. 1, in slots 15 permitting more or less lateral sliding of the rollers simultaneously with the rotation thereof. The latter construction requires probably a less number of rollers and permits a little more free adjustment of the rollers 5, and bolsters thereon. The bars 9, 10, are provided, near their lower edges and adjacent each end, with spacers 16 each carrying a spring engaging member 17 to which vehicle springs 11 may be secured by any convenient means. The bars 7, 8, have their lower edges inturned and if desired upturned, and provided with flanges or other suitable members 18 to engage the edges of the members 9 and 10 to prevent disengagement of the spider arm therefrom.

It will be obvious that normally the carriage body 19 when mounted upon spiders 1, 2, will automatically seek substantially a horizontal or usual position. If either the forward or rear wheels are raised, either to pass over an obstacle of any kind, or to raise the carriage from the street to the curbstone or vice versa, the spiders 1, 2, 1, 2, will automatically adjust themselves by means of the rolling engagement thereof with the rollers 13, to a substantially horizontal position and thereby maintain the carriage body in substantial equilibrium. In order that the carriage body may be secured against travel, if necessary for any particular purpose, I have provided a latch 20 secured to the rear stop 12, and which may be fastened to the carriage body 19 by any convenient means as a screw eye 21.

With the foregoing construction it is unnecessary to use the same care in handling the baby carriage provided with my improved adjusting means as is required ordinarily, and practically all danger of the

occupant being thrown bodily therefrom by sudden raising or lowering of one end of the carriage is avoided.

Obviously my improved adjusting means may be applied to the running gear or chassis of many types of baby carriages or other vehicles by simply mounting it upon the frame or springs, and the invention is not limited to the form of construction illustrated herein.

Claims:

1. Vehicle body positioning means comprising a body bolster, a support therefor and movable connections between the bolster and support permitting longitudinal movement and automatic positioning of the bolster and body relative to the support.

2. Vehicle body positioning means comprising a body bolster, supporting means therefor and on which it is adapted to travel longitudinally and anti-friction means operatively connecting the bolster and bolster supporting means.

3. Vehicle body positioning means comprising a plurality of longitudinally positioned rails, a body bolster thereon, and revoluble members on the bolster and rails.

4. Vehicle body positioning means comprising a body bolster, longitudinally positioned rails therefor, rollers engaging the bolster and rails and providing relative positioning means therefor.

5. Vehicle body positioning means comprising a body bolster, longitudinally positioned inclined rail members therefor, slidable connections between the bolster and rails permitting relative positioning of the bolster and rails.

6. Vehicle body positioning means comprising a body bolster, longitudinally positioned curved rails therefor, rollers engaging the bolster and rails whereby the body automatically positions itself longitudinally relative to the rails.

7. Vehicle body positioning means comprising a body bolster, a roller therefor, a curved supporting rail, a roller thereon engaging the bolster roller permitting automatic relative longitudinally positioning of the bolster and rail and means on the bolster to hold it on the supporting rail.

8. Vehicle body positioning means comprising a body bolster, inclined rail members therefor, slidable connections between the bolster and rails, stops for the rail ends, and means on said rail members for securing the bolster against travel.

9. Vehicle body positioning means comprising the bolster 1, having arms 4, 4, 4, 4, a roller 5 on each arm, a track comprising the rails *a*, *b*, each rail comprising bars 9, 10, tie bars 11 for said bars, and rollers 13 carried by said bars.

10. A baby carriage comprising, in combination, running gear, springs thereon, curved body supporting rails, the rails each comprising a plurality of bars, spacing members connecting the bars, spring engaging members carried by the spacing bars and engaging the springs, rollers on the rails, a body bolster having a plurality of rail engaging arms, rollers on one or more of the arms and engaging the rail rollers, and means on the bolster to retain it on the rails.

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

DANIEL L. TAYLOR.

Witnesses:

EVERETT S. EMERY,

LLEWELLYN RICHARDS.