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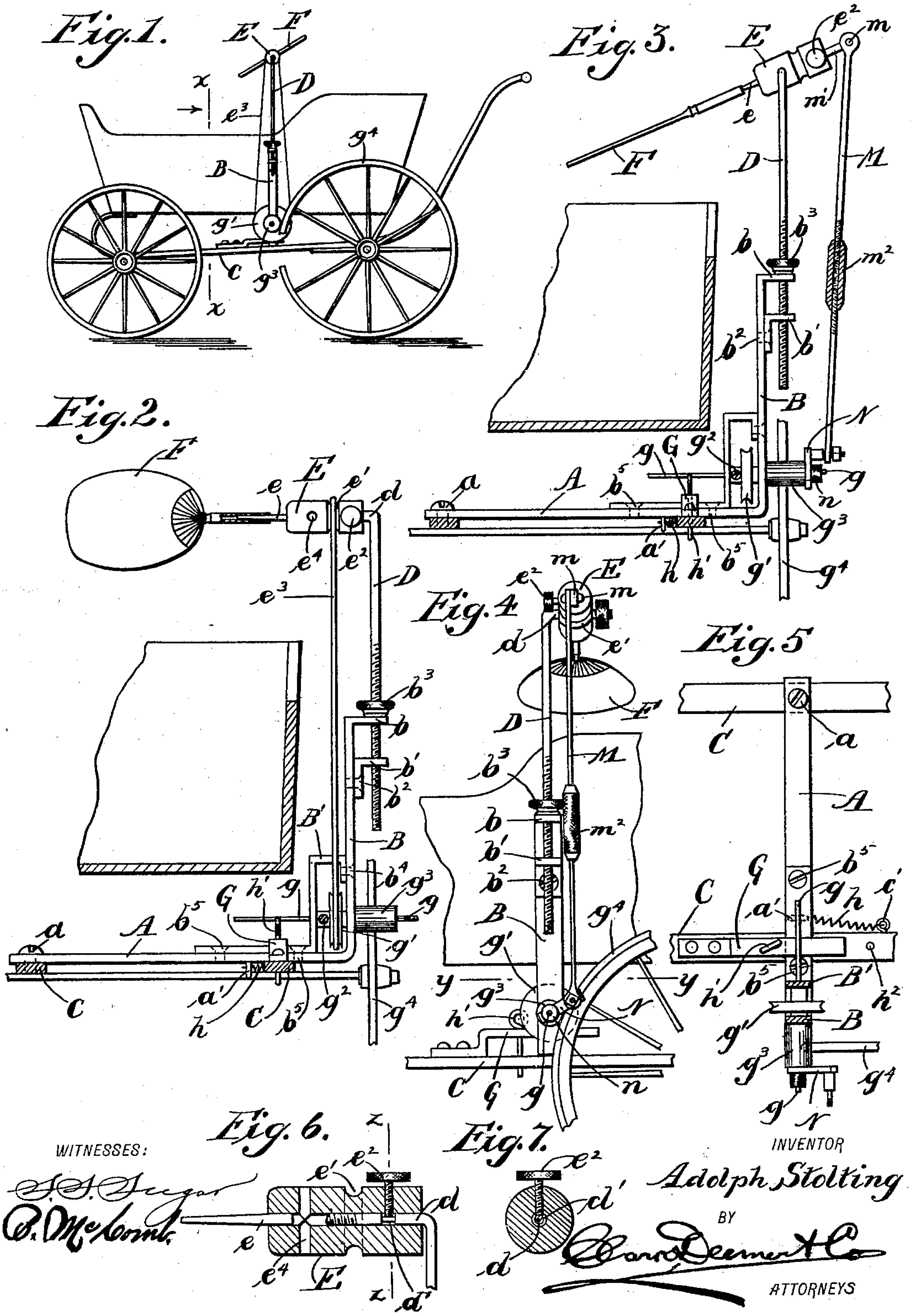
A. STÖLTING.

FAN ATTACHMENT FOR BABY CARRIAGES.

(Application filed June 5, 1897.)

(No Model.)



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FAN ATTACHMENT FOR BABY-CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 609,846, dated August 30, 1898.

Application filed June 5, 1897. Serial No. 639,587. (No model.)

To all whom it may concern:

Be it known that I, ADOLPH STÖLTING, a citizen of the United States, and a resident of New York city, county of New York, and State of New York, have invented certain new and useful Improvements in Fan Attachments for Baby-Carriages, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar letters of reference indicate corresponding parts.

My invention relates to an improved fan attachment for baby-carriages and the like in which the fan is actuated by the revolution of one of the wheels of the carriage engaging against a roller which operates the said fan in conjunction with suitable wheels or levers.

The object of my invention is to provide an apparatus which will create a continuous current of air about any occupant in the carriage to which my device is attached, thereby producing a cooled temperature about the said occupant and driving away any insects that commonly infest the atmosphere. I attain this object by the device illustrated in the accompanying drawings, which form a part of this specification, in which—

Figure 1 is a general side view of a baby-carriage, showing my device attached. Fig. 2 is an enlarged section through the line $x\ x$ and looking in the direction of the arrow indicated. Fig. 3 is a section on the line $x\ x$, but shows the device slightly modified. Fig. 4 is a side elevation of the modified device shown in Fig. 3. Fig. 5 is a part section and plan through the line $y\ y$ of Fig. 4. Fig. 6 is an enlarged detail longitudinal sectional view of the revolving block which carries the fan. Fig. 7 is a cross-section through the same on the line 2 2 of Fig. 6.

In the practice of my invention I provide an angular frame or bar having the arms A and B, upon which the entire device is constructed. The arm A of the frame is carried upon the rods C of the running-gear of a carriage and is pivotally connected at a to one of the rods. The arm B extends upwardly from the arm A and forms a right angle with it. The upper end of the said arm is bent at a right angle to the arm, as at b. A small angle-plate b' is fastened directly beneath this bend by means of the screw b^2.

A circular rod D, threaded on its lower portion, engages in threaded openings in the end b and angle-plate b', and a thumb-screw b^3 engages upon the said rod and against the end b of the arm B. The upper end d of the rod D is bent at right angles with the said rod and has a groove d' near the extremity of this bend. A revolving block E is mounted upon the end d of the said rod and has a pin or projection e, on which is mounted an ordinary Japanese fan F. A groove e' is formed around the revolving block E. To prevent the block E from slipping off the end d while revolving, a set-screw e^2 is mounted in the said block and engages in the groove d' of the rod D.

An auxiliary frame B′ is fastened to the arm B at b^4 and to the arm A at b^5. A shaft g passes through the auxiliary frame B′ and the arm B of the frame and revolves within the said auxiliary frame and arm. Mounted upon the shaft g between the auxiliary frame B′ and the arm B is a pulley-wheel g', securely fastened to the shaft g by the screw g^2. A roller g^3 is securely fastened to the outer end of the shaft g and engages against the tire g^4 of a wheel of the carriage. A driving cord or belt connects the pulley g' and the revolving block E. A spring h is employed to keep the roller g^3 continually against the tire g^4 of the wheel, the said spring making connection between a rod of the running-gear at c' and the arm A at a'.

To properly guide the movement of the frame, a guide or arm G is fastened to one of the rods C of the running-gear, the end projecting over the arm A of the frame, and a pin h passes through the guide G and rod of the running-gear and is employed to prevent the roller g^3 coming in contact with the tire g^4 of the wheel when the revolution or movement of the fan is not desired.

To operate the fan, the pin h' is withdrawn, and by the action of the spring h the frame is drawn over and the roller g^3 is brought in contact with the tire g^4, by the turning of which when the carriage is in motion the roller g^3 is revolved, in turn revolving the pulley, and the pulley making connection with the block E by the driving-cord e^3 causes

the said block to revolve, thereby turning the fan F and creating a constant current of air as long as the carriage is in motion.

From the above description it can readily be seen that the fan will be given a revolving motion; but the peculiar construction of my device enables me by the addition of a rod M and the crank N and a very simple readjustment of the parts to give an oscillating motion to the fan. To bring about this change in the movement of the fan, I remove the driving-cord e^3, and loosening the screw e^2 I remove the block E from the end d of the rod D and readjust it by passing the end d through the opening e^4. I then turn the rod D until the end d is at right angles to its former position, securing it in this position by means of the set-nut b^8. I now place a small crank N, having the rod M attached, upon the outer end of the shaft g and secure it by means of the set-nut n. The upper end of the rod M has pivotally fastened to it at m the pin m', which is provided with a groove similar to the groove d' upon the end d of the rod D. The end of the set-screw e^2 engages in this groove, so as to allow a partial revolution of the pin m'. When the carriage is in motion and the roller g^3 allowed to come in contact with the tire g^4, the crank N will revolve and in conjunction with the rod M give an oscillating motion to the fan E.

As can be seen in the drawings, the construction of my device allows the fan portion to be raised or lowered at the will of the operator, and by means of the double-acting nut at m^2 the rod M may be properly adjusted to suit the height of said fan F and block E.

To keep the fan out of action while the carriage is in motion, the frame is forced back as far as the guide G will allow and the pin h' is inserted in the openings in the guide G and rod of the running-gear and prevents the roller coming in contact with the wheel. An opening h^2 may be provided in the rod of the running-gear, in which the pin h' may be carried while the fan is in action. The roller g^3 is preferably covered with rubber to assure good contact with the tire of the wheel.

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

1. The combination, in a fan attachment for baby-carriages and like vehicles, of a main frame and auxiliary frame mounted upon the running-gear of a carriage, the end of one arm of said main frame pivotally connected to one end of the running-gear, a shaft revolving in the said frame and auxiliary frame, a roller mounted upon the outer end of said shaft and engaging against the tire of a wheel of the carriage, and a fan actuated by said shaft, substantially as shown and described.

2. The combination in a fan attachment for baby-carriages and the like, of a main frame and auxiliary frame mounted upon the running-gear of the carriage, the end of one arm of said main frame pivotally connected to one rod of the running-gear, a shaft revolving in the said frame and auxiliary frame, a roller mounted upon the outer end of said shaft and engaging against the tire of a wheel of the carriage, a driving-pulley also mounted upon the said shaft between the main frame and auxiliary frame and a revolving block mounted upon the upper end of an upright rod extending from the said main frame, said block carrying a fan and revolved by means of a driving-cord and the aforesaid pulley, substantially as shown and described.

3. The combination in a fan attachment for baby-carriages and the like, of a main frame and auxiliary frame mounted upon the running-gear of a carriage, a shaft carrying a roller and driving-pulley and revolubly mounted in the said frame and auxiliary frame, said roller engaging against the wheel of the carriage, an upright rod mounted in the upper portion of the frame, said rod having its lower portion threaded and worked in threaded openings in the said upper portion of the main frame, a set-nut engaging upon the threaded portion of the rod and against the upper end of the aforesaid frame and adapted to securely lock said rod in position, a revolving block revolubly mounted upon the bent end of the aforesaid upright rod and held in position by a set-screw mounted in the block, said block having an outwardly-projecting pin upon which is mounted a suitable fan, a driving-cord moving around the aforesaid driving-pulley and around the revolving block in a groove on same, and a suitable spring mounted between the base of the main frame and running-gear, and employed to keep the roller continually against the tire of the aforesaid wheel, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 2d day of June, 1897.

ADOLPH STÖLTING.

Witnesses:
C. SEDGWICK,
B. MCCOMB.