

M. BLEIMANN.
ATTACHMENT FOR BABY CARRIAGES.
APPLICATION FILED MAR. 24, 1911.

1,000,230.

Patented Aug. 8, 1911.
2 SHEETS—SHEET 1.

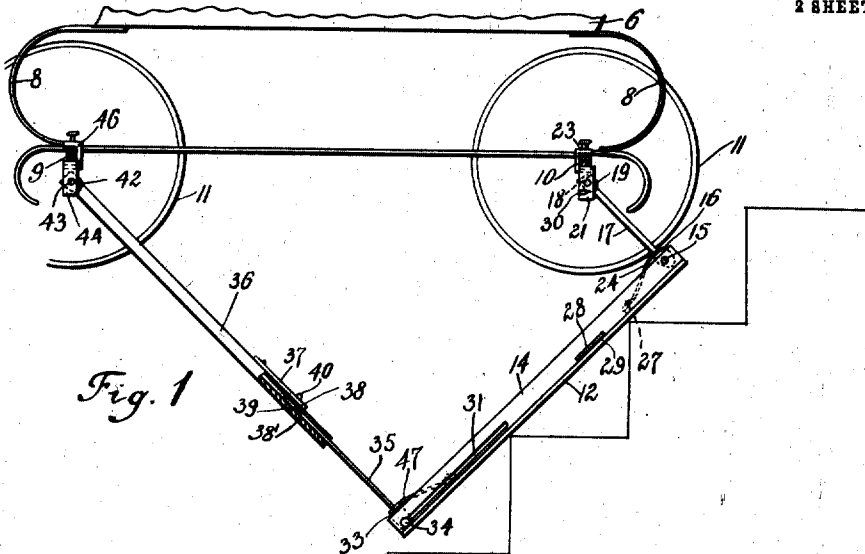


Fig. 1

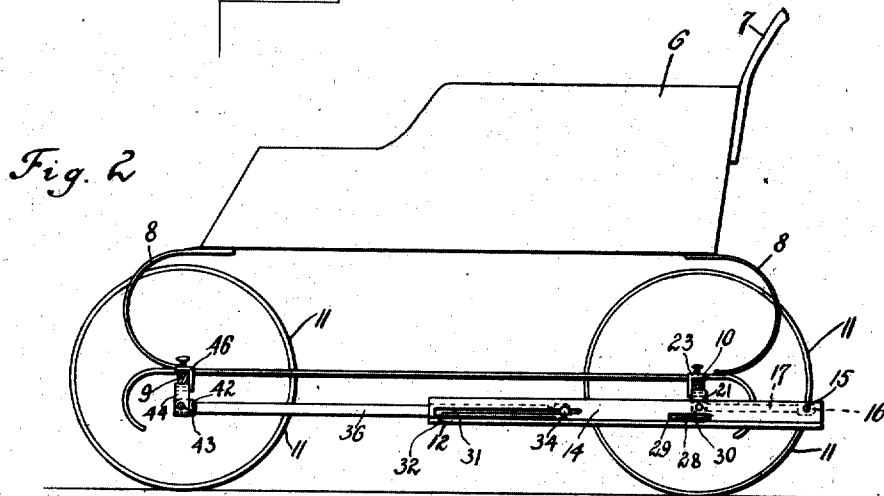


Fig. 2

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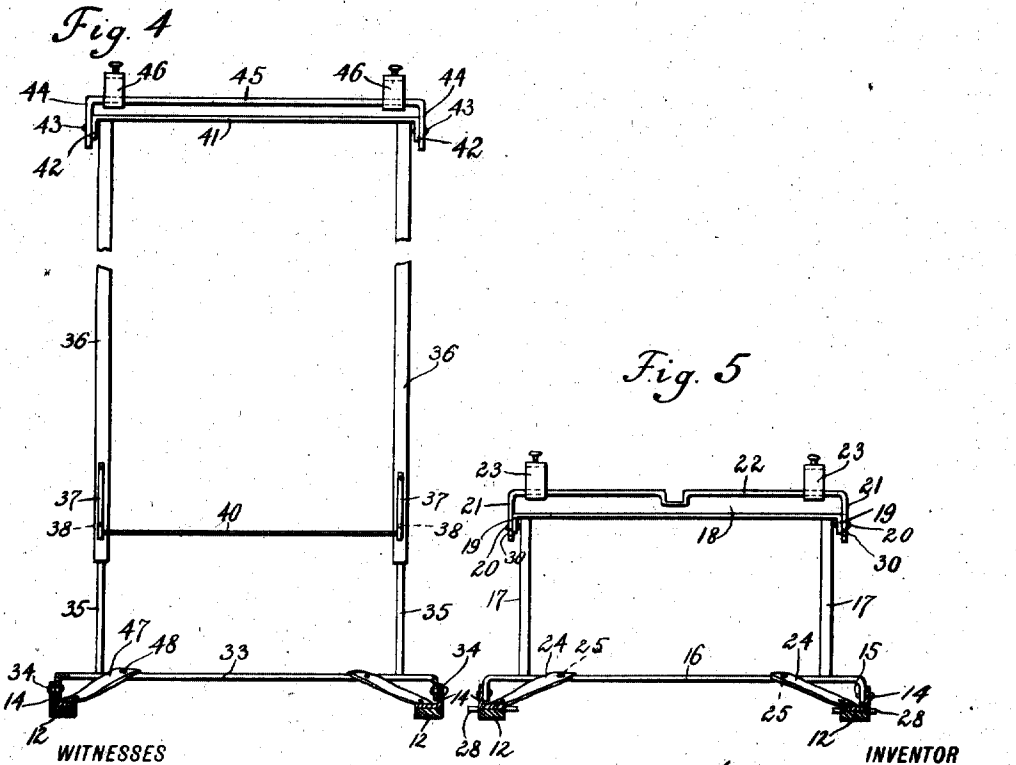
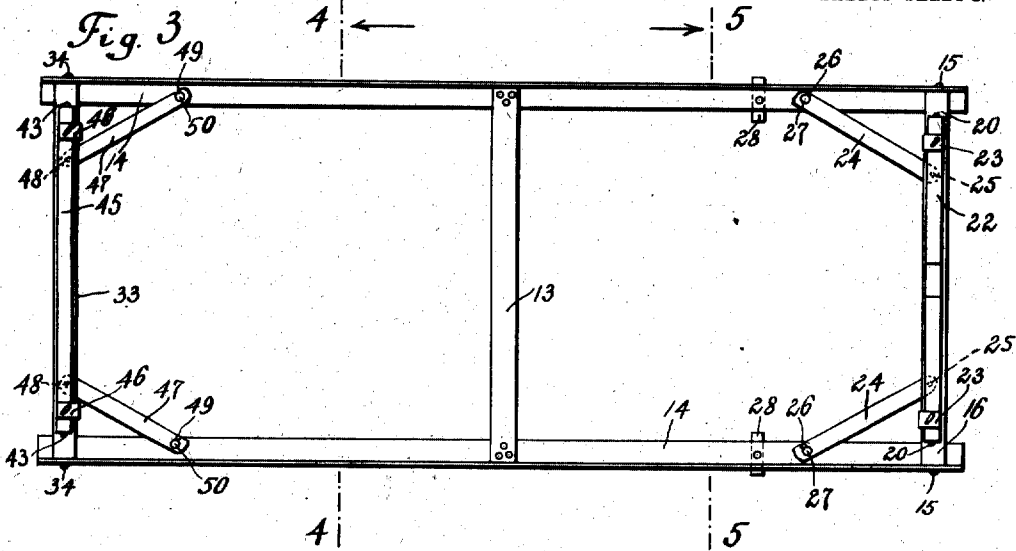
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UNITED STATES PATENT OFFICE.

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ATTACHMENT FOR BABY-CARRIAGES.

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Specification of Letters Patent.

Patented Aug. 8, 1911.

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To all whom it may concern:

Be it known that I, MARCUS BLEIMANN, a subject of the King of Hungary, and resident of the city of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Attachments for Baby-Carriages, of which the following is a specification.

The present invention relates to an attachment for baby-carriages.

In taking a baby's carriage down a stairway or staircase, the carriage occupies obviously, owing to the slant of the staircase, an inclined position which is rather inconvenient for the child in the carriage.

The purpose of the present invention is to provide an attachment for baby-carriages, whereby the same will be held in a substantially horizontal position, when traveling upon a staircase.

With these and other objects in view, which will appear as the nature of the invention is better understood, the same consists in the combination, arrangement and construction of the parts hereinafter fully described, pointed out in the appended claims and illustrated in the accompanying drawings, it being understood that many changes may be made in the size and proportion of the several parts and minor details of construction without departing from the spirit or sacrificing any of the advantages of the invention.

One of the many possible embodiments of the invention is illustrated in the accompanying drawings, in which:—

Figure 1 is a side elevation of a baby-carriage with the invention applied thereto in its operative position; Fig. 2 is a similar view with the attachment raised to an inoperative position; Fig. 3 is a plan view of the device removed from the carriage with the runners in horizontal positions; and Figs. 4 and 5 are sections taken on lines 4, 4 and 5, 5, respectively, of Fig. 3.

In the drawings, the numeral 6 denotes the body of a baby-carriage or go-cart, having a handle 7. The body is supported by means of springs 8 upon the front axle 9 and the rear axle 10. The wheels of the carriage are indicated at 11, 11. The carriage has been shown diagrammatically in the drawings, and certain portions thereof have been omitted in order to clearly illustrate the attachment.

The attachment comprises two runners 12,

12, which are connected by a tie-rod 13. To the runners are fastened in any suitable manner angle-irons 14, 14, which extend throughout the lengths of said runners. At 60 or near the rear ends of the vertical legs of the angle-irons is pivotally mounted at 15, 15 a transverse bar 16, to which are attached rods 17, 17. The upper ends of these rods are connected by means of a transverse bar 18, the ends 19, 19 of which are bent downwardly, and to these downwardly bent ends are pivoted at 20, 20 the downwardly bent ends 21, 21 of a bar 22, to which are fixedly attached clamps 23, 23. This structure may be termed the "rear support" of the attachment and can be folded in parallel relation to the runners 12, 12 around the pivots 15, 15, or be held at right angles to the axes of the runners 12 by means of brackets 24, 24, which are pivoted at 25, 25 to the transverse bar 16, and provided at their free ends with slots 26, 26, which are adapted to engage pins 27, 27, carried by the horizontal legs of the angle-irons 14. When this rear support is in a parallel relation to the runners, it may be supported in such position by means of stops 28, 28, which are pivotally arranged in slots 29, 29 in the angle-irons 14, 14, and adapted to engage recesses 30, 30 in the downwardly bent ends of the transverse bar 22.

The front portions of the vertical legs of the angle-irons are slotted, as shown at 31, 31. The outer ends of these slots are enlarged, as shown at 32, for a purpose hereinafter to be described. In these slots is shiftably and oscillatably arranged a transverse bar 33, the lugs 34, 34 of which engage the walls of said slots. Upon the transverse bar 33 are arranged rods 35, 35, adapted to telescope into tubes 36, 36, which carry springs 37, 37, having fingers 38 thereon, adapted to project into holes 38' in said tubes and to engage recesses 39 in the rods 35. The springs are connected by a cross rod 40 in order to facilitate the operation of the same. The upper ends of the tubes 36 are connected by a transverse bar 41, having downwardly bent ends 42, 42, to which are pivoted at 43, 43 the downwardly bent ends 44 of a bar 45, which carries thereon clamps 46. This structure may be termed the "front support" of the attachment and can also be brought in parallel relation to the angle-irons. For holding the front support in a vertical position relative to the

longitudinal axes of the runners, brackets 47 are pivoted at 48 to the cross bar 33; their outer ends being provided with slots 49, adapted to engage pins 50 upon the horizontal legs of the angle-irons.

The operation of the device is as follows: The clamps 46 are fastened to the front axle 9 of the carriage and the clamps 23 to the rear axle thereof, as shown in Figs. 1 and 2 of the drawings. When the stops 28, 28 are in engagement with the recesses in the downwardly bent ends 21 of the cross bar 22, the attachment will be held below the carriage axles in a plane above the ground. When it is desired to take the carriage down a flight of stairs, the stops 28 are disengaged from the recesses 30, whereby the rods 17, 17 are adapted to be swung around their pivots 15 into positions at right angles to the longitudinal axes of the runners, and to be kept in such positions by means of the brackets 24, 24, when engaged with their cooperating pins 27. The transverse bar 33 is now drawn toward the enlarged ends 32 of the slots 31 until the pivots 34, 34 are seated in said enlargements. The tubular members 36 are then brought into positions at right angles relative to the axes of the runners, the rods 35 drawn out of the tubes 36 until the fingers 38 engage the recesses 39 in said rods. The brackets 47 are then engaged with the pins 50, whereby the carriage is ready to be taken down the staircase. The carriage is shown in this position in Fig. 1 of the drawings, and it will be observed that the body thereof is arranged in a substantially horizontal position. When the ground floor is reached, the reverse operations are performed, whereby the attachment is brought into the position shown in Fig. 2 of the drawings, in which position it will not interfere with the proper travel of the carriage.

It will be observed that by means of this attachment, the carriage can be easily taken down the staircase. The movement will be a sliding one, and in using runners of a proper length, a smooth movement will be obtained owing to the fact that the wheels of the carriage do not jump from stair to stair.

If the length of the front support is to be

adjusted, a row of recesses 39 is to be provided in the rods 35, 35.

What I claim is:

1. The combination with the forward and rear axles and the carrying wheels of a child's carriage, of two runners connected by means of a tie-rod, angle-irons extending throughout the length of said runners provided with slots in their front portions, a support pivotally attached to said rear axle and to the rear ends of said angle-irons, a second support pivotally attached to said front axle and slidably arranged at its lower end in said slots, brackets for holding said supports at right angles to the longitudinal axes of said runners, and means for keeping the said first support when turned around its pivots upon said runners in parallel relation to said runners.

2. The combination with the forward and rear axles and the carrying wheels of a child's carriage, of two runners connected by means of a tie-rod, angle-irons extending throughout the length of said runners provided with slots in their front portions, a support pivotally attached to the rear ends of said angle-irons, a transverse rod pivoted to said support and detachably attached to said rear axle, a second support slidably arranged in said slots, a transverse rod pivotally attached to the upper end of said support and detachably fastened to said front axle, brackets for holding said first support at right angles to the longitudinal axes of said runners, brackets for holding said second support at the outer end of said slots at right angles to the longitudinal axes of said runners, means for keeping said first support when turned around its pivot upon said runners in parallel relation to said runners, said slots permitting of a movement of the lower end of said second support when its brackets are out of operation toward said first support and into parallel relation to said runners.

Signed at New York, in the county of New York and State of New York, this 15th day of March, A. D. 1911.

MARCUS BLEIMANN.

Witnesses:

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