(No Model.)

W. W. SCHIESL.

CHILD'S CARRIAGE.

No. 431,401. Patented July 1, 1890.

Fig. 1.

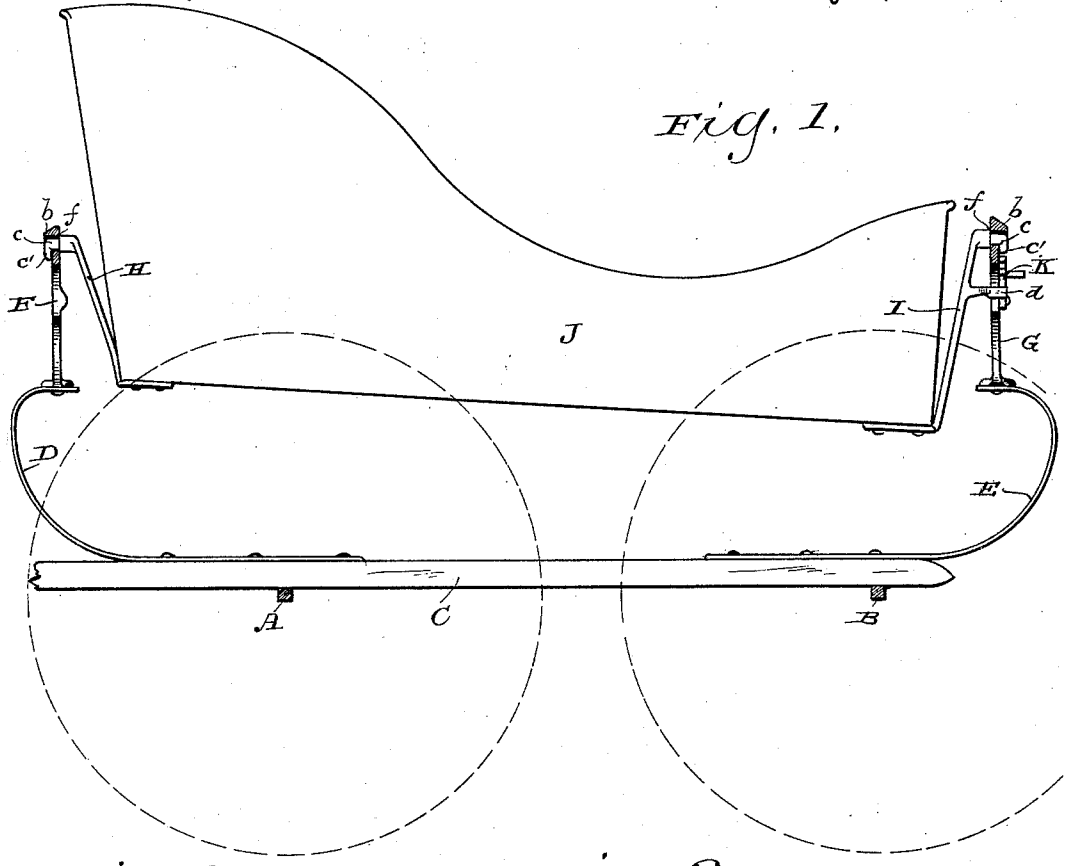


Fig. 3.

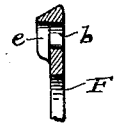
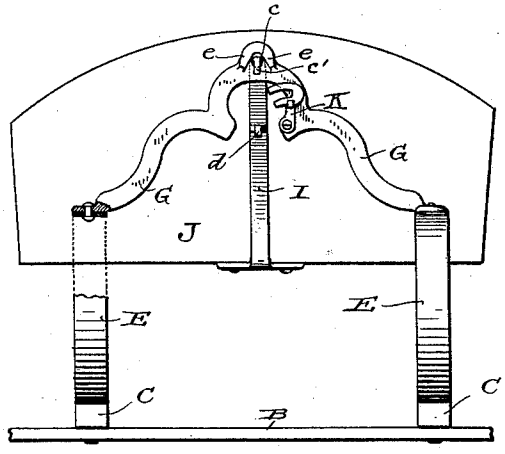


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM W. SCHIESL, OF MILWAUKEE, WISCONSIN.

CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 431,401, dated July 1, 1890.

Application filed March 7, 1890. Serial No. 342,959. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM W. SCHIESL, of Milwaukee, in the county of Milwaukee, and in the State of Wisconsin, have invented certain new and useful Improvements in Children's Carriages; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to children's carriages; and it consists in certain peculiarities of construction and combination of parts, to be hereinafter described with reference to the accompanying drawings, and subsequently claimed.

In the drawings, Figure 1 represents a side elevation, partly in section, and illustrates the application of my invention to a child's carriage; Fig. 2, an end view with parts broken away, and Fig. 3 a detail sectional view of a bracket that forms part of my device.

Referring by letter to the drawings, A B represent the axles of a child's carriage, and, as shown, these axles are connected by bars C. Bolted or otherwise suitably secured to the bars C are front and rear springs D E, and likewise connected to the free ends of these springs are arch-shaped brackets F G, centrally provided with bearings *b* for trunnions *c* at the upper ends of angle-arms H I, the lower ends of these arms being bolted or otherwise suitably secured to the under side of the carriage-body J. The front arm I is provided with a lug *d*, and pivoted to the front bracket G is a latch K for engagement with said lug. When the latch K is disengaged from the lug *d* on the arm I, the carriage-body J is free to swing from side to side, and thus the vehicle is converted into a cradle at any time such conversion may be desirable.

To limit the swinging movement of the carriage-body in either direction, the brackets F G are provided with ears *e* in the path of the turned-down ends *c'* of the trunnions *c* on the arms H I, and these turned-down ends and shoulders *f* on said trunnions being close against opposite sides of said brackets longitudinal movement of said carriage-body is prevented.

In setting up the carriage the arms H I are held at such an angle as to permit of the turned-down ends of the trunnions *c* being passed through the bearings *b* in the brackets F G, after which they are righted and secured at their lower ends to the under side of the body of said carriage.

By the above description it will be seen that the carriage-body is always free to move vertically as weight comes on and off the springs, and that a rocking motion of said carriage-body may be had at will.

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

1. In a child's carriage, front and rear brackets secured to the springs and provided with bearings, arms having turned-down upper ends arranged in the bearings, and the carriage-body secured to the lower ends of the arms, substantially as set forth.

2. In a child's carriage, front and rear brackets secured to the springs, arms on the ends of the carriage-body, trunnioned in the brackets, the lug *d* on one of the arms, and the pivotal latch K on the adjacent bracket for engagement with the lug, substantially as set forth.

3. In a child's carriage, front and rear brackets secured to the springs and provided with bearings and ears adjacent to the bearings, arms having shouldered and turned-down upper ends arranged in the bearings, and the carriage-body secured to the lower ends of said arms, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

WILLIAM W. SCHIESL.

Witnesses:
N. E. OLIPHANT,
WM. KLUG.