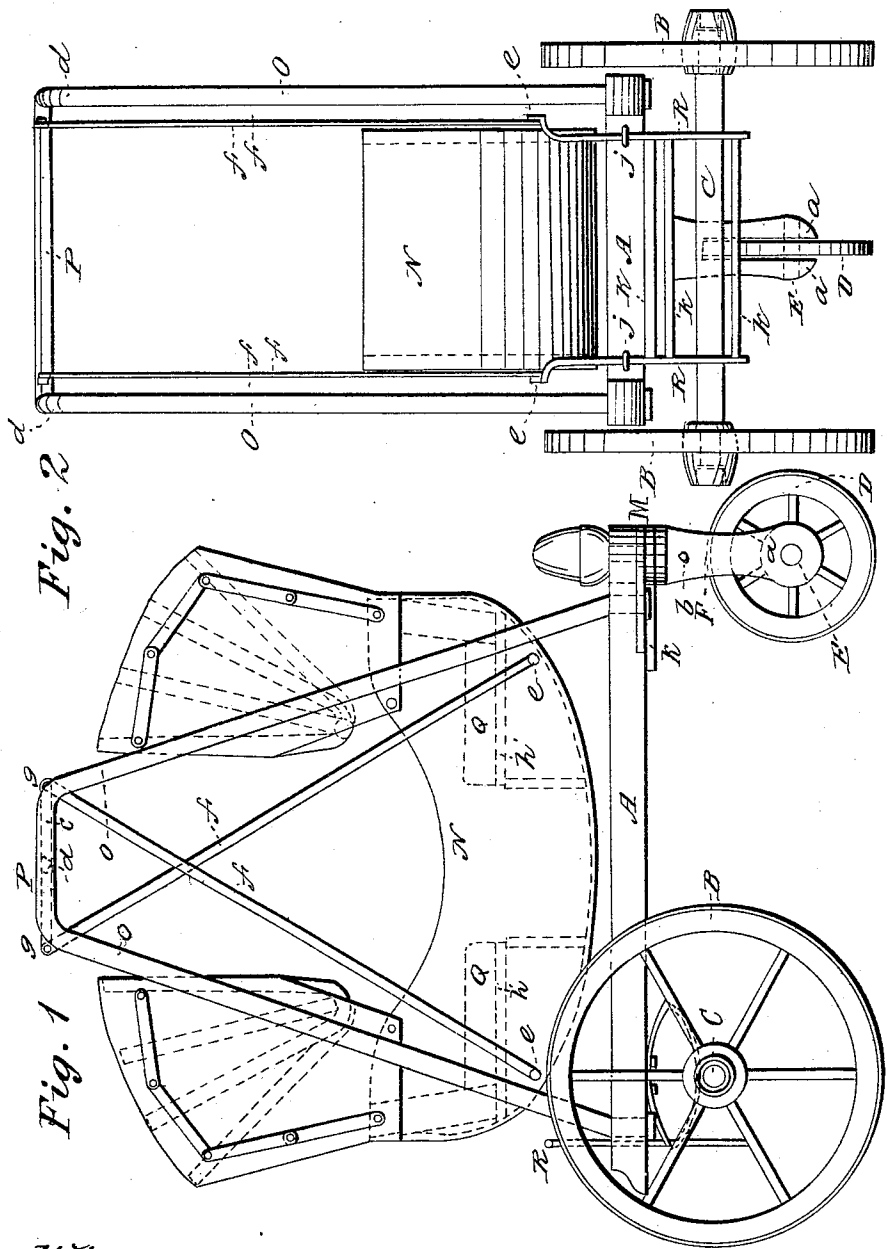


W. H. FLANIGAN.

Child's Carriage.

No. 100,882.

Patented March 15, 1870.



Witnesses:

Thomas J. Dwyer
 Samuel H. Runner

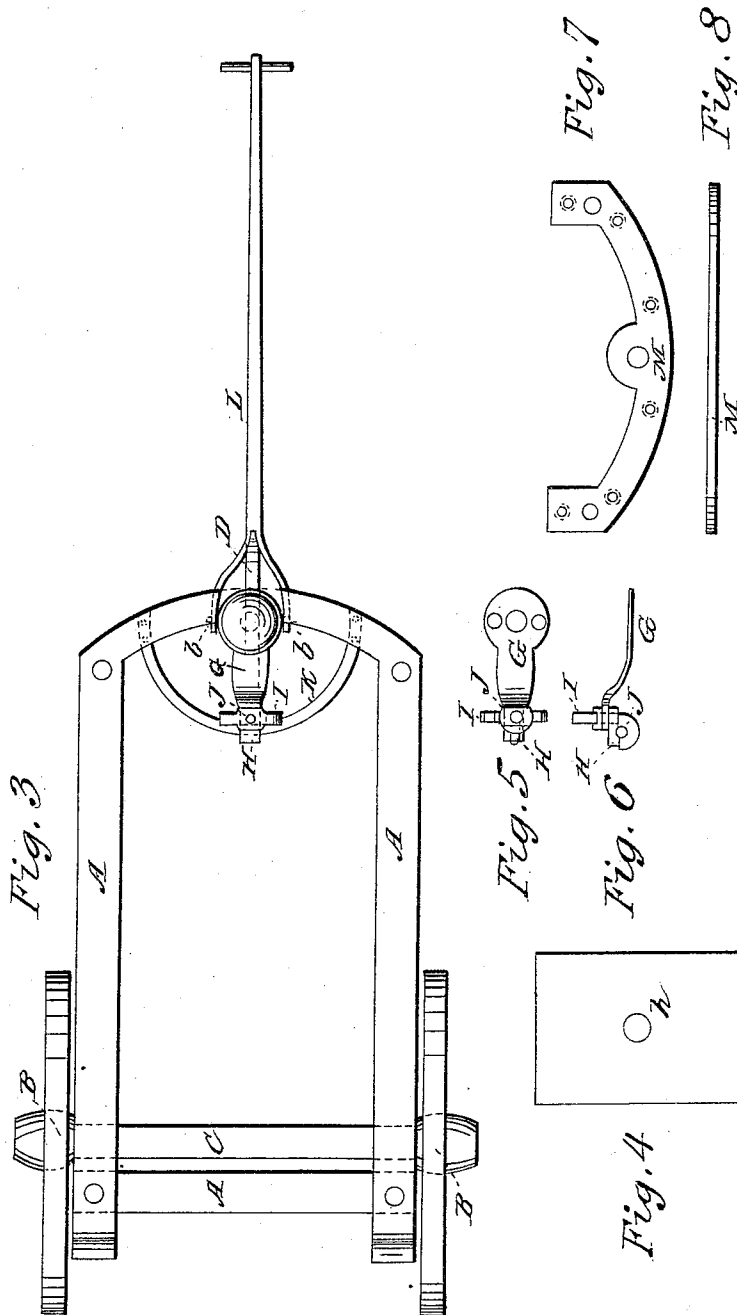
Inventor:

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William H. Flanigan
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United States Patent Office.

WILLIAM H. FLANIGAN, OF PHILADELPHIA, PENNSYLVANIA.

Letters Patent No. 100,882, dated March 15, 1870.

IMPROVEMENT IN COMBINED CARRIAGE, CRADLE, SWING, AND BABY-WALKER.

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

I, WILLIAM H. FLANIGAN, of the city of Philadelphia, and State of Pennsylvania, have invented certain Improvements in a Combined Carriage, Cradle, Swing, and Baby-Walker, of which the following is a specification.

The nature of my invention consists in a combined carriage, cradle, swing, and baby-walker; the body of the carriage being suspended to bent rods or tubes, which project upward from the truck-frame, so as to allow of a swinging motion, and adapt it for a swing or cradle. The suspension also causes the body to assume a level position in passing over irregular ground. The carriage is provided with a frame at the rear part, having longitudinal rods at different elevations, in accommodation to children of various heights, the child taking hold of one of the rods and pushing the carriage forward as it walks, thus being held up as it advances.

To enable others skilled in the art to which my improvement appertains to make and use my invention, I will now give a detailed description thereof.

In the accompanying drawings which make a part of this specification—

Figure 1 is a side elevation of the improved apparatus.

Figure 2 is an end view of the same.

Figure 3 is a plan view of the lower part of the carriage.

Figure 4 is a side view of the middle board *h*.

Figures 5 and 6 are views, at right angles with each other, of the brace-pieces.

Figures 7 and 8 are like views of the plate *M*.

Like letters in all the figures indicate the same parts.

A is the truck-frame.

B B are the hind wheels, on the axle *C*.

D, the front wheels, whose axle, *E*, is supported by the cheeks *a a* of the swivel-shaft *F*, whose center-pin turns in the front end of the frame *A*.

Projecting inward from the shaft *F* is a plate, *G*, beneath the inner end of which is the clamping-piece *H*, there being a thumb-nut, *I*, on the upper end of the bent rod *J*, seen in figs. 5 and 6, which hooks under the circular rod *K*.

The said nut is screwed tight enough to allow the clamping parts to slide evenly on the rod *J*, which is concentric with the shaft *F* when the carriage is drawn by means of the tongue *L*, whose forked end has connection with the said shaft *E* by means of the pins *b b*, which project from opposite sides of the same.

The pieces *G*, *H*, *I*, and *J*, are shown in detail in figs. 5 and 6.

M is a plate, on the under side of the truck-frame *A*, at its front end.

To this plate is bolted the circular rod *K*.

The plate *M* is shown in detail in figs. 7 and 8.

The frame *A* may be made altogether of iron, if desired, in which case it should be cored out on its under side to reduce its weight.

N is the body of the carriage, which is suspended, in order to convert it at pleasure into a swing or cradle, there being bent rods, *O O*, in the upper and horizontal parts *e*, in which the journals *d d* of the axle *P* turn, the ends of said rods being secured in the truck-frame *A*, as seen in figs. 1 and 2.

To the sides of the body *N* are secured, by means of screws, *e*, the lower ends of the brace-rods *f*, the upper ends being connected with the ends of the rods *g g*, which are secured in the axle *P*.

By this arrangement the axle *P* is well braced, and has a rigid connection with the body *N*; and the journals *d d*, turning freely in their bearings in the horizontal parts of the rods *O O*, as before described, the body *N* may, independent of its use as a carriage, be used as a swing or a cradle.

When used for the latter purpose the board *h*, seen in fig. 4, is placed between the boards *h' h'*, on which the seat-cushions *Q Q* rest, one of the cushions, in such case, being laid on the board *h* to continue the bed-bottom.

Besides the adaptation of the body *N*, by means of its suspension, as described, to the purpose of a swing or cradle, it has thereby the advantage of maintaining a horizontal position at all times in passing over irregular ground.

When the body *N* is not used for a swing or cradle, the board *h* is placed beneath one of the end bottom cushions *Q*.

Instead of making the body *N* double, as shown in the drawings, it may be made single when desired, being otherwise constructed as shown in the drawing.

There is a vertical frame, *R*, seen in figs. 1 and 2, connected with the rear end of the frame *A*, being fastened thereto by means of the staples *j j*, or in any other convenient manner.

The said frame has horizontal rods, *k k*, to one of which a child learning to walk takes hold, and then pushes the carriage forward, being thereby prevented from falling as he walks along, when the carriage is used in this way, the front wheel *D* turning by tightening the thumb-nut *I*. At other times it is sufficiently loose for the turning of the carriage.

When the baby-walker is used the front wheel is set to turn in any given direction.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The suspension of the carriage-body *N* to upright projections, *O O*, of the truck-frame *A*, whereby it is adapted to the purpose of a swing or cradle at pleasure, the several parts being constructed and arranged, in relation to each other, substantially in the manner and for the purpose set forth.

2. The frame R, in combination with the truck-frame A, substantially in the manner and for the purpose specified.

3. The combination and arrangement of the pieces G, H, I, J, and K, with the truck A and swivel-shaft F, substantially in the manner and for the purpose described.

In testimony that the above is my invention, I have hereunto set my hand and affixed my seal this 12th day of February, 1870.

WILLIAM H. FLANIGAN. [L. S.]

Witnesses:

THOMAS J. BEWLEY,
STEPHEN USTICK.