(No Model.) 2 Sheets—Sheet 1.

C. BLAKELY.

ATTACHMENT FOR BABY CARRIAGES.

No. 595,139. Patented Dec. 7, 1897.

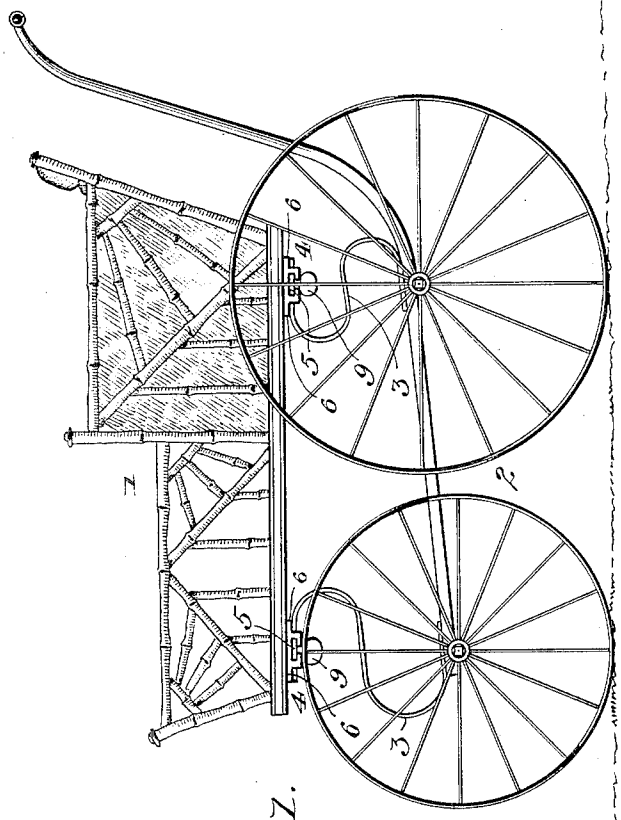


Fig. 1.

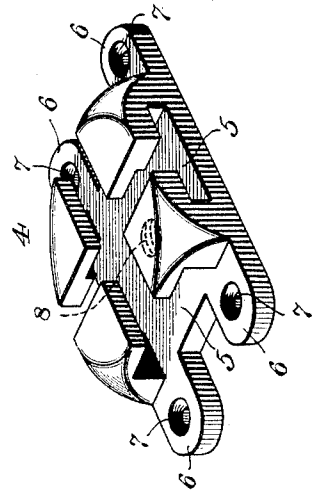


Fig. 7.

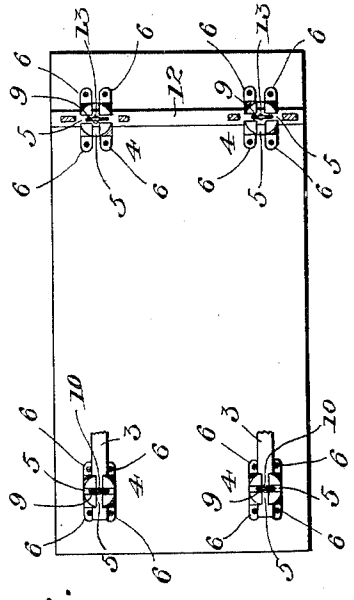


Fig. 6.

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(No Model.) 2 Sheets—Sheet 2.

C. BLAKELY.

ATTACHMENT FOR BABY CARRIAGES.

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Fig. 2.

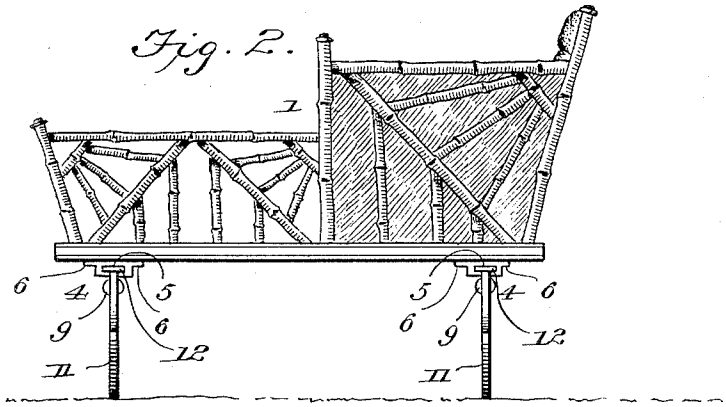


Fig. 3.

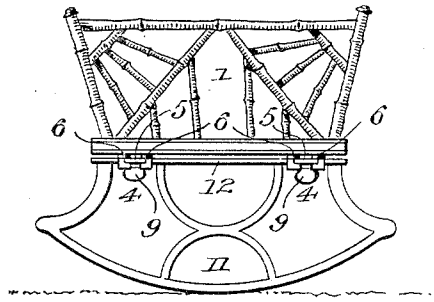


Fig. 5.

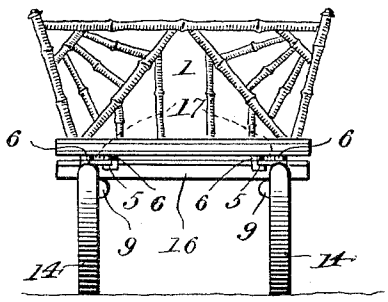
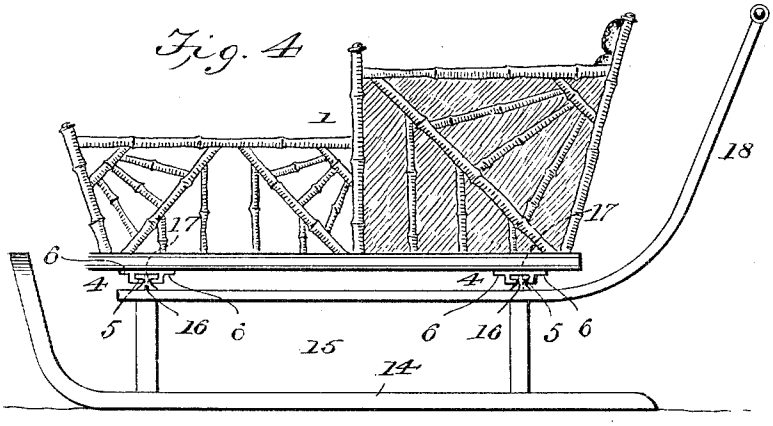


Fig. 4.



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UNITED STATES PATENT OFFICE.

COLLINS BLAKELY, OF ELSINORE, UTAH.

ATTACHMENT FOR BABY-CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 595,139, dated December 7, 1897.

Application filed April 22, 1897. Serial No. 633,281. (No model.)

To all whom it may concern:

Be it known that I, COLLINS BLAKELY, a citizen of the United States, residing at Elsinore, in the county of Sevier and State of Utah, have invented a new and useful Attachment for Baby-Carriages, of which the following is a specification.

This invention relates to certain improvements in baby-carriages; and it consists of attachments to be permanently secured to the under side of the bottom of the carriage-body, and which attachments serve as a connection between the body and the ordinary springs of the running-gear, and which may also serve as a connection between the body and a pair of rockers or between the body and a pair of sleigh-runners, whereby the carriage may be easily and quickly converted into a cradle or a sleigh, as desired.

The invention will be fully described hereinafter and particularly pointed out in the claims.

In the drawings, Figure 1 is a side elevation of a baby-carriage provided with my attachment. Fig. 2 is a similar view of the body of the carriage supported on and secured to a pair of rockers. Fig. 3 is an end view of the same. Fig. 4 is a side elevation of the body of the carriage supported and secured to sleigh-runners. Fig. 5 is an end view of the same. Fig. 6 is a bottom plan view of the carriage-body, showing the manner of arranging the attachments thereon and also showing portions of the carriage-springs in two of said attachments and one of the rockers in position in the other two attachments. Fig. 7 is a perspective view of the attachments detached.

Similar reference-numerals indicate similar parts in the several figures.

1 indicates the body of a baby-carriage, 2 the running-gear, and 3 the usual S-shaped springs. Ordinarily these springs are attached at one end by means of screws or bolts to the carriage-body and at the other end in a similar manner to some part of the running-gear.

4 indicates my improved attachment, which consists of a metal plate provided with intersecting T-shaped slots 5, arranged at a right angle to each other. The plate is provided at each end with a pair of spaced ears 6, which are perforated and countersunk, as indicated at 7, for the reception of screws, by means of which the plates may be securely fastened to the under side of the carriage-body. The plate is also provided with a central threaded opening 8 for the reception of a thumb-screw 9, the object of which will be referred to hereinafter. As clearly shown in Fig. 6, four of these plates are secured on the bottom of the carriage in such manner that the ends of the springs 3 may be inserted in one of the T-shaped slots in the respective plates. In order to secure the springs in position, each will be provided with an opening 10, through which the shank of the thumb-screw 9 may pass, and the thumb-screw will then be screwed into the threaded opening 8 in the plate and thereby firmly hold the spring in position.

From the above description it will be seen that the springs will be securely attached to the carriage-body, but that the body can be easily removed from the springs by removing the thumb-screws 9 and sliding the springs out of the grooves in the plate.

Referring to Figs. 2 and 3, the rockers are indicated by 11, the top rails 12 of which will be of such size as to fit snugly within the T-shaped grooves 5 in the plate. Each of these rails will be provided with two openings 13 for the passage of the thumb-screws 9 in order that the rockers may be securely clamped in position within the attachments in the same manner as already described with relation to the carriage-springs.

Referring to Figs. 4 and 5, the sleigh-runners are indicated by 14, and these runners support a frame (indicated by 15) the top cross-rails 16 of which are T-shaped in cross-section and are so formed that they will fit snugly in the T-shaped grooves 5 of the attachments. Each of these rails is provided with two openings 17 for the passage of the thumb-screws 9 in order that the carriage-body may be firmly secured in position on the sleigh-runners. The frame 15 is provided with a handle 18, similar to the usual carriage-handle, in order that the sleigh may be pushed along.

From the foregoing description it will be seen that by the use of my attachments the carriage-body may be quickly detached from the usual running-gear and be attached to a pair of rockers or the runners of a sleigh, as

desired. The springs will fit in the T-shaped groove in the attachment which runs longitudinally of the carriage-body, and the rockers or the cross-beams on the sleigh-runners will fit in the grooves which extend transversely of the carriage-body. Ordinarily the front springs on a baby-carriage are heavier than the rear springs and the grooves intended to receive the springs in the two front attachments will have to be larger than the similar grooves in the two rear attachments; but the grooves which extend transversely of the carriage-body and are intended to receive the rockers or the cross-beams on the sleigh-runners will be the same size in each of the attachments.

The additional cost of providing a baby-carriage with my attachment will be very slight, and the advantages arising from its use are obvious. For instance, many persons who desire to possess a baby-carriage and a cradle may not be able to purchase both; but if the rockers alone were sold with the baby-carriage the additional cost would be very little and the person purchasing them could utilize the body of the carriage for both purposes. The same is equally true with reference to the sleigh-runners.

It will be understood that changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having thus described the invention, what I claim is—

1. The combination with a baby-carriage and its springs, of a plate secured to the under side of the carriage-body and provided with a groove for the reception of the end of the spring, and with a threaded opening communicating with said groove, and a thumb-nut passing through an opening in the spring into said threaded opening, substantially as described.

2. An attachment for baby-carriages consisting of a plate provided with intersecting grooves arranged at a right angle to each other, and means to secure the plate to the carriage-body, the groove extending longitudinally of the body being adapted to receive the carriage-spring and that extending transversely to receive the top rail of a rocker, or other device, substantially as described.

3. An attachment for baby-carriages, consisting of a plate provided with intersecting grooves arranged at a right angle to each other for the purpose described, spaced perforated ears at opposite ends of the plate to afford a means of attachment to the carriage-body, and a central threaded opening for the reception of a locking-screw, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

COLLINS BLAKELY.

Witnesses:
JOSEPH BLAND,
JAMES CHRISTIANSEN.