

R. G. ELDER.
Child's Carriage.

No. 112,696.

Patented March 14, 1871.

Fig. 1.

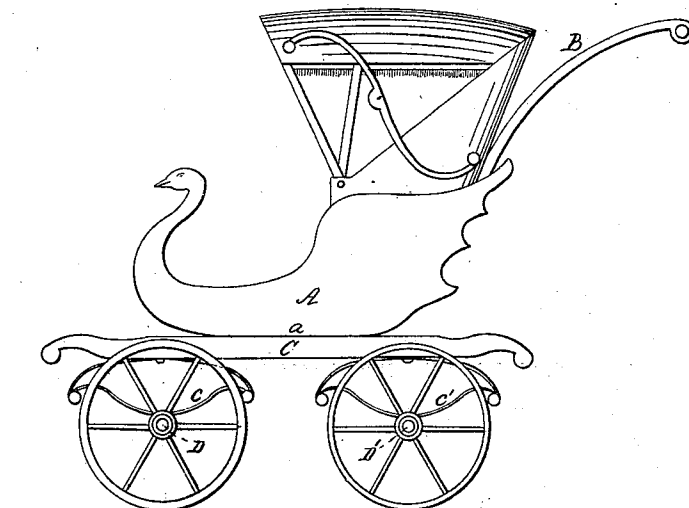


Fig. 2.

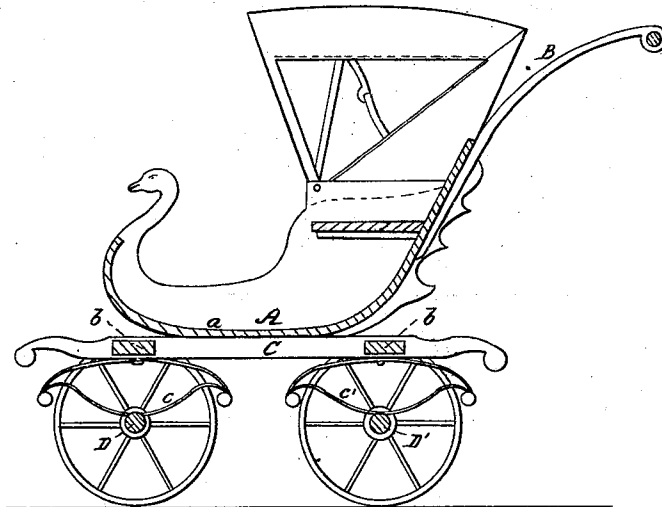
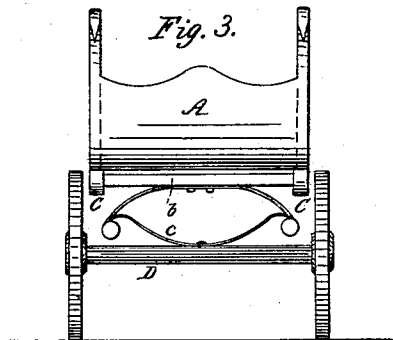


Fig. 3.



Witnesses:
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ROSCOE G. ELDER, OF NEW YORK, N. Y.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. 112,696, dated March 14, 1871.

To all whom it may concern :

Be it known that I, ROSCOE G. ELDER, of the city, county, and State of New York, have invented a new and useful Improvement in Children's Carriages; and I do hereby declare the following to be a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawing, forming a part of this specification, in which drawing—

Figure 1 represents a side view of this invention. Fig. 2 is a longitudinal vertical section of the same. Fig. 3 is a front view of a modification of the same.

Similar letters indicate corresponding parts.

This invention relates to certain improvements in children's carriages of that class known as "push-carriages" or "perambulators."

These improvements consist in the arrangement of level sills, fitted to a flat portion of the bottom of the body, so as to save the labor of hollowing out the upper surfaces of the sills. Said sills are straight, in contradistinction to the curved sill at present used in perambulators, so as to make room for springs running below the sills, and arranged transversely to or parallel with the axles, said springs forming the sole connection between the axles and the sills, and the sills are connected by cross-bars.

In the drawing, the letter A designates the box or body of my carriage, which is provided with a push-handle, B, and which may be ornamented by heads of swans or other objects.

The bottom of the body A, instead of being convex throughout, is made with a flat part, *a*, so that the same can be firmly secured to the sills C, the upper surfaces of which are flat, and by these means the labor ordinarily required for hollowing out the upper surfaces of the sills is saved, and the full strength of the sills is preserved.

Said sills are made of straight pieces of wood, thus saving the labor and expense required to bend the sills, and they are connected to each other in front and rear by cross-bars *b*, and they connect with the axles D D' by means of springs *c c'*, which run below the sills, and are either placed crosswise to the axles and in line with the sills, as seen in Figs. 1 and 2, or which may be placed in line with the axles, as shown in Fig. 3.

When the springs are placed transversely to the axles, two independent springs are used, one under each of the sills in front and rear, the upper part of each spring being secured to one of the sills, while its lower part is secured to one of the axles. But if the springs are arranged parallel to the axles, they are secured at their upper parts to the cross-bars *b*, and at their lower parts to the axles, as shown in Fig. 3; in this case only one spring is used in front and one behind; or, if desired, the rear springs may be arranged as shown in Figs. 1 and 2, and that in front as shown in Fig. 3.

If desired, the sills C may be dispensed with, and the springs attached directly to the body of the carriage or perambulator, either transversely to or parallel with the axles.

By these means a perambulator is obtained which is very strong and durable, and which can be constructed comparatively cheap.

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

The arrangement, in a perambulator, of a body with flat or partially flat bottom, straight sills, springs below the sills, and cross-bars connecting said sills in front and rear, all constructed and operating in the manner substantially as herein set forth.

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Witnesses:

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