Sept. 29, 1936. M. E. BERRY 2,055,890

BODY CONSTRUCTION FOR BABY CARRIAGES AND THE LIKE

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FIG. 1.

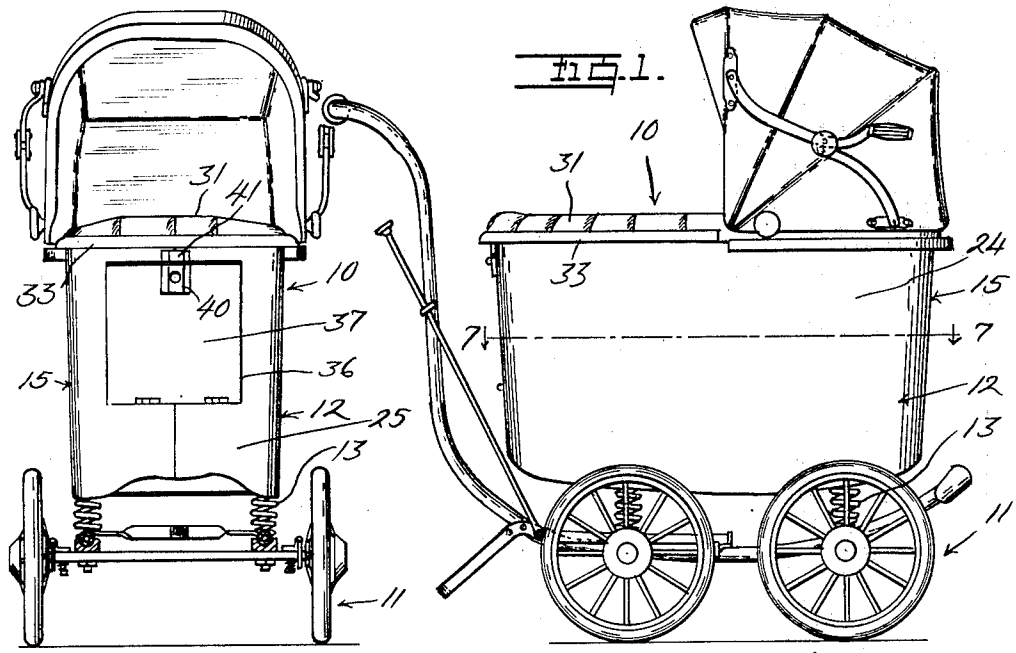



FIG. 2.



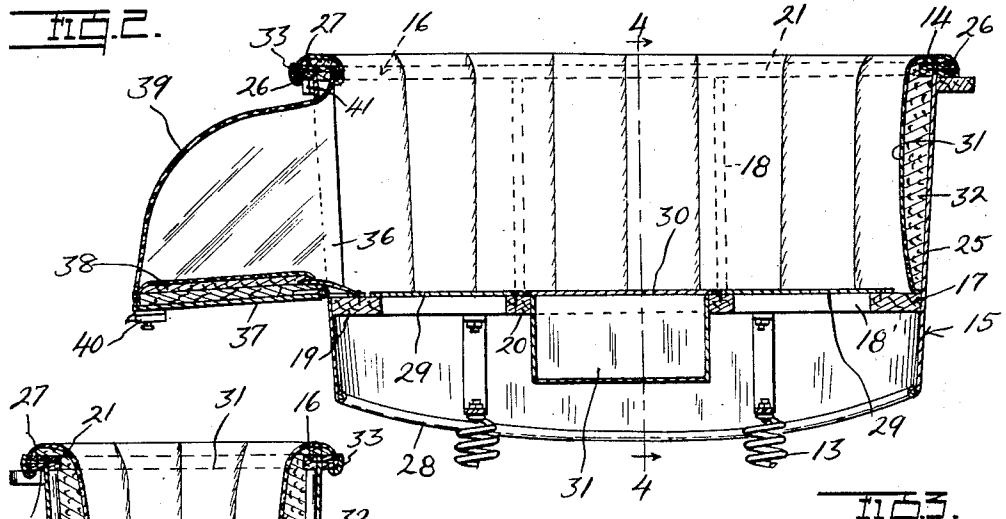




FIG. 3.

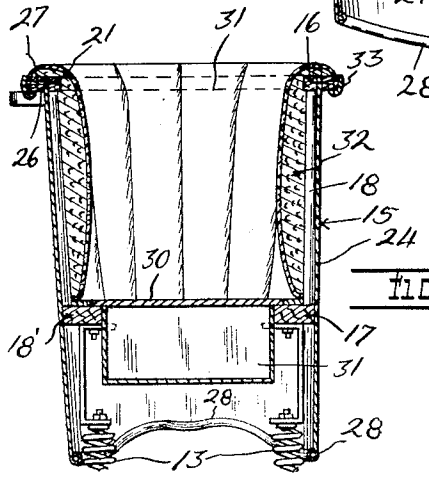



FIG. 4.

INVENTOR
Michael Edward Berry

BY Whittemore, Hulbert & Whittemore & Belknap

ATTORNEYS

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FIG. 5.

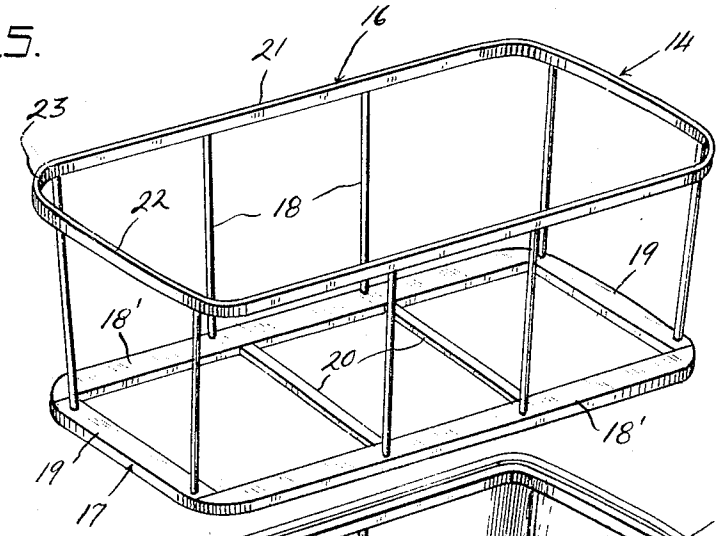



FIG. 6.

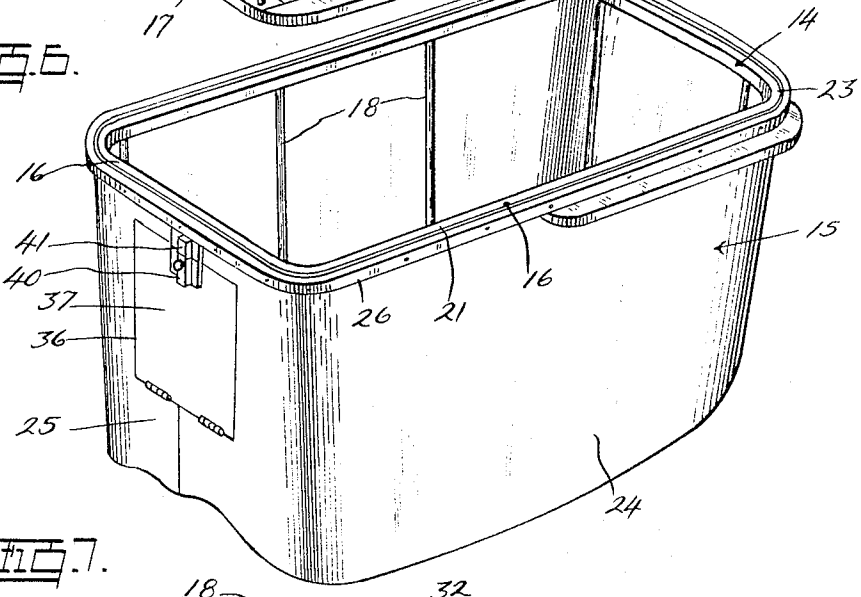
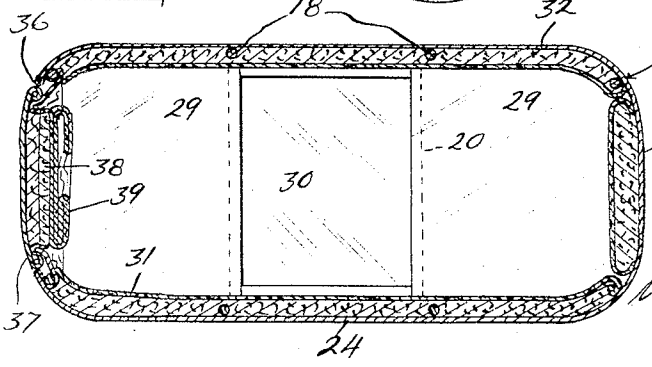



FIG. 7.




INVENTOR
Michael Edward Berry
Whittemore, Hulbert & Whittemore
& Belknap
ATTORNEYS

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# UNITED STATES PATENT OFFICE

2,055,890

## BODY CONSTRUCTION FOR BABY CARRIAGES AND THE LIKE

Michael Edward Berry, Toledo, Ohio, assignor to The American National Company, Toledo, Ohio, a corporation of Ohio

Application January 22, 1934, Serial No. 707,833

1 Claim. (Cl. 296—31)

This invention relates generally to bodies for juvenile vehicles and refers more particularly to bodies for baby carriages.

One of the principal objects of this invention is to reduce the cost of manufacture, as well as the weight of vehicles of the type previously set forth, by simplifying the construction of the body and reducing the number of parts involved to a minimum. Minimizing the number of parts employed correspondingly reduces the weight and number of operations required in production and thereby effects a reduction in cost of manufacture.

This invention contemplates reducing the weight as well as the cost of manufacture by providing a light durable skeleton frame of unitary construction and by providing relatively light gage side panels preferably formed from sheet metal.

A further advantageous feature of this invention which contributes materially to expediting assembly of the body resides in the provision of a construction of the foregoing character wherein the front and rear end panels as well as the opposite side panels of the body are formed of a single piece of sheet metal of a sufficiently light gage as to permit the same to be bent or formed around the frame. In other words, in manufacturing the body the unitary frame may be employed as a form for the body panels and as a consequence the expense of prefashioning the panels prior to assembly is eliminated.

With the foregoing, as well as other features in view the invention resides in the peculiar construction of the body and this will be made more apparent as the description proceeds, especially when considered in connection with the accompanying drawings, wherein:

Figure 1 is a side elevational view of a baby carriage having a body constructed in accordance with this invention;

Figure 2 is an elevation of the rear end of the baby carriage, with parts broken away;

Figure 3 is a longitudinal sectional view through the body of the carriage;

Figure 4 is a transverse sectional view taken substantially on the plane indicated by the line 4—4 of Figure 3;

Figure 5 is a perspective view of the unitary body frame;

Figure 6 is a view similar to Figure 5 showing the panels secured to the frame;

Figure 7 is a horizontal sectional view taken substantially on the plane indicated by the line 7—7 of Figure 1.

For the purpose of illustration, I have shown my invention as employed in association with a baby carriage and the particular type of carriage selected is designated generally in Figure 1, by the reference character 10. The carriage 10 comprises a chassis 11 and a body 12 suspended from the chassis through the medium of suitable coil springs 13. Although any particular type of chassis design may be employed in combination with my improved body construction, nevertheless for the purpose of simplicity the chassis illustrated is identical in construction to the one forming the subject matter of my copending application Serial No. 707,834 and filed at an even date herewith. Inasmuch as the chassis 11 is described in detail in the aforesaid copending application, the present case will not be complicated by a duplicate description of the chassis.

Referring now more in detail to the particular construction of the body, it will be noted that the same comprises a skeleton frame 14 of unitary construction and a sheet metal covering 15 for the frame. As shown particularly in Figure 5, the frame 14 comprises an upper section 16 and a lower section 17 secured to the upper section at spaced points through the medium of a plurality of pillars 18. The lower section 17 comprises opposite side sills 18' secured in lateral spaced relation to each other by the end cross members 19 and by the intermediate cross members 20. The upper section 16 is of somewhat similar construction in that it is also provided with side sills 21 having the ends interconnected by the cross members 22. The pillars 18 are secured at opposite ends to the sections in such a manner as to not interfere with the application of the sheet metal covering 15 and if desired the corners of the skeleton frame may be rounded as at 23 in order to impart a pleasing curvature to the corners of the completed body structure.

The covering 15 for the frame unit 16 comprises a single piece of sheet metal of sufficient length to form the opposite side panels 24 and the opposite end panels 25. The gage of the sheet metal covering 15 is such as to permit the same to be bent around the exterior of the frame 14 to assume the contour defined by the exterior surfaces of the two frame sections 16 and 17. As shown particularly in Figure 6, the covering is applied to the frame in such a manner that the free ends assume a position centrally of the rear side of the body and these ends are welded or otherwise permanently joined together. The upper edge of the covering 15 is encircled by a molding 26 and the latter together with the adjacent por-

tions of the covering is secured to the frame section 16 by means of suitable fastener elements 27. The lower marginal edge of the covering material 15 extends a substantial distance below the bottom of the frame section 17 and is inwardly return-bent to form a reinforcing bead 28.

The flooring for the carriage is supported by the frame section 17 and as shown in Figure 3, comprises a pair of end plates 29 arranged in cooperative relation to a central plate 30. The central plate 30 is removable and normally forms a closure for a suitable storage compartment 31 located below the plane of the floor within the confines of the covering material 15 so as to be concealed thereby. The compartment 31 may also be formed from sheet metal stamping having the front and rear walls secured to the inner sides of the cross members 20 and having the adjacent side walls secured to the inner side portions of the sills extending between the cross members 20. The central plate or closure 30 for the compartment merely rests upon the upper surfaces of the cross members 20 and the corresponding surfaces of the portions of the side sills extending between the latter members. The plates 29 are rigidly fixed to the frame section 17 and, as shown in Figure 3, the inner edges of the plates are secured to the upper surfaces of the cross members 20 while the rear edges of the plates are secured to the upper surfaces of the end cross members 19.

The interior of the carriage is upholstered by a suitable covering material 31 and a padding 32 disposed between the material and the sheet metal covering 15. As shown in Figure 4, the lower edge of the covering material 31 is tacked or otherwise secured to the upper surface of the frame section 17 and the upper edge of the upholstering material is extended over the top frame section 16 to the side edges of the molding 26 to which it is secured by a suitable finishing strip 33. Of course sufficient padding 32 is disposed between the upholstering material 31 and paneling 15 to prevent any danger of contact with the frame 14.

In some carriage constructions it is desirable to provide for extending the capacity of the same and this is accomplished in the present instance by forming an opening 36 in the rear panel of the body. The opening 36 is of sufficient size to permit extending the feet of the occupant therethrough and is normally closed by means of a door 37 hinged at its lower edge to the frame 14 for outward swinging movement. The inner side of the door is upholstered as at 38 in order to conform with the remainder of the body when in the closed position thereof, and the side edges, as well as the swinging edge of the door, are connected to the interior of the body by suitable flexible material 39 so as to protect the occupant's feet from exposure when extended through the opening 36. The door 37 is normally maintained in its closed position by means of a latch member 40 fixed to the exterior side of the door and engageable with a suitable keeper 41 carried by the upper frame section 16.

Thus from the foregoing, it will be seen that I have provided a relative simple and inexpensive body construction composed of a relatively few light parts cooperating with each other to form a durable unitary construction. It should also be understood that the principle involved herein may be advantageously employed in association with juvenile vehicle bodies other than baby carriages and reservation is made to make such changes in the construction as may come within the purview of the accompanying claim.

What I claim as my invention is:

In a baby carriage body, a pair of vertically spaced substantially horizontal frames, an upright panel upon the outer sides of and secured to said vertically spaced frames, said upright panel being U-shaped and opening rearwardly, the lower frame being intermediate the lower and upper edges of the upright panel, and the upper frame being adjacent the upper edge of said upright panel, padding upon the inner face of said upright panel, said padding extending upwardly from a point adjacent the lower frame to a point adjacent the upper frame, a covering material extending upwardly from the lower edge of said padding over the inner face thereof and laterally outwardly over the upper edges of said upright panel, said covering material being turned down outside said upright panel, and securing elements extending through the downturned portion of said covering material and engaging said upright panel.

MICHAEL EDWARD BERRY.