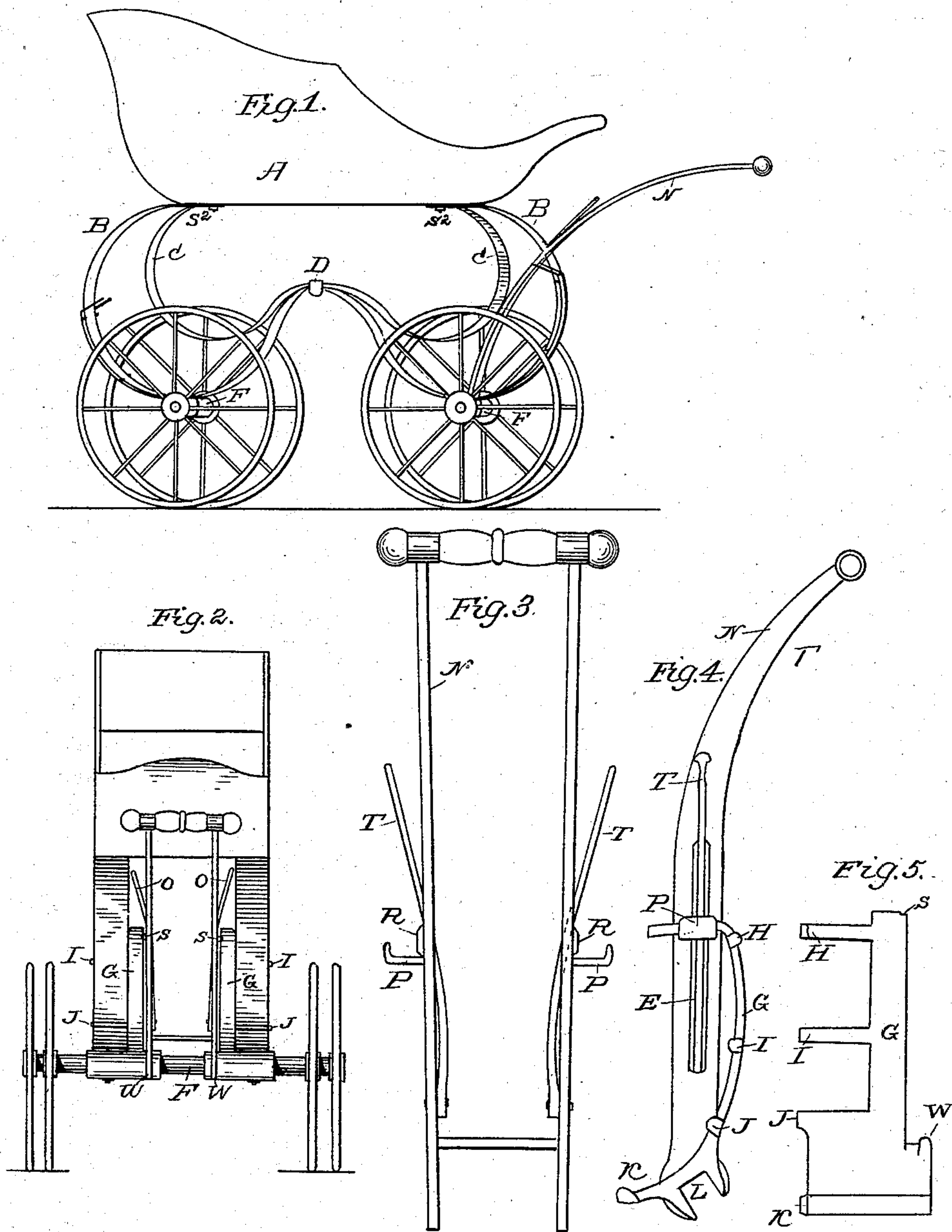


(No Model.)

A. HEIM,  
CHILD'S CARRIAGE.

No. 255,855.

Patented Apr. 4, 1882.



Witnesses:  
*Walter Donaldson*  
*L. W. Lutz*

Inventor:  
*Adam Heim*  
by *Ellis Spear*  
Atty.



# UNITED STATES PATENT OFFICE.

ADAM HEIM, OF SAN FRANCISCO, CALIFORNIA.

## CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 255,855, dated April 4, 1882.

Application filed November 25, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, ADAM HEIM, a citizen of the United States, residing at San Francisco, in the State of California, have invented a new and useful Improvement in Baby-Carriages, of which the following is a specification.

Figure 1 is a side elevation; Fig. 2, a front elevation; Fig. 3, a view of the handle or shafts; Fig. 4, an edge view of the handle and spring-support; Fig. 5, view of the spring-support.

My invention relates to the construction and arrangement of the springs and handles; and the objects are, first, to provide a light and durable spring combining elasticity and safety; secondly, to provide a handle which may be readily attached and detached for the purpose of placing it at either end of the carriage, as required either for hauling or pushing the same.

A represents the carriage bed or body; B, the outer spring; C, the inner spring; D, the spring-clamp rests; F, the axles; G, the spring-supports, which are operated in the notches S by means of the springs T, which operate in the slots E. (Shown in Figs. 3 and 4.)

P represents the rest-hooks, which receive and hold the handles in place when locked by the springs T and catches R, operating in the notches S of the spring-supports G. The spring-supports G have the steps W, which have semicircular grooves to receive the feet or lower ends of the carriage handle or shafts N.

The following is the arrangement and operation of the same:

The inner springs, C, and outer springs, B, are attached to the carriage-bed at S<sup>2</sup>. The inner springs, C, are supported on the center of the outer springs, B. The spring-clamp rests D hold the same in position laterally and allow the same to slide longitudinally. The breaking of either of the springs at the ends will not destroy the usefulness of the spring as long as the middle bearing formed by the rests D remains intact. By this combination of the two springs B and C, the one supporting the other, very light material may be used

and still sufficient strength be secured and additional elasticity added. The spring-supports G, having the clamp-hooks H, I, J, and K, and the groove or step W, and being firmly attached to the axle, form a firm support for the springs B. The handles N being placed over the axles or the groove-steps W at either end of the carriage, and revolved down until the spring-catch R falls into the notches S, the handle is firmly locked in place. The springs T, being extended up for a hand-hold, are pressed in toward the shaft, and the catches R being withdrawn from the notches S, the handle may be lifted out of the step W and taken out, and thus be readily attached and detached at either end of the carriage for either pushing or pulling the same, as may be desired. The combination of the spring-supports G and springs B forms a firm yet elastic attachment. The support, taking the strain from the lower part of the springs B, adds to the durability of the same.

I am aware of the patents of Whitney, No. 176,155, April 18, 1876, and of Saladee, No. 240,464, April 19, 1881, and do not claim the inventions therein set forth.

Having thus described my invention, what I claim, and desire to secure by Letters Patent is—

1. The springs B and C, connected by the clamps D, attached to the spring C, and the spring-supports G, attached to the axles and supporting the springs B, as set forth, the whole being combined and operated substantially as and for the purposes set forth.

2. The handles or shafts N, having the spring T attached, and the spring catch or stops R, and the rest-hooks P, to form the bearing of the spring-supports G, in combination with the spring-supports G, the whole being constructed and operated as and for the purposes set forth.

ADAM HEIM.

Witnesses:

JOHN H. REDSTONE,  
ALBERT E. REDSTONE.