

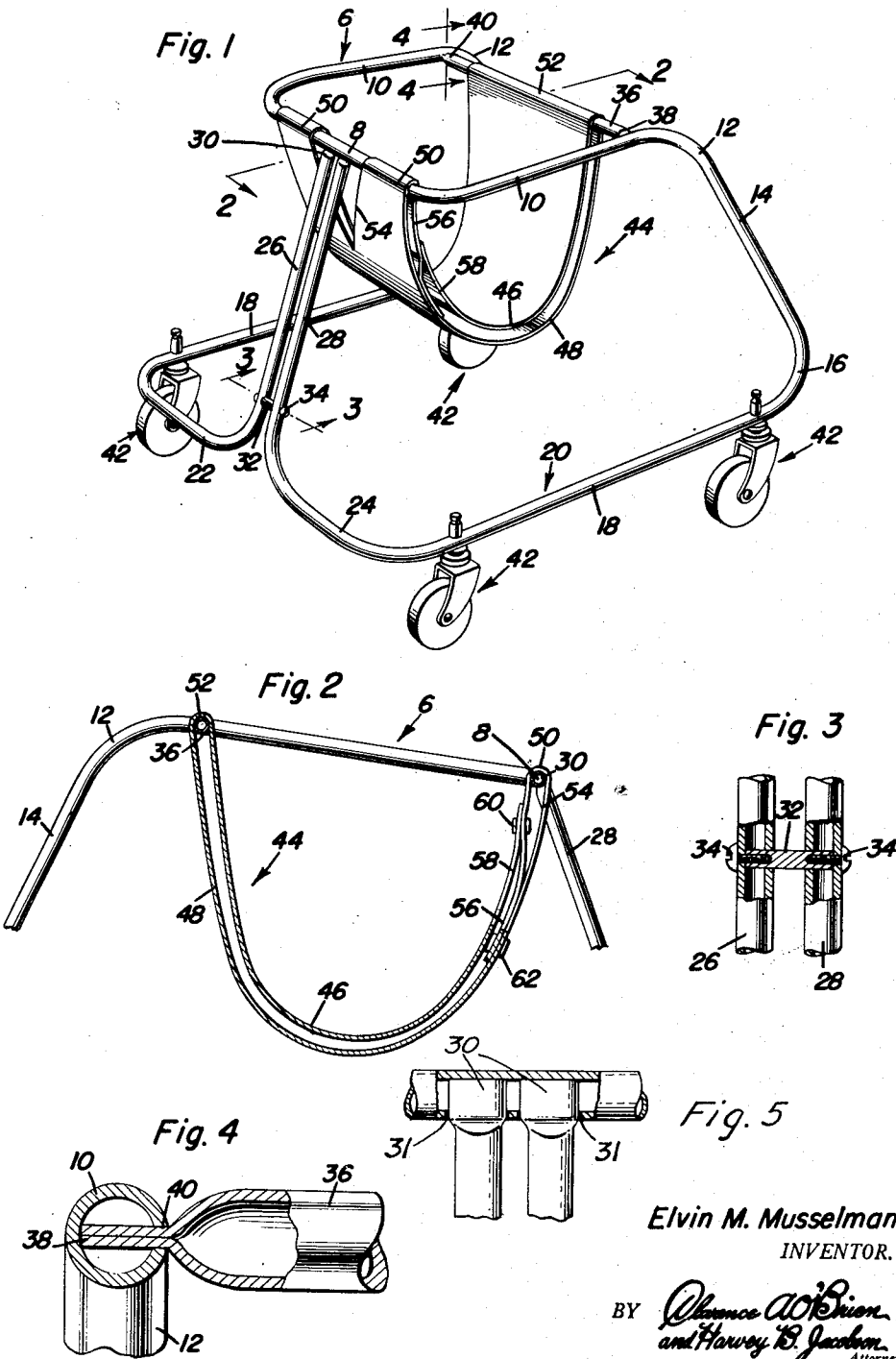
Dec. 29, 1953

E. M. MUSSELMAN

2,664,141

BABY WALKER WITH REMOVABLE SLING

Filed March 15, 1950



Elvin M. Musselman  
INVENTOR.

BY *Clarence A. O'Brien*  
and *Harvey B. Jacobson*  
Attorneys

# UNITED STATES PATENT OFFICE

2,664,141

## BABY WALKER WITH REMOVABLE SLING

Elvin M. Musselman, Lancaster, Pa.

Application March 15, 1950, Serial No. 149,695

3 Claims. (Cl. 155—24)

1

The present invention relates to certain new and useful improvements in caster-equipped readily maneuverable baby walkers and has to do with a novel construction which is characterized by appreciable refinements and structural advantages.

Another object of the invention is to provide a baby walker in which manufacturers and users will find their anticipated needs more fully met, contained and satisfactorily available.

Another object of the invention is to provide a baby walker which is outstandingly light in weight to expedite handling and movement by the occupant and is susceptible of being manufactured and sold on an economical basis.

In carrying out the principles of the inventive concept the openwork frame structure is produced from a length of aluminum or suitably equivalent tubing and simple braces therefor.

Then, too, novelty is predicated on the adoption and use of a simple and practical cloth or equivalent sling which is draped over coacting members of the frame structure with its ends adjustably connected together, said sling being thus suspended so that it provides a comfortable and convenient saddle or seat for the occupant.

Other objects and advantages will become more readily apparent from the following description and accompanying illustrative drawings.

In the accompanying sheet of drawings, wherein like numerals are employed to designate like parts throughout the views;

Figure 1 is a perspective view of a baby walker constructed in accordance with the concepts and principles of the instant invention;

Figure 2 is a fragmentary sectional view taken on the plane of the longitudinal line 2—2 of Figure 1, looking in the direction of the arrows;

Figure 3 is an enlarged section with parts in elevation and section and taken on the line 3—3 of Figure 1, looking in the direction of the arrows; and,

Figure 4 is likewise a fragmentary detail section with parts in section and elevation taken on the vertical line 4—4 of Figure 1, looking in the direction of the arrows.

Figure 5 is an enlarged fragmentary detail view in section showing certain of the details of the over-all construction.

Briefly summarized, the preferred embodiment of the invention has to do with a single length of lightweight (aluminum, plastic or the like) tubing bent intermediate its ends to define a horizontal U-shaped portion, the ends of the

2

limbs of the latter being bent downwardly and forwardly to provide vertical connecting and bumper members, the latter being bent rearwardly at their lower ends to define horizontal rails, the rear ends of said rails being bent inwardly into alignment with one another, and the terminals being bent and directed upwardly and forwardly to define struts, the free ends of the latter being joined to the center of the bight of said U-shaped portion, and a horizontal cross-piece joined to the limbs of said U-shaped portion and being situated inwardly of the downbends of said vertical bumper members, together with a fabric sling having portions doubled and draped over said cross-piece and bight respectively and having its ends suitably fastened together.

Referring now to the drawings by reference numerals and complemental lead lines it will be seen that the stated horizontal U-shaped portion is denoted by the numeral 6 and embodies a bight 8 and duplicate lateral limbs 10—10 whose forward ends are joined by bends 12—12 to the forwardly and downwardly inclined vertical supports or members 14—14. These members serve as bumpers and the lower ends are fashioned into bends 16 which are joined with opposed horizontal rail members 18—18 of the part of the overall structure which is identified as the lower frame 20. The rearward ends of the rails are laterally bent in a horizontal plane toward each other as at 22 and 24 and the free end portions are then bent upwardly and forwardly to provide connecting members 26 and 28. These members, conjointly define a dual strut. The strut serves not only as a connecting means between the upper and lower frames 6 and 20 but also provides bumper means. The extremities or terminals of the upper ends of members 26 and 28 are flattened as at 30 where they are fitted into slots 31 provided therefor in the underside of the bight portion 8. The members 26 and 28 are properly centered in respect to said bight as shown in Fig. 1. The lower end portions of the members 26 and 28 are suitably apertured as shown in Fig. 3 to accommodate a cross pin 32 which is secured in place by screws or equivalent fasteners 34—34. This arrangement reinforces the dual strut and prevents the members 26 and 28 from springing apart.

The numeral 36 denotes a crosspiece which also functions as a brace and this is of tubular aluminum and has its end portions flattened at 38 (see Fig. 4) and fitted frictionally into slots 40 provided therefor in the limbs 10. This crosspiece 36 in conjunction with the U-shaped

3

portion provides a rectangular frame which confines the occupant in an obvious manner. Then, too, the crosspiece provides what may be conveniently designated as a handlebar to enable the occupant to push and pull the conveyance at will. It will be noted that the "handlebar" is spaced inwardly of the bends 12.

The rails 18 of the lower frame 20 are provided at forward and rearward end portions with suitably mounted casters 42 which render the conveyance mobile and readily maneuverable.

The aforementioned seat or saddle is denoted generally by the numeral 44 and comprises a length of fabric doubled upon itself to form portions 46 and 48 in the manner shown and draped or hung in place on the bight 8 and crosspiece 36 as shown at 50—50 and 52 respectively. V-shaped notches are provided as at 54 to properly clear the coating upper end portions of members 26 and 28. The free end portions 56 and 58 are overlapped and separably connected together by suitable fasteners 60 and 62, as best shown in Figure 2. Therefore, the saddle is readily attachable and detachable to meet the varying requirements of the baby occupant. Moreover, a saddle of this type is highly flexible and accommodating and enables the occupant to straddle the same with the body fenced-in by the upper frame 6 with the legs operating within the confines of the rails 10—18.

It will be noted that the baby walker, thus constructed, is substantially open at the front with the vertical connecting members 14 acting as bumpers. The dual strut means at the back also provides a rear bumper. It is clear too, that the upper frame 8 is sufficiently small and thus supported within the perimeter limits of the frame 20 as to safeguard the occupant. Furthermore, the parts as constructed and assembled provide for unhampered usage and, since the overall construction is light in weight for maneuverability, the "lightweight feature" minimizes damage to room walls and furniture.

A baby walker as herein shown and described is simple in construction, strong and durable, susceptible to economical manufacture and sale, safe to use, teaches users to learn to walk with freedom and without fear and is otherwise aptly intended to achieve the ends wanted.

Having described the invention, what is claimed as new is:

4

1. A baby walker of the class shown and described comprising a single length of light weight tubing bent intermediate its ends to define a horizontal U-shaped portion, the ends of the limbs of the latter being bent downwardly and forwardly to provide vertical connecting and bumper members, the latter being bent rearwardly at their lower ends to define horizontal rails, the rear ends of said rails being bent inwardly into alignment with one another and the terminal portions being bent and directed upwardly and inclined forwardly to define close spaced parallel struts, the free ends of the latter being joined to the center of the bight portion of said U-shaped portion, a horizontal cross-piece joined to the limbs of said U-shaped portion and situated inwardly of the down-bends of said vertical bumper members, and a launderable fabric sling having complemental portions doubled and detachably suspended from said cross-piece and bight portion respectively and having its ends separably fastened together.

2. The structure defined in claim 1 wherein said bight portion is provided with slots and the upper free ends of said struts are flattened and thinned and fitted in said slots and wherein said horizontal cross-piece is a tubular member having flattened terminal ends fitting into slots provided therefor in said limbs.

3. The structure defined in claim 1 wherein the rearwardly disposed suspended portion of said sling has notch means therein, the latter exposing the end portions of said struts.

ELVIN M. MUSSELMAN.

#### References Cited in the file of this patent

##### UNITED STATES PATENTS

Number	Name	Date
D. 91,254	Tornberg et al. ....	Dec. 26, 1933
814,370	Cummins .....	Nov. 15, 1898
2,331,990	McArthur .....	Oct. 19, 1943
2,347,754	Shay .....	May 2, 1944
2,565,257	Nichol .....	Aug. 21, 1951

##### FOREIGN PATENTS

Number	Country	Date
169,181	Germany .....	Mar. 22, 1906
626,568	Great Britain .....	July 18, 1949