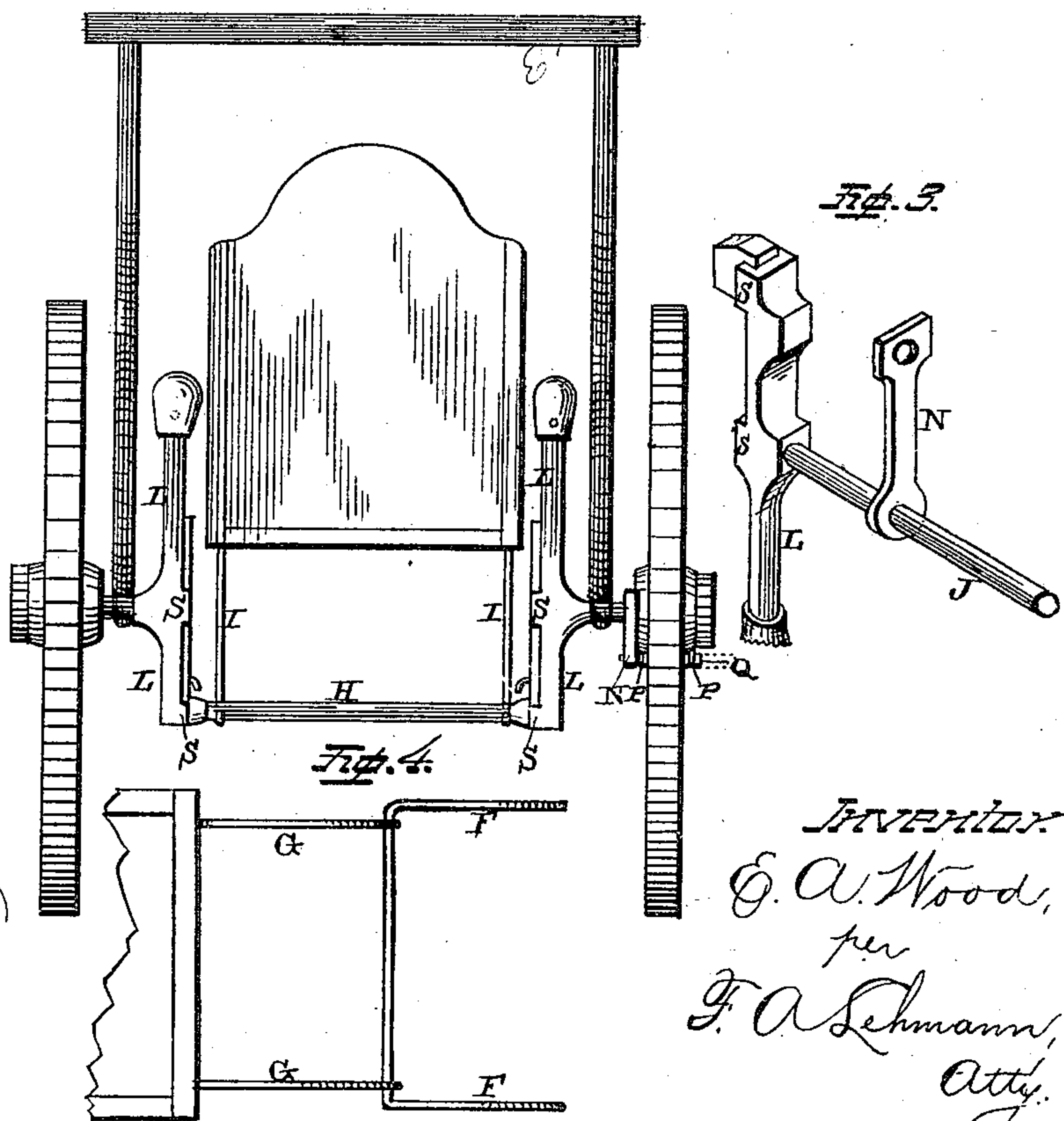
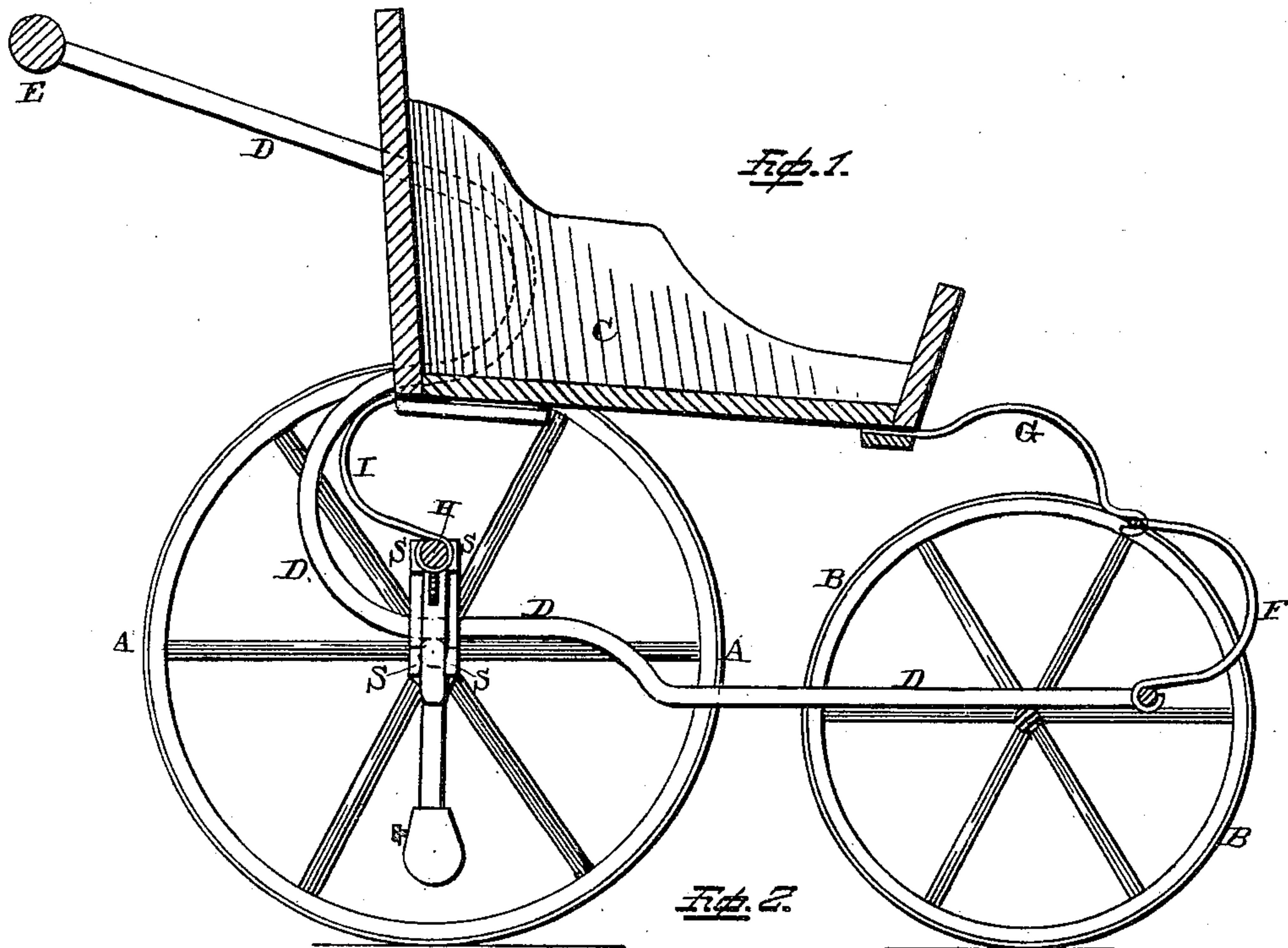


(Model.)

E. A. WOOD.
CHILD'S CARRIAGE.

No. 270,561.

Patented Jan. 9, 1883.



WITNESSES.
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CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 270,561, dated January 9, 1883.

Application filed May 15, 1882. (Model.)

To all whom it may concern:

Be it known that I, EDWIN A. WOOD, of Thompson, in the county of Carroll and State of Illinois, have invented certain new and useful Improvements in Children's Carriages; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in children's carriages; and it consists, first, in the combination of a cranked axle, the body of the carriage, which is connected thereto, and adjustable counter-weights; second, in securing the ends of the cranked axle to suitable frames or supports, so that the axle can be adjusted in or out from the center of motion, and thus increase or decrease the amount of movement which is given to the body of the carriage; third, the combination of the cranked axle with the two rear wheels and a suitable means for connecting one or both of the wheels to the axle, so as to cause the cranked portion of the axle to revolve or not as the carriage is moved along, all of which will be more fully described hereinafter.

The object of my invention is to provide a cranked axle with adjustable weights, so that the body of the carriage will have a suitable counter-balance to prevent it from moving with a jerk, and to regulate the amount of motion that is to be imparted to the carriage.

Figure 1 is a vertical section of my invention complete. Fig. 2 is a rear view of the same, showing the body lowered. Figs. 3 and 4 are detailed views.

A represents the rear wheels, B the front wheels, and C the body, of the carriage.

The frame D, by which the axles are connected together, is made from a single continuous bent rod, which is arched upward at its rear ends, so as to extend any suitable distance above the body of the carriage, and has its rear ends connected together by the handle E. The front axle is secured to the under side of this frame in any suitable manner, and the front end of the body is attached to the front of frame by means of the bent pieces F G, which are loosely fastened together. The lower

piece, F, is made from one continuous piece of iron rod, which has each of its ends wrapped around the frame, and which extends across the frame, so that the piece G, having eyes upon its front ends, can be attached to it. The piece G consists of a U-shaped rod, which is clamped to the under side of the front end of the body in any suitable manner. As the piece F is loosely connected to the front end of the frame, and as the piece G is loosely connected by means of the eyes on its front end to the piece F these two parts will move with the body, so as to conform to all of its movements.

The rear of the body is fastened to the cranked portion H of the axle by the bent rod or springs I. The central portion of the rod or springs I is clamped to the under side of the rear end of the body, while its two lower ends are formed into eyes which loosely surround the crank.

The rear axle is formed of a number of pieces for the purpose of adjusting the distance that the body shall be moved at each revolution of the crank when the two parts are connected together, so as to move at the same time. Those parts, J, of the axle which pass through the wheels have their inner ends to pass through suitable boxes, which are secured to the under side of the frame, and have these inner ends secured to the arms or levers L. Neither one of the wheels is secured rigidly to these parts J, so that the wheels can be made to revolve without moving the body, when so desired. When it is desired to move the body either one or both of the wheels may be made fast to the axle J by means of a clutch or fastening of any kind. As is here shown, one of the parts of the axle J has an arm, N, rigidly secured to it, and which projects a suitable distance above the hub of the wheel, and has a suitable hole or opening made through its outer end. Upon the hub of the wheel which is next to this arm are secured suitable guides, P, through which is passed a sliding rod, Q, which, when pushed inward, will have its inner end made to pass through the arm, so as to lock the axle and the wheel together. When the sliding rod is not pushed inward the wheel turns freely upon its axle without in any way affecting the movement of the car-

riage. When, however, this rod is pushed inward, so as to lock the frame and the wheel together, the levers which are secured to the inner ends of the axle are made to revolve, and thus operate the crank, and as the crank is connected to the body, the body will be made to rise and fall with the movement of the crank.

The inner sides of the arms or levers which are secured to the inner ends of the cranks J have suitable flanges or guides, S, formed upon their edges, and in between these flanges or guides the bent ends of the crank H catch. These bent ends are secured to the levers by means of suitable set-screws, or clamping devices of any kind, and these ends can be adjusted back and forth upon the arms, so as to give the crank a greater or less throw, as may be desired. Where but a very slight movement is to be given to the body of the carriage the crank will be drawn inward upon the arms or levers, so that it will describe but a very small circle. When considerable movement is to be given to the body the crank will be adjusted outward, so as to make a sweep through a large circle at each revolution.

In order to prevent the weight of the body from causing it to descend suddenly after having been raised upward, and thus causing it to move with an unpleasant jerk, suitable counter-weights are applied to the outer ends of the levers, which serve to counterbalance the weight of the body at every point. These weights are made adjustable upon the levers, so that they can be moved back and forth, and thus be readily adjusted to the weight of the child in the body of the carriage. These weights are always at their lowest point while the carriage is at its highest, and as the body descends these weights rise upward, and thus check the too sudden descent of the body. When it is not desired that the body should have any move-

ment the wheel is disconnected from its axle, and the body is then locked in place by means of a hook which is made to catch in an eye on the side of the body.

By means of the construction here described a carriage can be used like one of the ordinary carriages now in use; or it can be given a greater or less rising or falling movement, as may be desired.

Having thus described my invention, I claim—

1. The combination of a child's carriage with the axles J, the arms or levers connected thereto, and provided with adjustable weights at their opposite ends from the crank, substantially as described.

2. In a child's carriage, the combination of the axles J, the arms or levers secured to their inner ends, the crank, and a suitable connection between the crank and the body of the carriage, the wheel and the axle being provided with suitable means for locking one or both wheels to the axle, substantially as set forth.

3. In a child's carriage, the combination of the wheels, the axles J, having the weighted levers secured to their inner ends, the adjustable crank, the rod I, the body of the carriage, and a means for locking the wheel to the axle, substantially as specified.

4. The combination of the frame supported upon the front axle, the body of the carriage, and the pieces F G, which connect the front end of the carriage to the frame, substantially as shown.

In testimony whereof I affix my signature in presence of two witnesses.

EDWIN A. WOOD.

Witnesses:

H. B. GREEN,
S. J. HOLLAND.