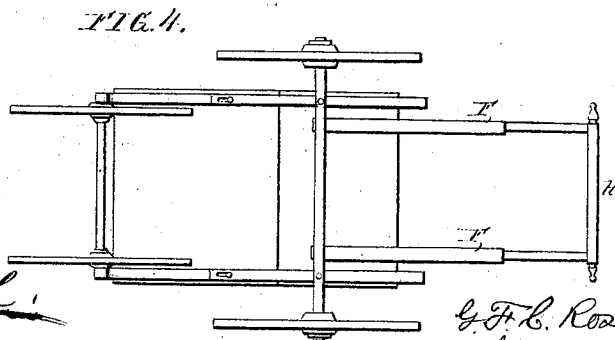
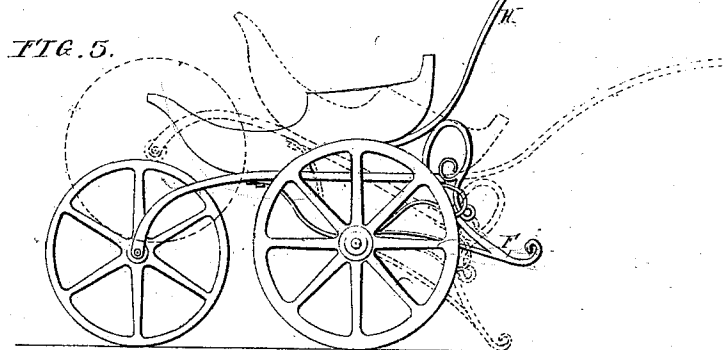
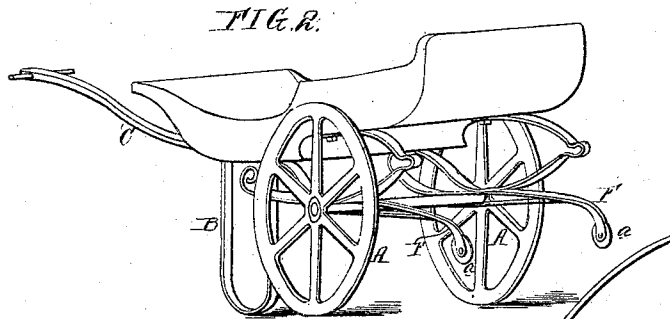
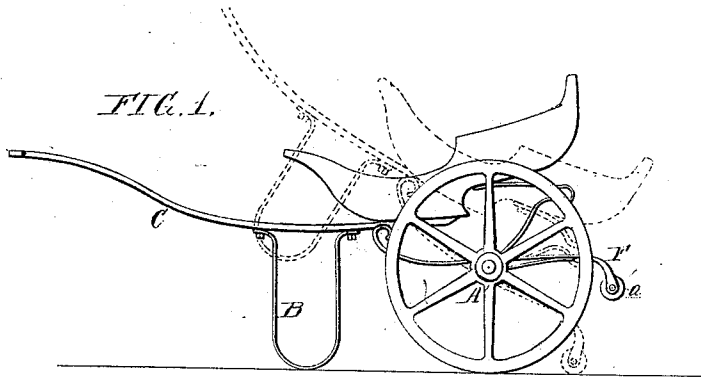


G. F. C. ROSENTHAL.

Children's Carriage.

No. 106,286.

Patented Aug. 9, 1870.



WITNESSES,

Mr. A. Steel,
Geo. B. Harding

G. F. C. Rosenthal
by his atty.
Horizon and son

United States Patent Office.

GÜNTHER FRIDRICH CARL ROSENTHAL, OF PHILADELPHIA, PENNSYLVANIA.

Letters Patent No. 106,286, dated August 9, 1870.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

The Schedule referred to in these Letters Patent and making part of the same.

To whom it may concern:

I, GÜNTHER FRIDRICH CARL ROSENTHAL, of Philadelphia, county of Philadelphia, State of Pennsylvania, have invented an Improvement in Children's Carriages, of which the following is a specification.

Nature and Object of the Invention.

My invention consists of a bar or bars attached to the body, springs, rear axle, or other portion of a children's carriage, and extending so far to the rear of the carriage that, should the latter be accidentally tilted backward, the bar or bars will strike the ground, and will prevent the overturning of the carriage and consequent danger to the occupant.

Description of Accompanying Drawing.

Figure 1 is a side view of my improved carriage;
Figure 2, a perspective view of the same;
Figure 3, a view illustrating a slight modification of my invention, applied to a different form of carriage; and
Figure 4, an inverted plan view of fig. 3.

General Description.

Children's carriages are generally so nearly balanced over the rear axle that there is constant danger of the overturning of the body should the occupant lean back, when the carriage is not carefully held or guided.

To overcome this objection I have so arranged a bar or bars at the rear of the carriage that they will strike the ground, and serve as guards, to prevent the overturning of the carriage when the weight is thrown to the rear of the axle.

One method of carrying out my invention is illustrated in figs. 1 and 2, which represent a carriage

having a side axle and pair of wheels, A, a rest, B, and a tongue, C, in front.

The guard-bars F F are in this case secured to or from part of the springs, and are furnished at their outer ends with small wheels or rollers, α , which reduce the friction, and prevent jarring when the bars strike the ground. They also enable the carriage to be lifted over gutters, &c.

The position assumed by the carriage, when it is accidentally tilted backward, is plainly illustrated by dotted lines in fig. 1, and any tilting movement beyond this would be impossible.

Figs. 3 and 4 show the application of my invention to a four-wheeled carriage, with a pusher-bar, H, behind. In this case the guards F are secured to the rear axle and body of the carriage, and the said bars, instead of being furnished with rollers at their outer ends, are merely turned upward or coiled, as shown.

The bars may be of any form and may be secured to the body, springs, axle, or other convenient portion of the carriage; and, in some instances, one bar only may be used instead of two, as above described.

Claim.

The combination with a children's carriage, supported at the rear by wheels, A A, of a permanent guide-bar or bars projecting at the rear of the carriage beyond the said wheels, as set forth.

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

GÜNTHER FRIDRICH CARL ROSENTHAL.

Witnesses:

WM. A. STEEL,
FRANK B. RICHARDS.