(No Model.)

W. GARDNER.

BABY CARRIAGE.

No. 447,606. Patented Mar. 3, 1891.

Fig. I.

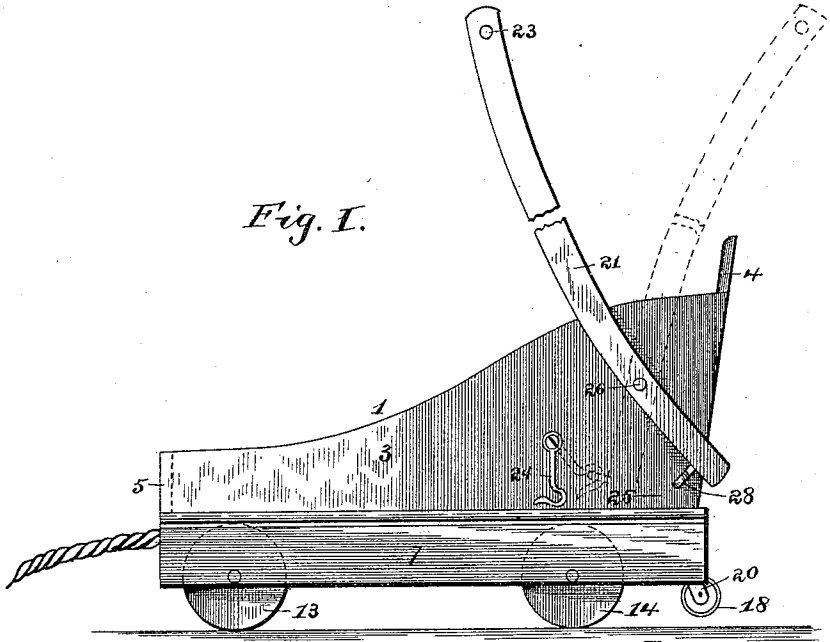


Fig. II.

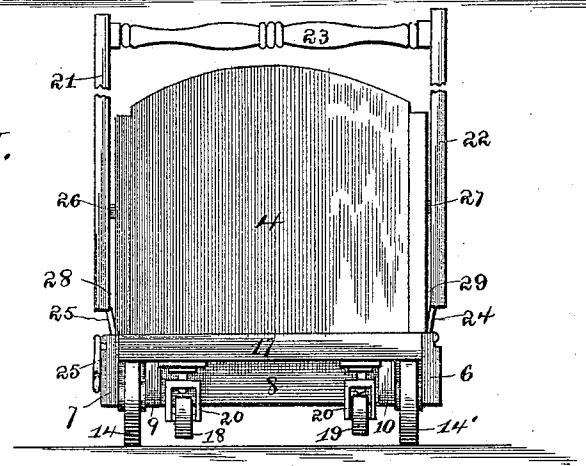
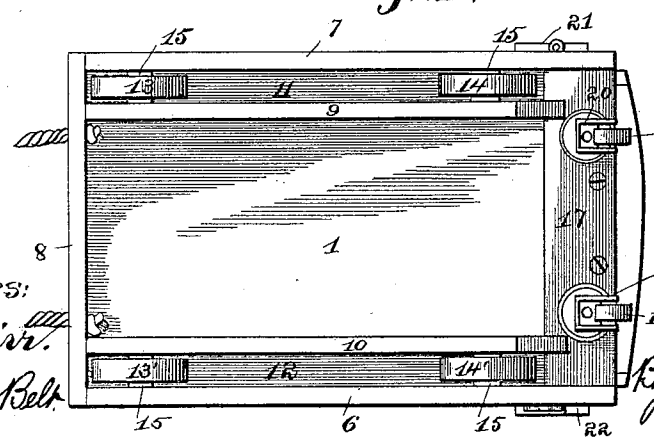


Fig. III.



Witnesses:
J. B. McGirr.
William O. Belt.

Inventor.
William Gardner
By Edson Bros
his Attorneys

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

WILLIAM GARDNER, NEW YORK, N. Y., ASSIGNOR TO JOANNA GARDNER, OF SAME PLACE.

BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 447,606, dated March 3, 1891.

Application filed November 17, 1890. Serial No. 371,755. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM GARDNER, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Baby-Carriages; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in baby-carriages; and it has for its object to provide a carriage which can be easily and cheaply manufactured and which is constructed in such a manner that the danger of tipping over is totally obviated.

A further object of my invention is to provide means for turning the carriage completely around without permitting its main wheels to scrape on the ground A further object is to provide a foldable handle which can be so arranged as to form a support for a covering for the carriage, and finally to so construct and arrange the wheels of the carriage that a rocking motion may be given to the same without danger of tipping over.

With these ends in view my invention consists of a low body mounted on a suitable frame, which is provided with longitudinal sides, and two corresponding side bars arranged within the frame under the body and close to the longitudinal sides. Between each of these two pairs of adjacent side bars are two wheels mounted on suitable axles journaled in the sides and side bars in the the forward and rear parts thereof. Secured on the cross-piece at the rear of the carriage on the bottom of the body are two caster-wheels swiveled on vertical spindles and arranged at a suitable distance apart, and of such form and dimensions as will allow them to remain free from contact with the floor or ground unless the carriage is tilted backward, when the weight of the carriage will be removed from the main carrying-wheels and placed upon the caster-wheels, and the carriage can be readily and easily turned in any direction. The two rear main wheels are so placed beneath the carriage that when a child has been placed in the body the child is nearly balanced over these wheels and the attendant can give a rocking motion to the carriage by bearing down on the handle, which causes the carriage to balance on the rear wheels and move downwardly until the caster-wheels touch the ground. Pivoted on either side of the body of the carriage, near the rear thereof, is the handle, which projects behind the carriage, and its lower ends are fastened securely in place when it is desired to push the carriage; or it may be folded over the carriage and rest on the projecting edges of the side pieces when not in use. Fastened to the forward part of the body is a rope which may be used in drawing the carriage.

My invention further consists of the peculiar construction and arrangement of parts, as will be more fully described and claimed hereinafter.

To enable others to understand my invention, I have illustrated the same in the accompanying drawings, in which—

Figure I is a side elevation of my improved baby-carriage. Fig. II is a rear elevation. Fig. III is a bottom plan view of the carriage.

Referring to the drawings, in which like numerals of reference denote corresponding parts in all the figures, 1 designates the body of my improved baby-carriage, which has the sides 2 3 considerably wider at the rear ends than at the forward ends, the back 4 corresponding substantially in width to the width of the sides, and the front 5, which is low and narrow, to correspond with the forward portions of the sides 2 3. It is especially desirable to make the body as described, as it is placed on a low frame; and it is obvious that the rear wide ends of the sides 2 3 serve to prevent the occupant from falling out, while the low forward end allows a very small child to climb into the body and yet avoid tilting the carriage over. This body 1 is mounted on a suitable carrying-frame, which consists of two longitudinal sides 6 7, extending from front to rear of the body, and a transverse piece 8, joining the forward ends of the side pieces 6 7. These sides 6 7 of the frame project slightly beyond the sides 2 3 of the body and serve as a resting-place for the

handle when it is folded over the body, as will more fully appear hereinafter. Within this frame and beneath the body 1 are two side rails or bars 9 10, adjacent to the sides 6 7 of the frame and suitably secured thereto. Between these side rails or bars 9 10 and the adjacent sides of the frame are provided the channels or spaces 11 12, respectively, within each of which channels are arranged the carrying-wheels 13 13′ 14 14′, which are mounted on suitable axles 15, journaled in bearings in the sides and side rails 6 9 and 7 10 of the frame, respectively. The carrying-wheels may be made of any desired form of construction; but they should be quite small, so as not to raise the carriage too high above the ground. The side rails or bars 9 10 are not quite as long as the sides 6 7 of the frame; but they terminate at a cross-piece 17, secured on the rear of the body of the carriage, and the rear ends of said side rails 9 10 may be beveled, as shown in Fig. III. On this cross-piece 17 are fastened two caster-wheels 18 19, which are supported on vertically-swiveled brackets 20, and which are of any desired construction; but said caster-wheels do not extend downwardly as far as the main carrying-wheels 14 14′, so that they are normally out of contact with the floor or ground. If it is desired to turn the carriage around, the attendant simply presses down on the handle, thus removing the weight of the carriage from the carrying-wheels and placing it on the caster-wheels, and the carriage can then be readily turned in any direction. The rear carrying-wheels 14 14′ are placed sufficiently forward to allow the carriage to be balanced thereon with very little pressure on the handle; but the caster-wheels 18 19 prevent the carriage from tipping too far backward, so that when it is desired to turn the carriage the attendant exerts a little more pressure on the handle and transfers the entire weight of the carriage to the caster-wheels, thus obviating the disadvantage of having the main wheels scrape the ground, as in the ordinary vehicles.

It is obvious that the carriage may be turned around when only the front carrying-wheels 13 13′ are lifted from the ground and the weight of the carriage is placed on the rear carrying-wheels 14 14′ and the caster-wheels 18 19. When the carriage is being pulled by means of the rope 31, the same result is secured by simply lifting the front wheels from contact with the ground by means of the rope. By pressing slightly on the handle the carriage may be tilted backward, and then removing the pressure on the handle the carriage will resume its normal position, and it is obvious that if this is done rapidly a rocking motion will be given to the carriage and its occupant, which is sometimes very desirable.

Pivotally secured to rear portions of the sides 2 3 of the body are two bars 21 22, which are joined together at the upper ends thereof by a handle 23. These bars 21 22 may be fastened rigidly on the carriage-body in position for pushing the carriage by means of suitable hooks 24 25, arranged on the sides 2 3 of the body slightly below and in front of the pivots 26 27, which hooks engage with eyes 28 29 in the lower ends of the rods 21 22, and hold the handle firmly in the proper position for pushing.

When the carriage is not in use and it is desirable to have it occupy as little space as possible, the hooks 24 25 are disengaged from the eyes 28 29 and the handle is folded over the body and rests on the projecting edge of the side pieces 6 7 of the frame. The rods are prevented from rubbing against the body by washers on the pivots between the sides 2 3 and the rods 21 22, and said rods are of any desired length; but they are preferably slightly longer than the body 1, so that they will readily fold over the body.

If it is desired to protect the occupant from insects while asleep in the carriage, I have provided another hook 30 on one of the sides 6 7 of the frame and slightly behind the pivots 26 27, which hook is adapted to engage with one of the eyes 28 in the rods 21 22 and hold the handle rigidly above the body, and a covering may then be thrown over the handle and the carriage without interfering with the occupant.

The body 1 is provided with a suitable bottom, which may be covered with carpet or any other material, as desired.

To the forward part of the carriage I attach a rope 31, which may be used to draw the carriage.

I am aware that changes in the form and proportion of parts and details of construction can be made without departing from the spirit or sacrificing the advantages of my invention, and I therefore reserve the right to make such changes as fairly fall within the scope of my invention.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A low-down baby-carriage consisting of the frame having the front and rear carrying-wheels suitably journaled therein, the body secured directly to the frame, a handle, and the caster-wheels 18 19, supported directly on the frame and arranged between and in rear of the rear carrying-wheels, said caster-wheels being elevated slightly above the carrying-wheels and turning freely on vertical pivots, whereby the caster-wheels serve as pivots or supports when the carriage is tilted and lifted off the carrying-wheels to enable the carriage to be turned within a narrow space, substantially as shown and described.

2. A low-down baby-carriage consisting of a frame having the parallel inner and outer side bars, the carrying-wheels arranged between the inner and outer bars of the frame and having their axles journaled thereon, the body fixed directly to the frame, and the pair

of swiveled caster-wheels 18 19, supported directly on the frame with their vertical pivots free to turn in suitable sockets, said pair of caster-wheels being arranged between the rear carrying-wheels and in rear of the same, substantially as and for the purpose described.

3. A low-down baby-carriage consisting of the body, the frame having the side pieces 6 7, which project laterally beyond the vertical sides of the body to form horizontal ledges along the sides of the carriage, the carrying-wheels arranged within the side pieces of the frame, and the handle pivoted to the body and adapted to be folded over the same to rest on the horizontal ledges at the sides of the carriage, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM GARDNER.

Witnesses:
SAM. W. FREUND,
JOHN H. RAPP.