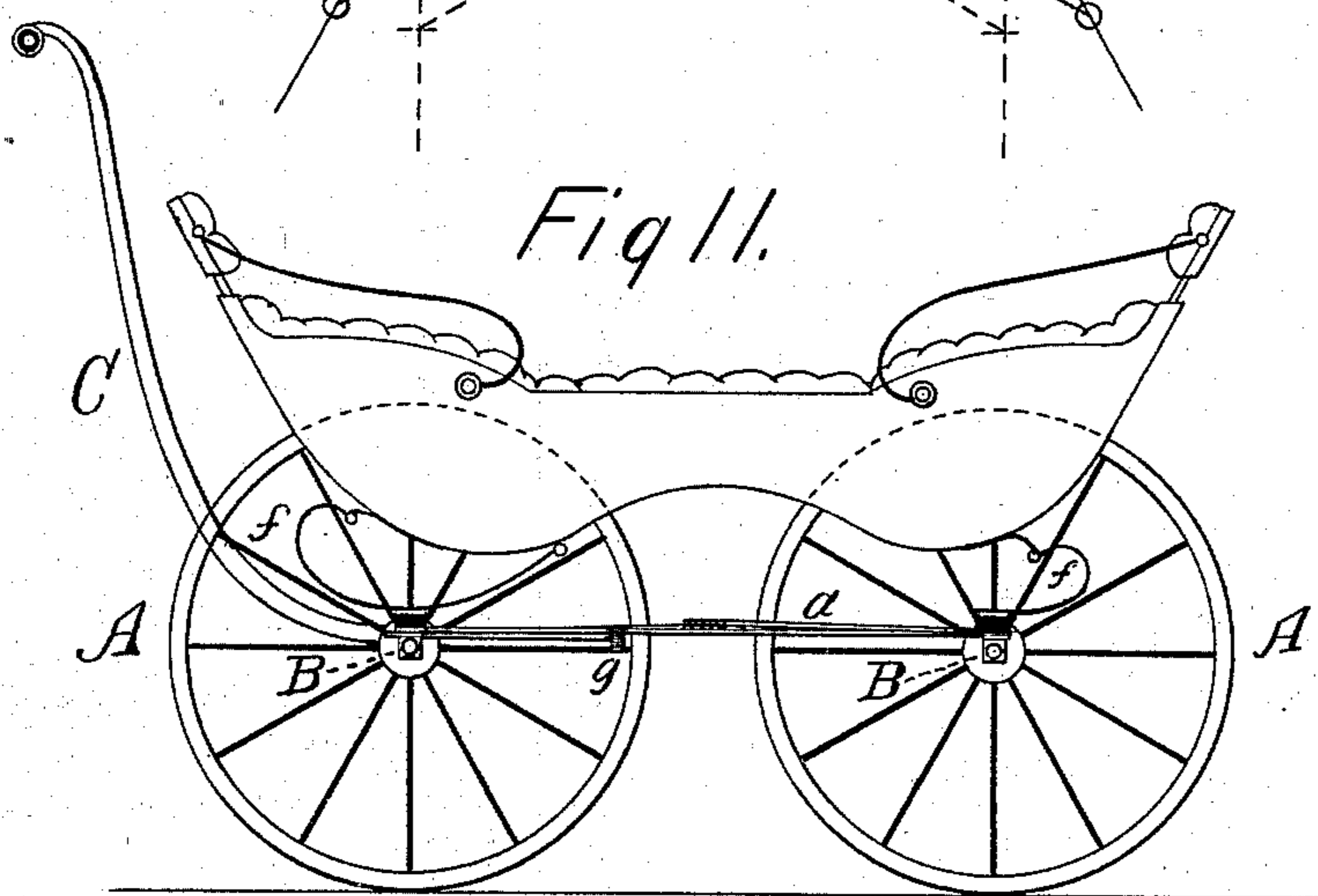
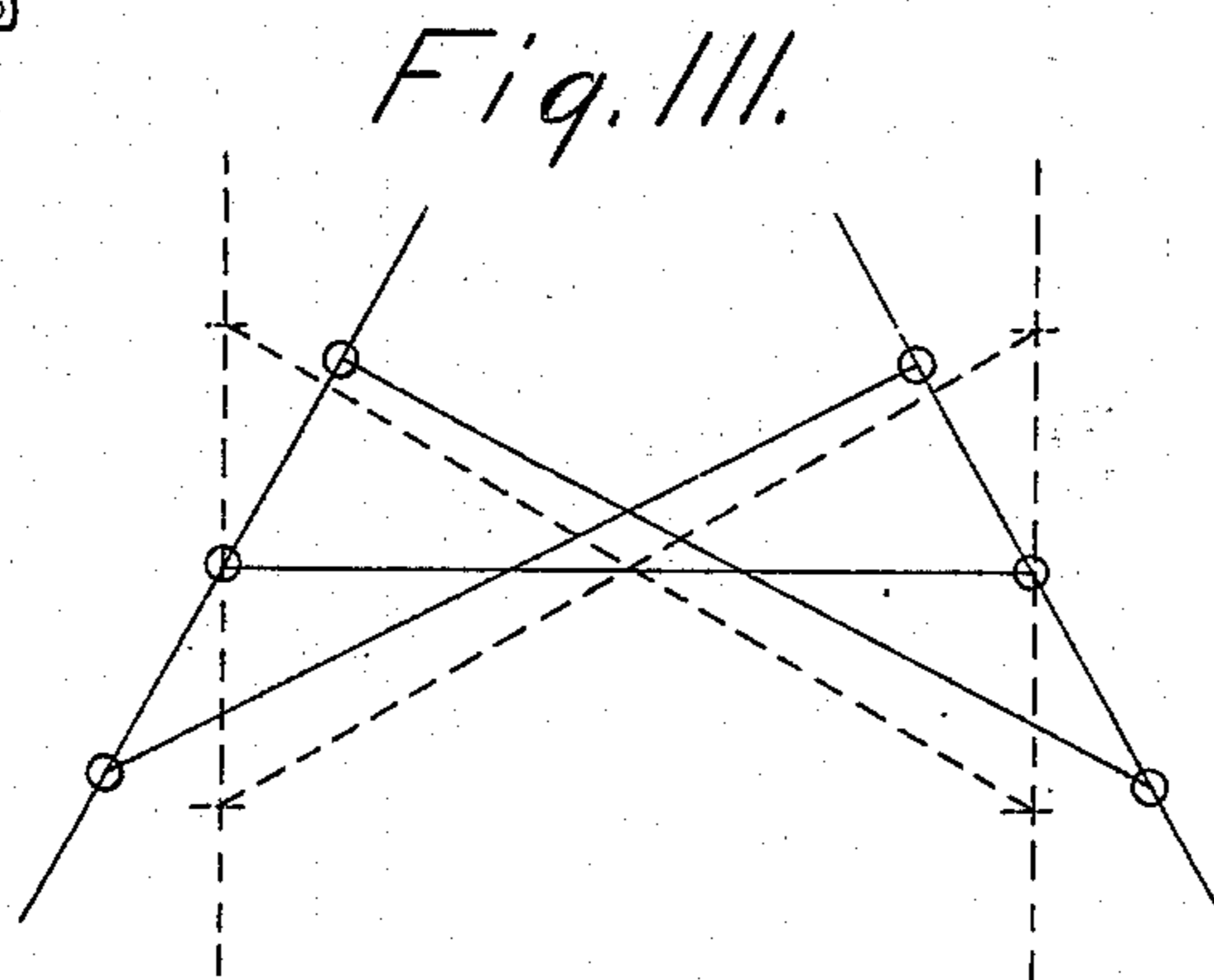
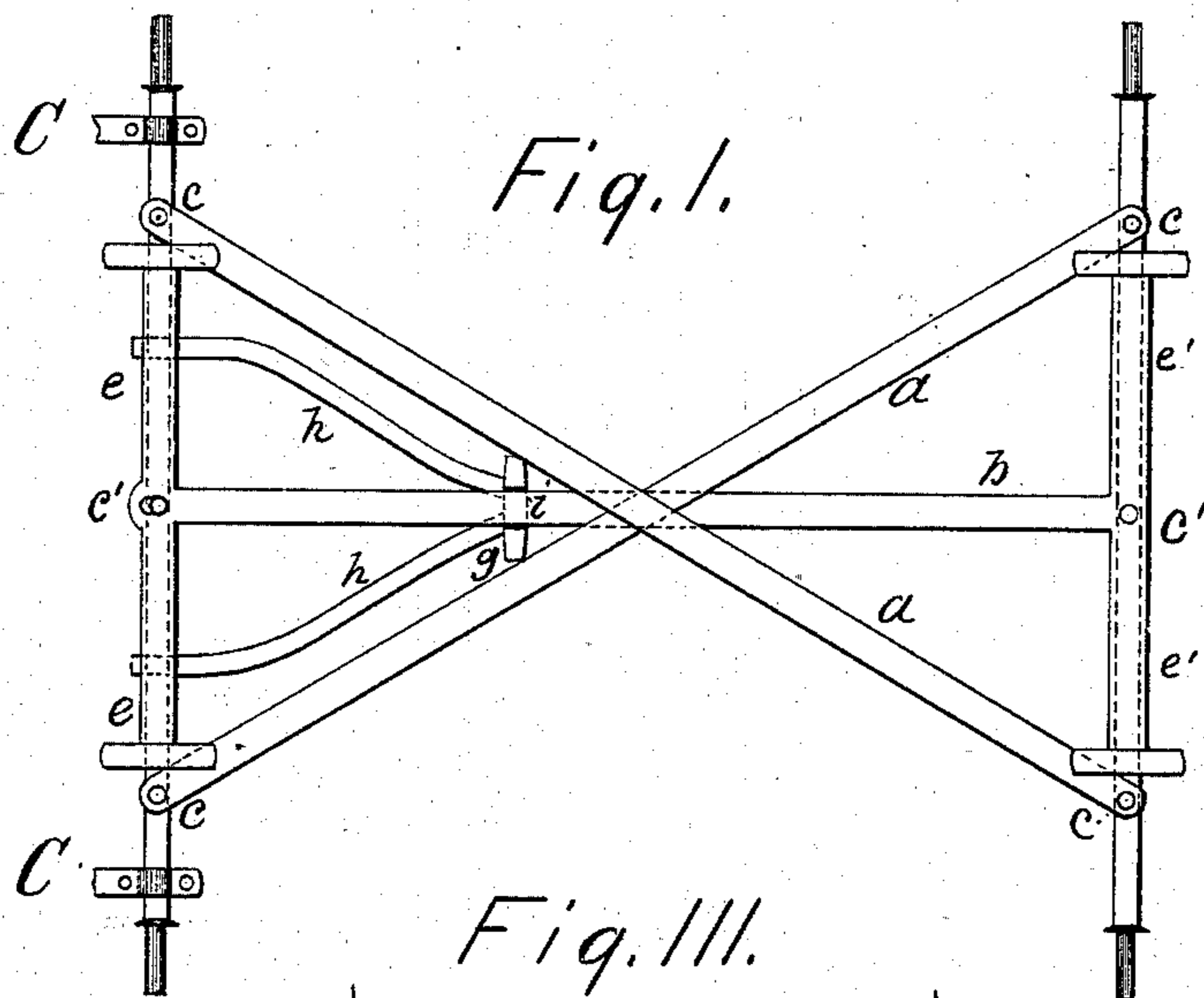


(No Model.)

J. L. FINN.
BABY CARRIAGE.

No. 249,512.

Patented Nov. 15, 1881.



Witnesses.
D. B. Andrews
H. F. Willson.

Inventor.
J. L. Finn.

UNITED STATES PATENT OFFICE.

JOHN L. FINN, OF ELYRIA, OHIO, ASSIGNOR TO DAVID B. ANDREWS AND
THOMAS L. NELSON, BOTH OF SAME PLACE.

BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 249,512, dated November 15, 1881.

Application filed April 6, 1881. (No model)

To all whom it may concern:

Be it known that I, JOHN L. FINN, a citizen of the United States, residing at Elyria, in the county of Lorain and State of Ohio, have invented a new and useful Improvement in Baby-Carriages, of which the following is a specification.

My invention relates to the method of guiding baby-carriages, as hereinafter described, by merely changing the relation of the axles from a parallel to an angular position. This object is attained by the mechanism illustrated in the accompanying drawings, in which—

Figure I is a plan view, with the wheels and body removed. Fig. II is a side elevation, with the wheels on the front side removed. Fig. III is a diagram illustrating the movement of the different parts shown in Fig. I.

Similar letters refer to similar parts throughout the several views.

The wheels A, axle-trees B B', and handles C constitute the running-gear of the carriage.

a a represent diagonal bars, which are pivoted to the axle, as seen in Fig. I. Said bars are of unequal length from center to center of their pivots.

b represents a connecting-bar, which is also pivoted to the axle, as seen at *c' c'*. Said pivots are placed in the center of the axle equidistant from either of the pivots *c c*. To the connecting-bar *b*, at each end, are secured cross-bars *e e'*, which extend parallel with the axles a sufficient distance to form a suitable support for the springs *f f*.

g represents a locking attachment, which is rigidly secured to the rear axle by means of arms *h*, which extend forward, under the reach or connecting-bar *b*, to a convenient point near the center thereof. Said locking attachment consists of a short curved transverse bar whose upper surface is somewhat curved for the purpose of preventing its ends from striking bar *b* while passing back and forth under it, and is provided with a recess, as seen at *i*, wide and deep enough to freely admit the connecting-bar *b*. The said recess *i* must be so placed as to coincide with the bar *b* when said bar is at right angles to the axles of the carriage. When

in this position said recess passes freely up and takes hold of said bar, claspings it firmly, and thus holding the axles rigidly in place, thus causing the carriage to move in a straight line when in motion; but when said locking device is forced downward so as to relieve said bar *b*, then the axles may be cramped or turned, so as to give the desired curvature to the direction being traversed. The arms *h*, which support said lock *g*, being fixed rigidly to the axle, are also so adjusted to the bar *b* as to impinge upon its under surface. When the operator desires to change the direction of the carriage he will slightly raise on the handles, which are rigidly secured to the rear axle, and in so doing the supporting-bars *h*, which are also secured to the same axle, are forced correspondingly downward, so as to relieve the lock *g* from the bar *b*. Then the handles may be readily turned or forced to the right or left sufficiently to give the desired cramp to the axles, and, as a necessary result, the desired curvature of direction. The diagonal bars *a a* serve as braces for the purpose of maintaining extreme rigidity in all positions of the axles, while at the same time they do not in any way interfere with cramping or turning the carriage.

What I claim as new, and desire to secure by Letters Patent, is—

1. The diagonal bars *a a*, pivoted to the axles, in combination with the connecting-bar *b* and locking-bar *g*, for the purposes described.

2. The combination of the connecting-bar *b*, the locking-bar *g*, the supporting-arms *h*, and handles C, for the purpose of locking the axles in a position parallel to each other, and unlocking the same when desired to change the direction.

3. The connecting-bar *b*, having its lateral extensions *e e'*, for the purpose of supporting the body of the carriage, as described, so as not to interfere with cramping the same.

J. L. FINN.

Witnesses:

H. F. WILLSON,
JAMES E. BRONSON.