S. McINTIRE.

Baby-Carriages.

No. 136,607. Patented March 11, 1873.

Fig: 3

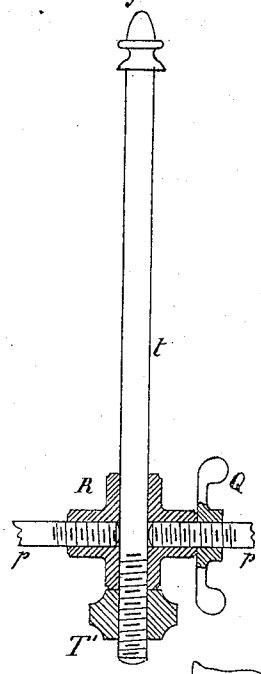


Fig: 1.

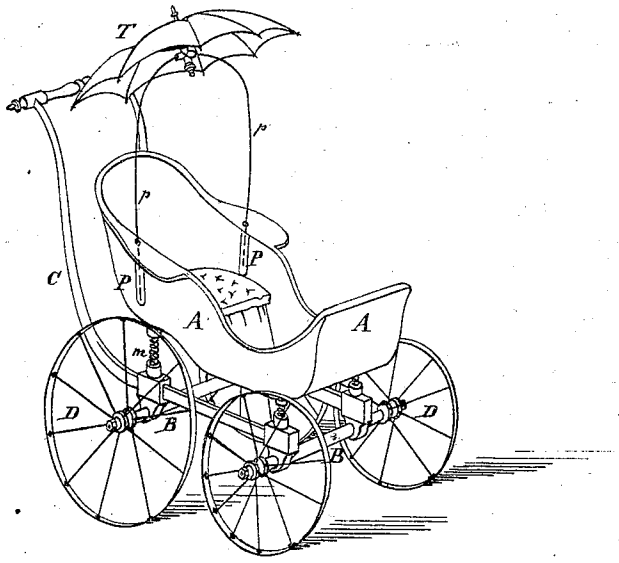
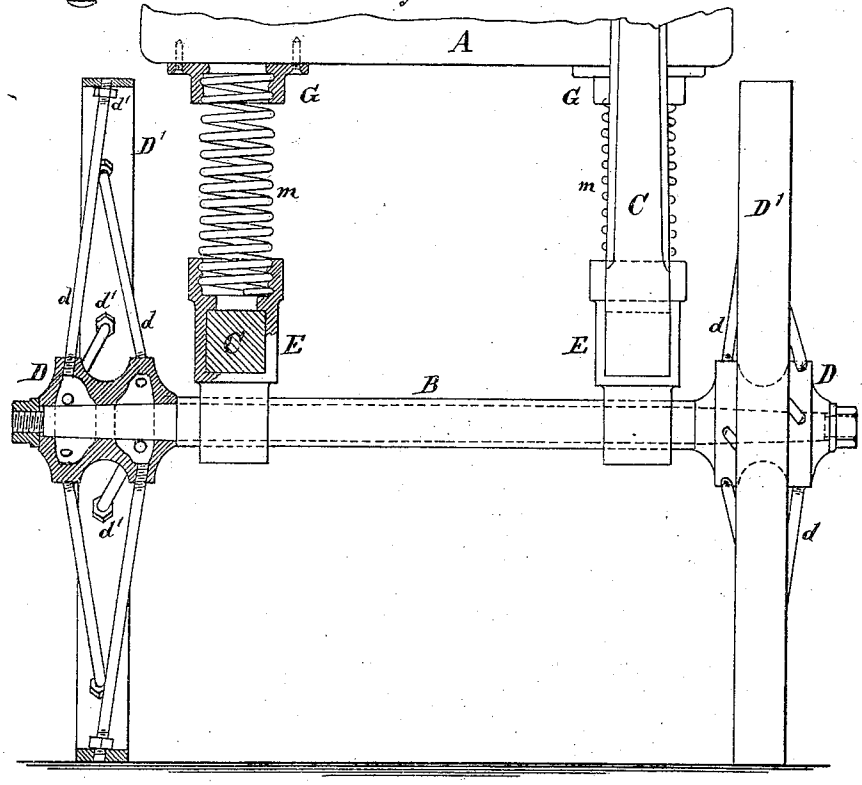


Fig: 2.



Witnesses:

M. C. Dey

Arnold Hermann.

3 6 9 12 Inches.

Inventor:

Samuel McIntire

by his attorneys Pollock & Pollock

New York

UNITED STATES PATENT OFFICE.

SAMUEL McINTIRE, OF BROOKLYN, NEW YORK.

IMPROVEMENT IN BABY-CARRIAGES.

Specification forming part of Letters Patent No. **136,607**, dated March 11, 1873.

To all whom it may concern:

Be it known that I, SAMUEL McINTIRE, of Brooklyn, Kings county, New York, have invented certain Improvements in Baby-Carriages, of which the following is a specification:

The object of my invention is to produce a carriage of highly tasty appearance, which shall be cheap and durable, as also peculiarly easy in its motions when subjected to concussions in all directions. The device for supporting the top is stronger than any other with which I am familiar, and allows peculiar facilities for adjustment, for inclining the top in different directions, and for instantly removing and replacing it when desired. The invention relates to a mode of attaching the shafts to the parts which correspond to the perch and to the springs; to provisions for mounting and connecting spiral springs; to sockets for receiving a removable top; and to the construction of an adjustable top, adapted to be thereby supported.

The following is a description of what I consider the best means of carrying out the invention.

The accompanying drawing forms a part of this specification.

Figure 1 is a perspective view of the entire carriage on a small scale. Fig. 2 is on a larger scale. Its right side is an elevation, and the left side a section through some of the parts. Fig. 3 represents a portion of the top detached.

Similar letters of reference indicate like parts in all the figures.

A is the body; B B, the axles; C, the bent portion, which I term the perch, and the rear elevated ends of which support the handle by which it is operated by the attendant; and D, the wheels. The body is supported on four spiral springs, *m*. The top is supported by the curved wires *p p*, which match into sockets P P formed in the carriage on each side of the seat. E are four castings, which, respectively, embrace and connect the axles, perch, and springs. Each is traversed across the base by the tight-fitted axle B, and immediately above, transversely thereto, by a tight-fitting perch-piece, C; and above this each supports one of the spiral springs *m* by being threaded so as to receive the spring in the manner of a screw.

As I have represented these castings, the springs *m* are screwed into threaded sockets; but the upper portion of each casting E may, if preferred, be made to receive the spiral spring on its exterior instead. In this latter case it is provided with a little screw-thread equally adapted to match the spiral spring.

The upper end of each spring *m* is correspondingly threaded into or upon a casting, G, screwed firmly to the body A. The hold taken by the springs *m* in the castings E and G constitutes a firm support, and allows the springs *m* to yield not only vertically, but also laterally in all directions. Each hub D is provided with two chambers, as shown. The spokes *d* are threaded obliquely into the ridges on the hub, as shown, so as to stand bracing, and may continue the same oblique direction, where they are threaded, into the rim D′, with a conical or rounded face to the nut *d′*, which tightens the contact; or, preferably, these spokes are bent just enough to bring their positions exactly radial at this point, so that an ordinary plain-faced nut may bear fairly. In either case the nut is slackened to allow the introduction of the spoke, and is set out firmly against the rim to finish the wheel. The axles B are formed of gas-pipe. A short filling-piece is welded in at each end, and the bearing is drawn, under a hammer or otherwise, to the proper tapering form, and turned and polished.

The body A may be made of wood, or of various other materials, and may be variously modified in form to suit the taste of the designer or the fashion of the period; but, in either case, the sockets P, which may be of small brass tube, are inserted in the positions shown, so as to be firmly and permanently set with their upper ends flush. These sockets receive the straight ends of the curved wires *p p*. The upper ends of these are threaded into a cross-shaped casting, R, the vertical part of which supports the stem or standard *t* of the parasol T. The stem *t* is made of metal tubing, and is provided with the proper adjuncts for operating the parasol. The nut T′ is used to adjust the position. The threaded ends of the curved wires *p* serve as set-screws to hold the stem *t* firmly. Both wires *p* are formed with right-hand threads. It follows that when both are fitted so as to bear with proper force against the stem *t* the latter, with its attach-

ment, including the casting R, may be changed in inclination, or turned forward or backward at will, according to the direction of the sun or wind. Any change in the inclination of the casting R tends to draw in one of the threaded ends *p*, and, to an exactly-corresponding extent, liberate the other.

The arching support formed by the bent wires *p* presents a tasty appearance, and gives great strength and firmness to the construction with a small amount of material.

A thumb-nut, Q, provided on one side, may be employed to tighten the contact and increase the friction between the wire *p* and the casting R if it should, by long use, tend to turn too easily.

It may be well to explain that, in putting together the parts of the wheels, the spokes *d* are first all screwed in too far into the hub. They are afterward all properly screwed out into the rim, and the nuts *d'* set up tightly. The chambered form of the hub allows well for this proceeding.

I am aware that a single support for parasols on children's carriages has been used. Such I do not claim. A single rod, supporting a parasol, and attached to the body of a vehicle by one or more screws, or like device, would, in consequence of the wrenching strain caused by the passage of the vehicle over rough places, be liable to be torn from its fastenings.

I claim as my invention—

1. The castings E, receiving and connecting the axle B, perch C, and spring *m*, as herein specified.

2. In combination with the body A and axles B, the spiral springs *m*, connected to castings above and below by screw-threads corresponding therewith, substantially as herein specified.

3. The bent supports *p*, in combination with the parasol T and two sockets, P, fixed in the opposite sides of the body A, as herein specified.

4. The casting R, connecting the shank *t* of the parasol with the side supports *p*, the connections being formed by screw-threads, arranged to serve as herein specified.

In testimony whereof I have hereunto set my hand this 16th day of September, 1872, in the presence of two subscribing witnesses.

SAMUEL McINTIRE.

Witnesses:

WM. C. DEY,

ARNOLD HÖRMANN.