

(No Model.)

2 Sheets—Sheet 1.

G. S. COLBURN.
CHILD'S CARRIAGE.

No. 563,567.

Patented July 7, 1896.

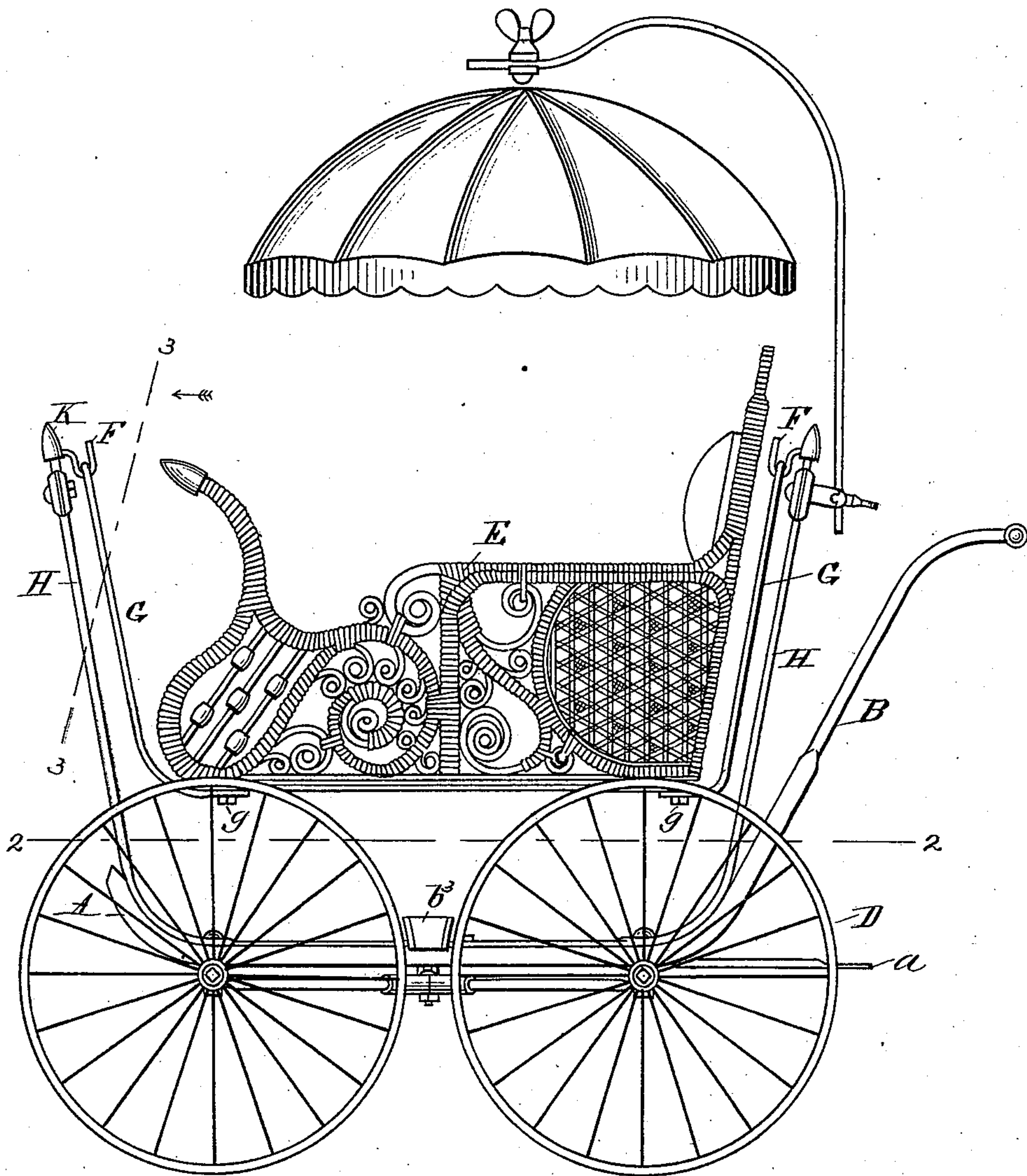


Fig. 1.

WITNESSES

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INVENTOR

Geo. S. Colburn
by his Attys
Clark & Raymond

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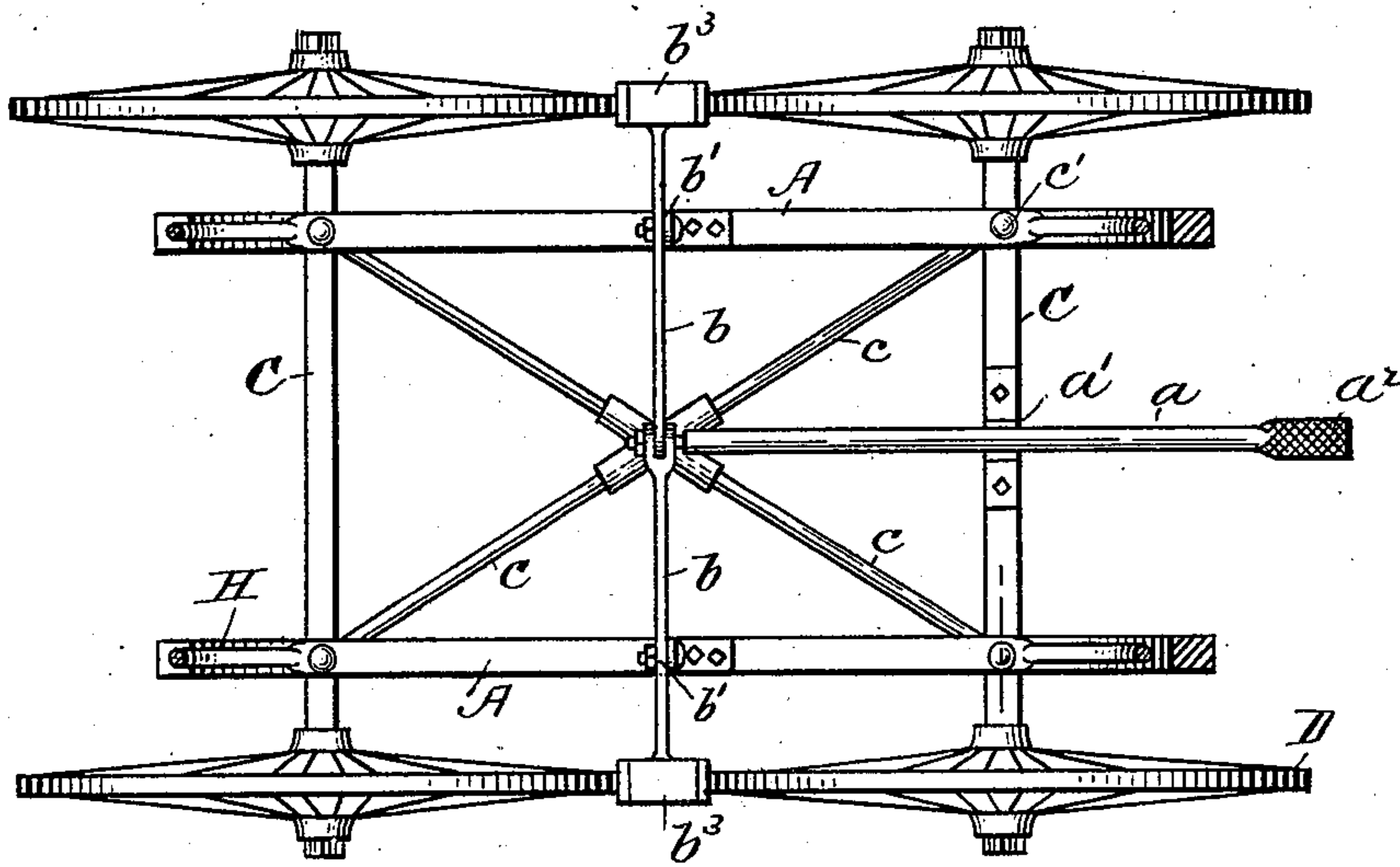


Fig. 2.

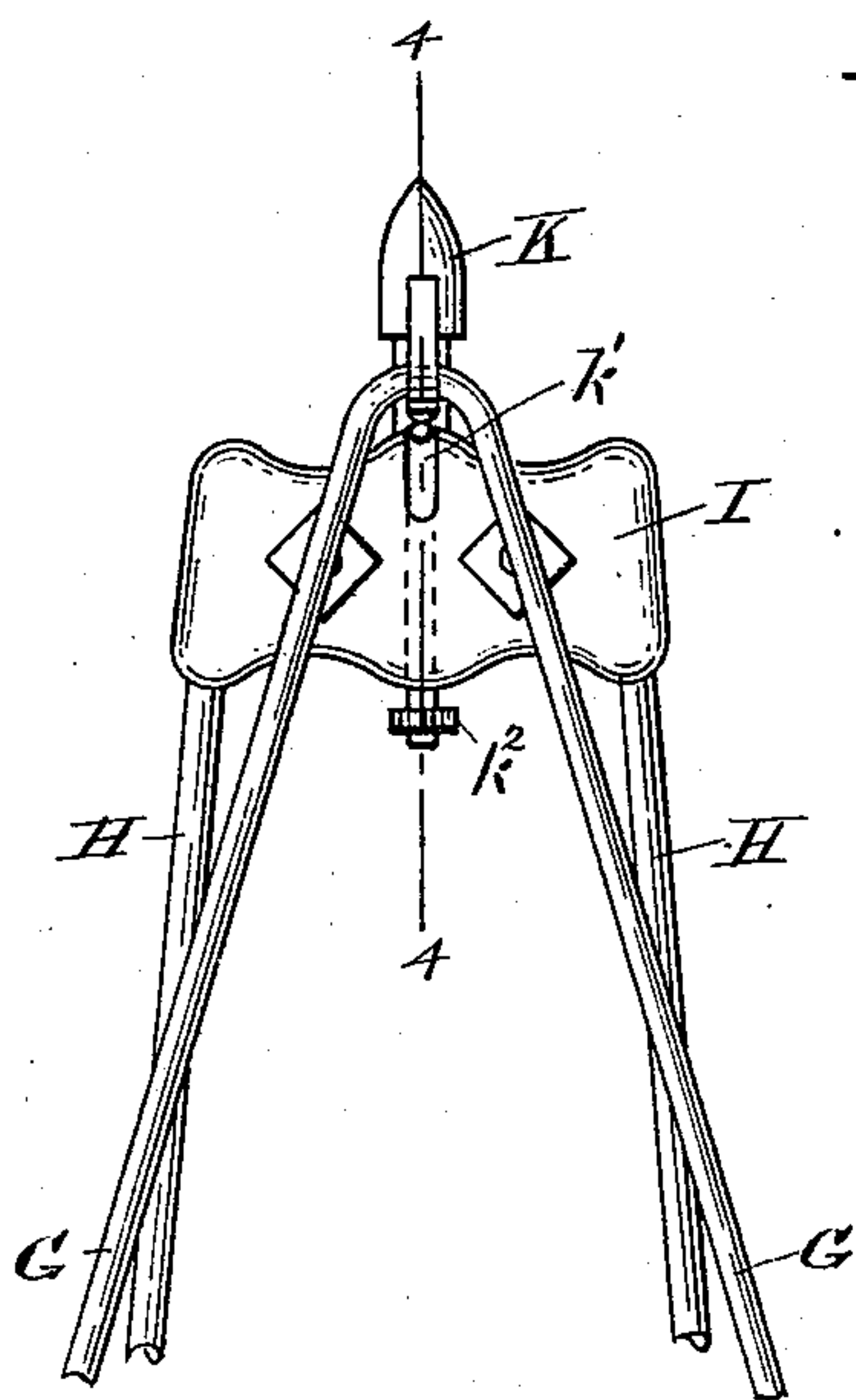


Fig. 3.

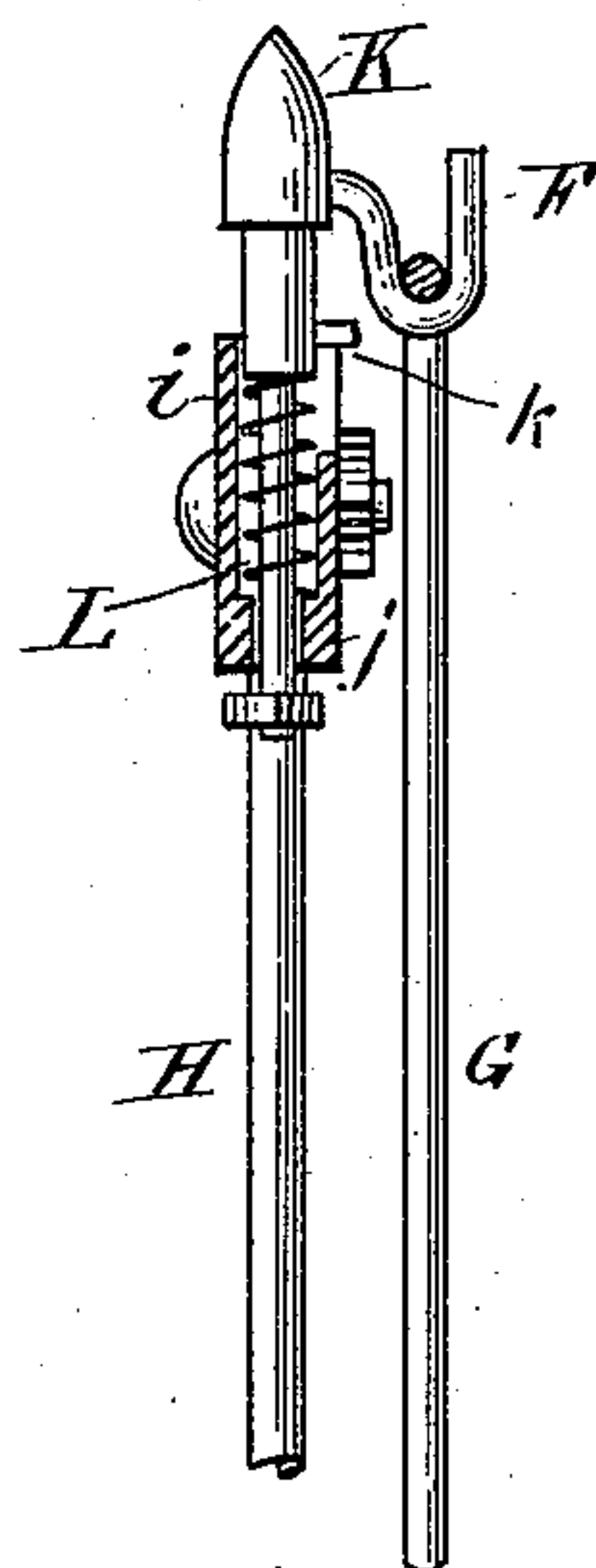


Fig. 4.

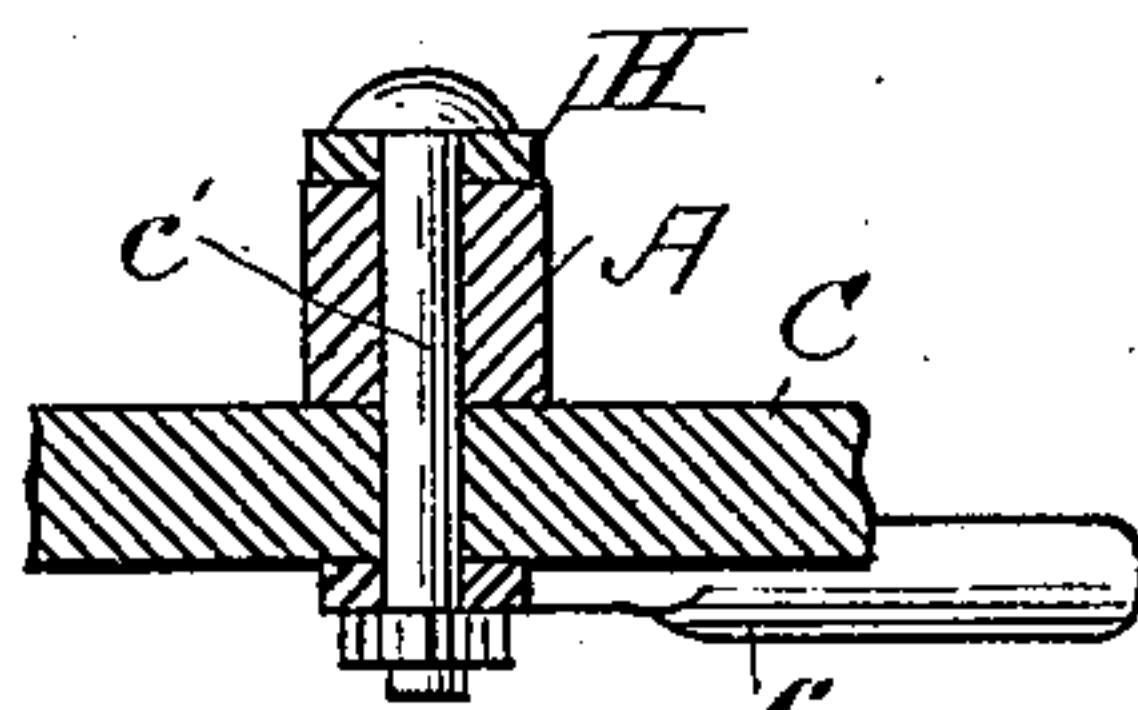


Fig. 5.

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UNITED STATES PATENT OFFICE.

GEORGE S. COLBURN, OF GARDNER, MASSACHUSETTS.

CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 563,567, dated July 7, 1896.

Application filed July 25, 1895. Serial No. 557,072. (No model.)

To all whom it may concern:

Be it known that I, GEORGE S. COLBURN, a citizen of the United States, residing at Gardner, in the county of Worcester and State of Massachusetts, have invented a new and useful Improvement in Baby-Carriages, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification, in explaining its nature.

My invention relates especially to a construction whereby the carriage may be upset without throwing out its occupant, and is intended to prevent injury to infants and children.

The improvement consists in forming the car or seat of the carriage so that it will swing on its supports and assume a horizontal position whatever be the inclination of the supports, as will hereinafter be more particularly described.

Referring to the drawings, Figure 1 is a view in side elevation of a baby-carriage containing the features of my invention. Fig. 2 is a view in plan with the parts above the line 2 2 of Fig. 1 removed. It shows my improved brake, which will hereinafter be referred to. Fig. 3 is a view in end elevation, taken on the line 3 3 of Fig. 1, looking in the direction of the arrow. Fig. 4 is a view in vertical section on the line 4 4 in Fig. 3. Fig. 5 is a section showing the manner of adjusting the different parts of the frame together by one bolt.

A represents the side pieces, of wood or other suitable material, which extend upward at the back to form the handle B. They are curved upward for a short distance in front also in order to steady the hangers. (See Fig. 1.) These side pieces are bolted at *c'* on the cross-pieces C C, preferably of metal, the ends of which form the axles for the wheels D D. Underneath the side pieces and the cross-pieces are the diagonal braces *c c*. The car E is of any desired shape and is hung on curved hooks F F in such a way that it will swing freely back and forth without striking the wheels in so doing. The hooks F F engage the curved end of the steel wires G G, (shown in Figs. 1 and 3,) which are fastened beneath either end of the car at *g g*.

The hangers H H are formed of heavy wire

or other suitable material and are bolted to the frame at *c' c'*. Their upper ends are connected by the connecting-plate I, as shown in Fig. 3. This connecting-plate consists of two plates *i j*, bolted together and adapted to firmly grasp the ends of the hangers H H. The plates furnish a support for the pin K, which carries the hook F, and is adapted to move readily in a vertical direction between them. The pin K is returned to the position shown in Fig. 4 after being depressed by the spring L. Its upward movement is checked by the nut *k²*. The pin carries a stud *k*, Fig. 4, which is adapted to move in a slot *k'* (see Fig. 3) and acts as a guide.

The hangers H H are stiff but at the same time have a certain amount of resiliency, and thus obviate the necessity of using springs. They may be painted of any desired color, or may be gilded or coated with bronze to suit the fancy of the owner. The carriage may also be provided with a hood of any desired description.

Fig. 2 shows my new and improved brake. It is formed of wood or other suitable material, and consists of the bar *a*, pivoted to the cross-piece C at *a'*, having one end *a²* flattened and connected at the other end to the bars *b b*, which are pivoted to the side pieces A A at *b' b'*. At the ends of the bars *b b* are the brake-blocks *b³ b³*. The bar *a* and the bars *b b* are so connected that the latter can move on the former as a pivot.

The operation of the brake is as follows: Its position when at rest is that shown in Fig. 1, where the brake-block is situated in a plane parallel to the plane connecting the centers of the two wheels, but above it. It will be observed that the brake-block is of such a shape that it will bear on both wheels at once when depressed. If the foot be placed on the flattened end *a²* of the bar *a*, the other end of the bar will be raised and the brake-block *b³ b³* at the ends of the bars *b b* will be depressed, as will be readily understood from the foregoing description.

Fig. 5 shows the attachment of all the parts of the frame together by one bolt. H is the hanger. A is the side piece. C is the cross-piece, and *c* the diagonal brace.

The advantage of my invention is that it will be impossible for a baby to be injured

should the baby-carriage be upset by any mischance. This result is secured without the sacrifice of any useful or ornamental feature of the carriages known to the public.

5 The brake herein described will be found a great convenience, as by the use of it the speed of the carriage on an incline may be easily regulated.

10 Having thus fully described by invention, I claim and desire to secure by Letters Patent of the United States—

1. As an improved article of manufacture, a baby-carriage having a body supported by wire loops which engage with wire hooks carried by vertically-movable pins, the motion thereof being controlled by springs, as and for the purposes described.

2. In a baby-carriage, the improved brake,

formed as described, having the bars (b), which carry the brake-blocks, the latter being adapted to be depressed on the operation of the brake, and to engage with both wheels on each side of the carriage, as and for the purposes described.

3. The combination in a baby-carriage of the hangers H, the connecting-plate I, the pin K, the hooks F, the wires G, as and for the purposes described.

4. The combination in a baby-carriage of the hangers H, the connecting-plate I, the pin K, having the stud *k*, the slot *k'*, and the nut *k*², as and for the purposes described.

GEO. S. COLBURN.

Witnesses:

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J. M. DOLAN.