

No. 642,436.

Patented Jan. 30, 1900.

E. FIRNHABER.
TRACK FOR BABY WALKERS.

(Application filed Nov. 13, 1899.)

(No Model.)

2 Sheets—Sheet 1.



Fig. 1.

Witnesses

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No. 642,436.

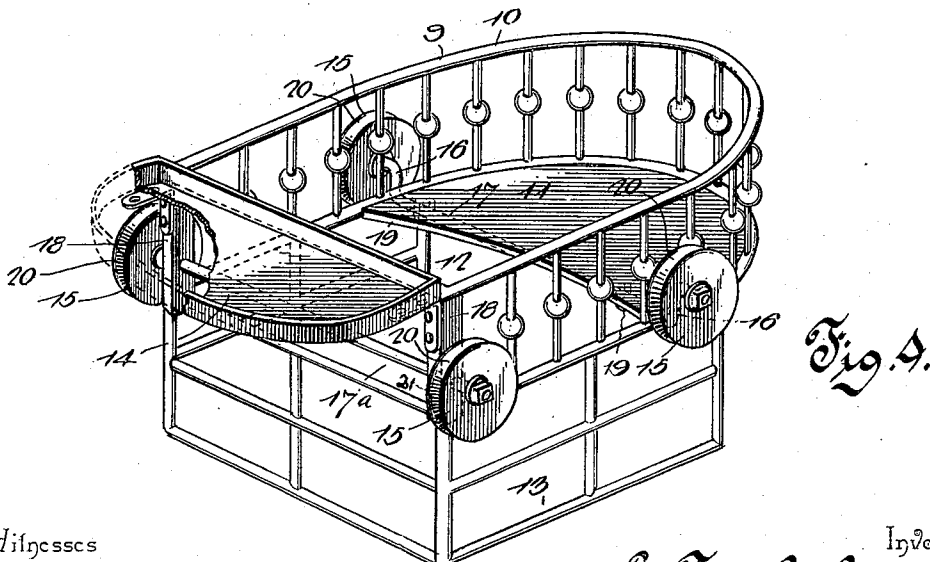
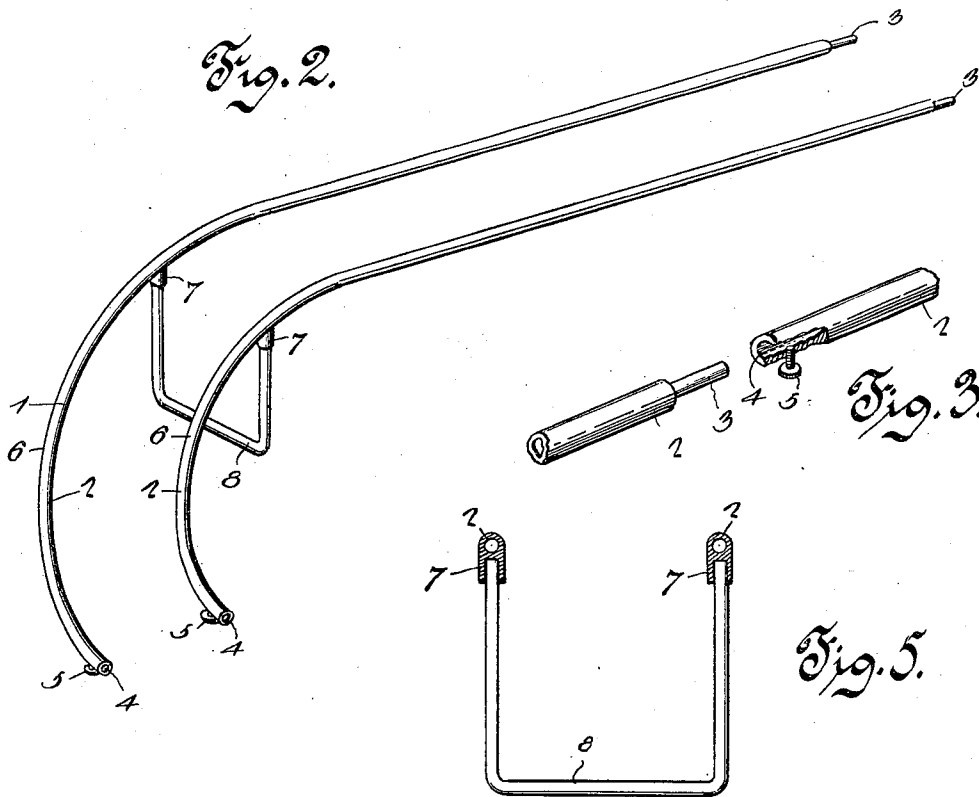
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Witnesses

J. Kaufmannverw. v.
Chas. S. Hyer.

By his

Attorneys,

E. Firnhaber,

Inventor,

Chas. Snow & Co.

UNITED STATES PATENT OFFICE.

EDWARD FIRNHABER, OF WORMS, NEBRASKA.

TRACK FOR BABY-WALKERS.

SPECIFICATION forming part of Letters Patent No. 642,436, dated January 30, 1900.

Application filed November 13, 1899. Serial No. 736,814. (No model.)

To all whom it may concern:

Be it known that I, EDWARD FIRNHABER, a citizen of the United States, residing at Worms, in the county of Merrick and State of Nebraska, have invented a new and useful Track for Baby-Walkers, of which the following is a specification.

This invention relates to a continuous track for a baby-walker; and the object of the same is to provide a simple and efficient device of this character by which a baby or child may be aided in learning to walk within a predetermined confinement with the assistance of a preferred form of carriage without annoyance or irritation and wherein are separable track members adapted to be quickly set up for use or dissociated for the purpose of storage.

With this and other objects in view the invention consists in the construction and arrangement of the several parts, which will be hereinafter more fully described and claimed.

In the drawings, Figure 1 is a perspective view of a baby-walker set up in operative position and embodying the features of the invention. Fig. 2 is a detail perspective view of one of the track-rails. Fig. 3 is a detail perspective view of portions of the rails, showing the manner of coupling the same. Fig. 4 is a similar view of a carriage used in connection with the improved device. Fig. 5 is a transverse vertical section of a portion of the track-rails and support therefor, showing the sockets for raising the ends of the support.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

Referring to the drawings, the numeral 1 designates rail-sections, each comprising lengths of tubular rails 2, having reduced stems 3 at one end, as clearly shown by Fig. 3, adapted to enter the openings 4 in the contiguous ends of the rails of the adjacent section and be secured against accidental separation by set-screws 5. As shown in the accompanying drawings, four of the rail-sections 1 are employed to provide an oblong endless track, and one end of each tubular rail 2 is curved, as at 6, and is joined to a corresponding curved portion of an adjacent rail. It will also be understood that the stems 3 are alternately arranged on the ends of the

rail-sections, so as to contribute largely to the convenience of connecting up the several rail-sections and producing the endless track. At an intermediate point each tubular rail 2 on its under portion has a depending socket 7, and said sockets are so positioned on the companion rails of each section that they will stand directly in transverse alinement to receive the terminals of inverted-U-shaped legs 8, which are of equal length throughout the entire apparatus and support the continuous track at a uniform elevation. The terminals of the legs 8 are removable from the rail-sections 2, but when in operative relation therein will be prevented from becoming accidentally disengaged by making the sockets 7 long enough to overcome any such tendency. The removability of the legs 8 provides for a reduction of the apparatus to a small compass for storage or transportation, and in view of the fact that the track members 2 have a similar contour and are also of like construction less expense will be incurred in their manufacture and their sale price will also be materially reduced.

The carriage 9 comprises an upper surrounding rim 10, having a rear seat 11, and in advance of the front edge of said seat an opening 12 is provided and extends downwardly through a lower depending guard-frame 13, which is of less extent rearwardly than the railing 10 and when in operating position on the track set forth almost touches the floor or other surface on which the said track has bearing, but is high enough to pass over the cross members at the base of the legs 8. This guard-frame 13 is open and light of structure; but the open-work is of such dimension that the baby or child using the carriage cannot make an exit therethrough. The rear of the railing 10 around the seat 11 is curved to afford a comfortable rest for the baby or child when in sitting posture, and to the front upper portion of the carriage is adapted to be attached a tray 14 to receive, as will be understood, toys or other amusing devices for the child or baby. By locating the said tray 14 at the front and depositing thereon toys and other articles the baby or child will move in a similar direction to obtain possession of said articles and in doing so will propel or cause the carriage to move.

To facilitate the easy movement of the carriage, rollers 15 are journaled on opposite sides thereof and have their axes in a plane above the lower termination of the railing 10. 5
 The said rollers 15 are rotatably journaled on the opposite hooked ends 16 of the drop-axle 17, which are stationarily secured to the carriage and extend transversely thereacross. The front axle 17 is made fast to the opposite 10
 posts 18 at the corners of the railing 10, and the rear axle is secured to the under side of the seat 11 by staples 19 or other analogous fastenings. Each of the rollers 15 is circumferentially grooved for a considerable depth, 15
 as at 20, to prevent them from running off or becoming disconnected from the tubular rails, and to deaden the sound of movement of the rollers over the said rails and also provide a yielding movement for the carriage as an entirety rubber or other analogous gaskets 21 20
 surround the inner curved portions of the grooves of the rollers. The transverse extent of the grooves 20 is in excess of the diameter of the rails, so as to prevent frictional 25
 binding of the said rollers on the rails, particularly in rounding the curves at the ends of the track.

In arranging the device for operation the several track-sections are set up as shown in 30
 Fig. 1, and the carriage is inserted between the opposite rails, so that the rollers 15 will fit over the latter. When the carriage is so positioned, the depending guard-frame 13 will be suspended, and in the use of the device by 35
 a baby or child the upper opposite portions of the railing 10 are grasped and afford means of support during the body action in the attempt to walk or during movement after the baby or child has learned to walk. The movement of the baby or child causes the carriage 40
 to traverse the rails and provides an amusement, as well as strengthens the body by muscular action, and particularly encourages self-reliance. At any time the baby or child can 45
 rest by sitting on the seat 11, and in addition to the special purpose for which the improved device is designed it may also be used at times as a mode of amusement for children 50
 capable of walking. The railing 10, as well as the depending guard-frame 13, prevents a baby or child under ordinary conditions from

getting out of the carriage, and to this may also be added the attractiveness and novelty of a device which will absorb the attention of the baby or child and overcome any desire to 55
 crawl out. A safe means is thus provided for shielding the baby or child against accident, and the carriage containing the child may be left without fear of danger, and thereby provide means for the nursery amusement 60
 of a child without requiring the constant care of a nurse or other attendant. When not in use, the track may be dissembled and it and the carriage stored in a small compass.

Changes in the form, proportions, and minor 65
 details of construction can be resorted to without in the least departing from the spirit or sacrificing any of the advantages of the invention.

Having thus described the invention, what 70
 is claimed as new is—

1. A continuous track made up of separable rail-sections, one extremity of each rail-section being curved and the opposite extremities of all the sections in alternation being 75
 provided with sockets and stems, means for securing the joined ends of the rail-sections, depending sockets in transverse alinement at regular intervals on the rail-sections, and supports for the track having free ends removably fitted in the said transverse-aligned 80
 sockets.

2. A continuous track made up of sections composed of parallel tubular rails of different lengths having depending sockets and each 85
 curved at one end in the same arc as the curve of the adjacent end of the other, means for joining the meeting ends of the several rails, and U-shaped legs having their terminals removably fitted in said sockets. 90

3. A continuous track made up of separable sections having depending sockets at regular intervals, and U-shaped legs having their terminals removably fitted in said sockets.

In testimony that I claim the foregoing as 95
 my own I have hereto affixed my signature in the presence of two witnesses.

EDWARD FIRNHABER.

Witnesses:

J. H. WOOLLEY,

HERMANN SCHIPMANN.