G. S. SHAW.

BABY CARRIAGE.

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1,301,514.

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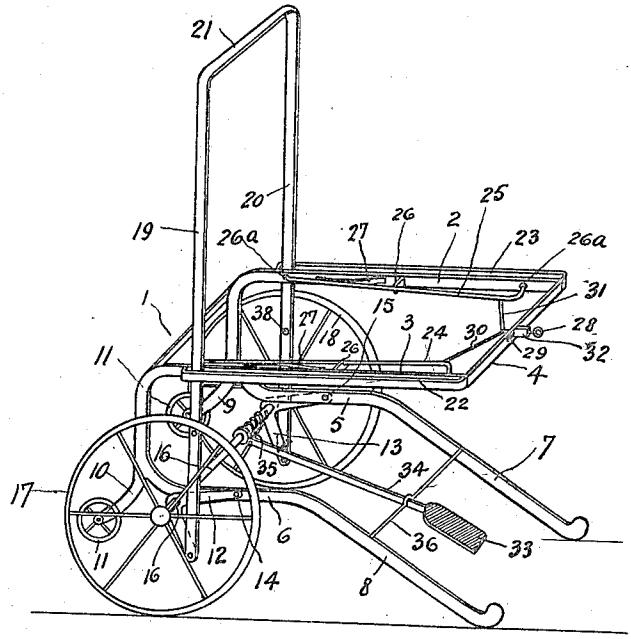


Fig. 1

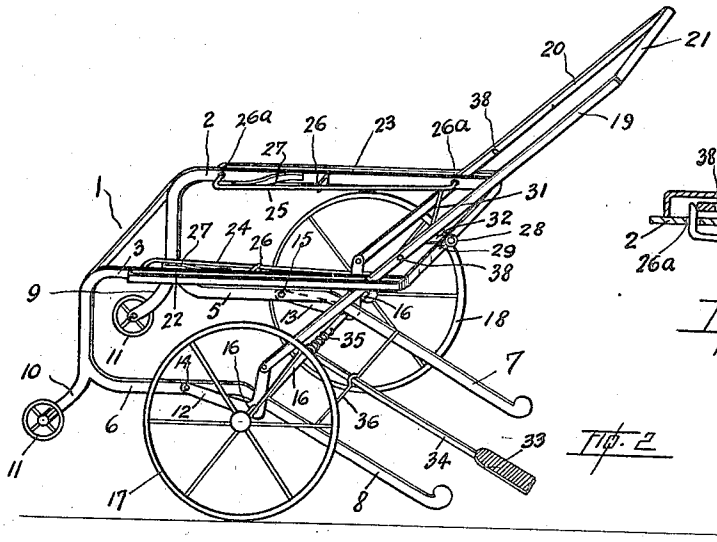


Fig. 2

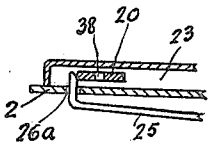


Fig. 3

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BABY-CARRIAGE.

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To all whom it may concern:

Be it known that I, GEORGE STANLEY SHAW, a subject of the King of Great Britain, and a resident of the city of Vancouver, in the Province of British Columbia, Canada, have invented certain new and useful Improvements in Baby-Carriages, of which the following is a specification.

The object of my invention is to provide a carriage the gear of which is such as to enable the carriage to be changed quickly with great facility from the wheeling position to the carrying position or vice versa, and in which the main wheels are in such relation to the small front wheels when the carriage is in the wheeling position that it is very easily manipulated over steps, curbs, or the like. A further object is to devise a baby carriage in which the same handle is used for either wheeling or carrying the carriage, which handle is adapted to pass clear over the child's head when being moved to the carrying position, and which is fulcrumed to the gear in such a manner that the carriage is centrally supported when being carried, the handle being locked at the extreme rear end of the frame when in wheeling position so as to provide for easy control of the carriage. A still further object is to devise a baby carriage in which the gear construction is such that any style of body may be applied thereto and placed either way, in which the utility of the main wheels is not lost when the car is stationary for carrying, and the handle of which, when the carriage is drawn to the rear, is adapted to be automatically lowered so as to insure a comfortable height for lifting the carriage.

I attain these objects by the construction illustrated in the accompanying drawings in which—

Figure 1 is a perspective view showing the carriage in the carrying position.

Fig. 2 is a perspective view showing the carriage in the wheeling position.

Fig. 3 is an enlarged fragmentary section showing one end of the locking rod.

Similar figures of reference indicate similar parts throughout the several views.

1 indicates the frame of the carriage having a body-supporting portion formed of two parallel bars 2 and 3 connected together at their rear ends by a transverse bar 4 and turned downwardly at their front ends and extended rearwardly as at 5 and 6 to form downwardly inclined supporting legs 7 and 8, the downwardly turned front ends being also provided with extensions 9 and 10 adapted to carry the small wheels 11.

12 and 13 indicate bell crank levers fulcrumed on pins 14 and 15 secured on the rearwardly extending portions 5 and 6 of the frame at suitable points thereon through which cranks passes the axle 16, having on its opposite ends the main wheels 17 and 18, and to the free ends of the cranks the side bars 19 and 20 of the handle 21 are secured, these bars passing freely through guides 22 and 23 formed on the outside of the respective bars 2 and 3, as shown, and for the purpose of locking the handle in either the carrying or the wheeling position, locking rods 24 and 25 are provided, these rods being fulcrumed on the inside of the bars 2 and 3, as indicated at 26, and having their opposite points turned outwardly to engage when in locking position through holes 26^a formed in these bars and also through corresponding locking holes 38 formed in the handle bars. The outwardly turned points of the locking rods are rounded on the side nearest the handle bars, as shown in Fig. 3, so that the engagement therewith of the handle bars as the handle is moved to the front or rear will automatically move the front or rear points of the rods, as the case may be, inwardly to allow the handle bars to pass over them, the points being then returned to enter the holes 38 when they come into alinement with the holes 26^a by means of suitably mounted springs 27.

The withdrawal of the front end points of the locking rods from the handle bars prior to moving the handle from front to rear is provided for by mounting a longitudinally movable gripping handle 28 in a slot 29 formed in the transverse bar 4 of the frame, from the inner end of which handle levers 30 and 31 are link-connected to the rear ends of the respective locking rods 24 and 25. The handle 28 is provided with a rectangular portion 32 capable of passing through the slot 29 so that when the handle is drawn rearwardly to carry the portion 32 to the outside of the bar 4 and given a half-turn the portion 32 will, by its engagement with the bar 4, prevent the forward movement of the handle 28 until the portion 32 is brought into alinement again with the slot 29.

33 indicates a foot plate provided with a

bar 34 by means of which it is connected to the axle 16, the bar being freely mounted on the axle and tensioned by a coil spring 35 coiled around the axle and being held in position by a bar 36 straddling it and secured to the legs 7 and 8, as shown in Fig. 1 and 2.

Having thus indicated the principal parts of the invention I will now describe its operation. Assuming that the carriage is in the carrying position shown in Fig. 1 and that it is desired to move it to the wheeling position shown in Fig. 2, all that is necessary is to first of all unlock the handle 21 by moving in the handle 28 to disengage the points of the locking rods from the handle bars 19 and 20 and place the foot on the foot plate 33 to hold the axle 16 stationary so that it acts as a fulcrum point. Then by pulling up on the handle 21 the bell cranks will swing around and carry the frame forward, or into the wheeling position, the axle then engaging the downwardly inclined legs 7 and 8, as shown in Fig. 2, to raise the rear ends of the same off the ground and the handle being locked by the automatic tripping of the rear end points of the locking rods by the handle bars 19 and 20 and the spring-operated reëngagement of the same in the holes 38. To bring the carriage back from the wheeling to the carrying position the handle bars are unlocked by pulling out on the handle 28 and the foot placed on the foot plate as before, when by grasping the rear end of the frame it may be pulled backwardly to cause the bell cranks to swing around and carry the carriage into the carrying position, as shown in Fig. 1, the movement being assisted by exerting a downward pressure on the handle 21, which at the termination of the movement is automatically locked in the manner already described.

From the foregoing it will be seen that I have devised a baby carriage which is easily and quickly manipulated to assume the required positions and is of great convenience, besides being simple and inexpensive in construction.

What I claim as my invention is:

1. In a baby carriage, an axle having wheels, a frame and a handle therefor, said frame being fulcrumed on the wheel axle and adapted to be swung therearound forwardly or rearwardly by respective upward or downward movements of the handle, and means for holding the axle stationary during such movements.

2. In a baby carriage, an axle having wheels, a frame and a handle therefor, said frame being fulcrumed on the wheel axle and adapted to be swung therearound forwardly or rearwardly by respective upward or downward movements of the handle; and means for holding the axle stationary during such movements, said means comprising a tensioned bar mounted on said axle extending toward the rear of the carriage and provided with a foot plate on its free end.

3. In a baby carriage, a frame, bell cranks connected to said frame, a wheel axle extending through said cranks and adapted to form a fulcrum about which the frame is swingable, and a handle directly connected to the free ends of the cranks adapted to actuate the same so as to swing the frame about the axle.

4. In a baby carriage, a frame, bell cranks connected to said frame, a wheel axle extending through said cranks and adapted to form a fulcrum about which the frame is swingable, an upwardly extending forwardly or rearwardly swingable handle directly connected at its lower end to the free ends of said cranks, means for locking the handle in its forwardly or rearwardly swung positions, and means for unlocking the said locking means.

5. In a baby carriage, a frame comprising upper and lower parallel members on each side, a bell crank having an arm pivoted to each lower side member, a wheel axle carried by the said bell cranks, horizontal guides carried by said upper frame members, handle bars directly connected at their lower ends to the free ends of said bell cranks and passing through said guides, said handle bars having holes at different elevations, and locking pins at opposite ends of said guides for engaging said holes.

Dated at Vancouver, B. C., this 10th day of May, 1918.

GEORGE STANLEY SHAW.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."