

No. 617,717.

Patented Jan. 17, 1899.

G. R. CHISHOLM.
CHILD'S CARRIAGE.

(Application filed Aug. 15, 1898.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

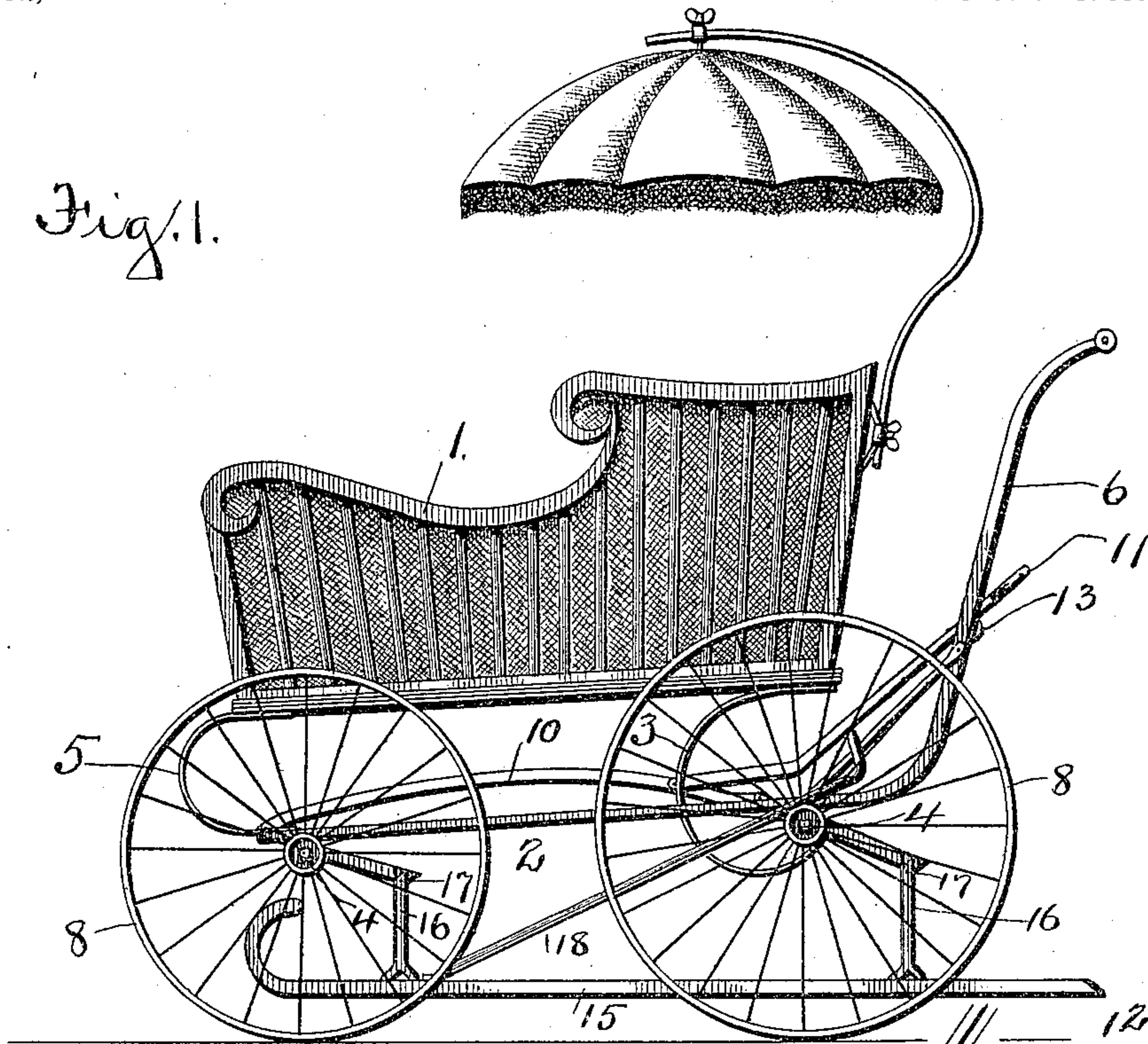
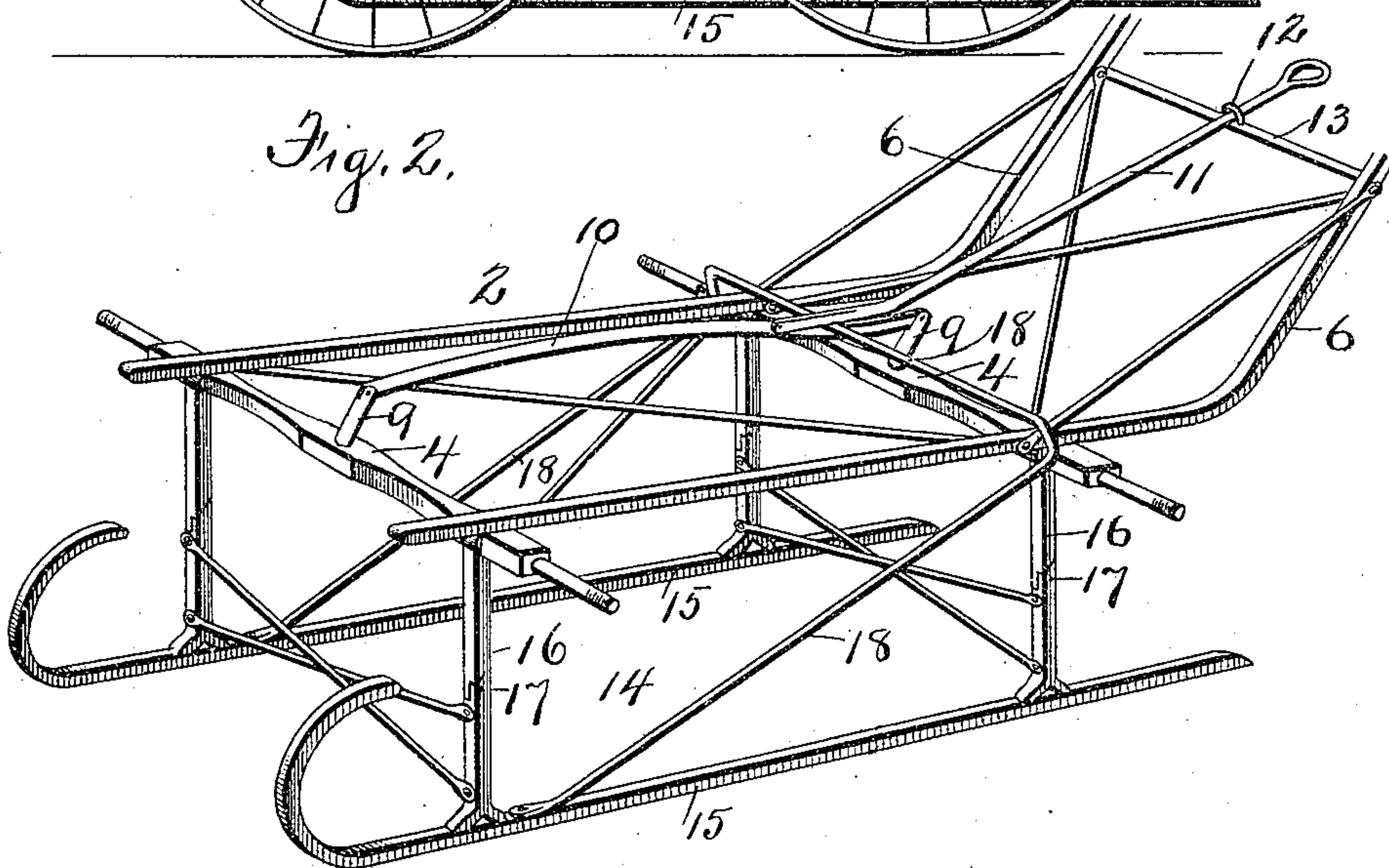


Fig. 2.



Witnesses:

G. L. Mockabee
Horace G. Seitz

George R. Chisholm, Inventor

By *Marion Marion*

his Attorneys

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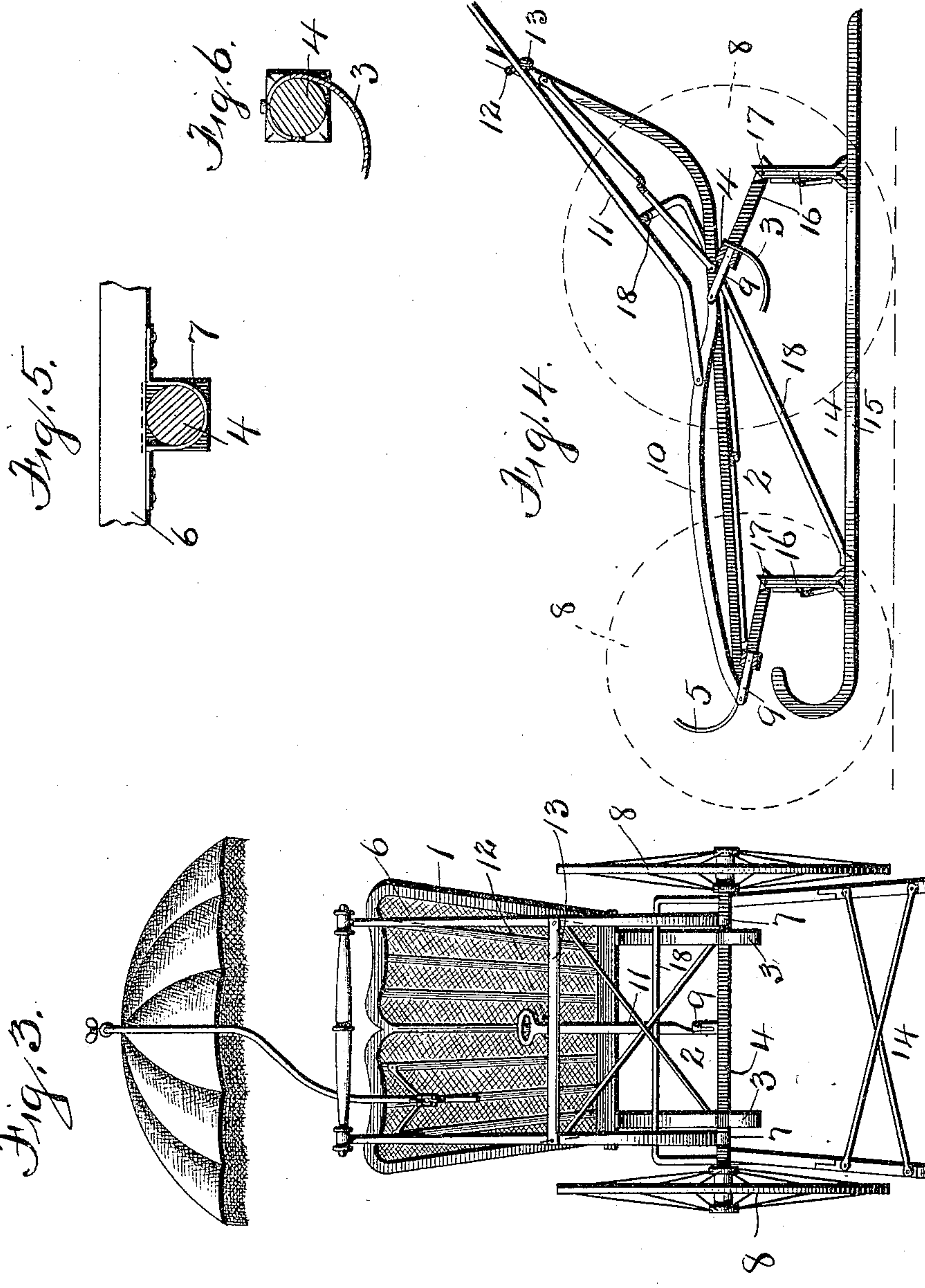
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Witnesses:
T. L. Mockabee
Horace T. Deitz

George R. Chisholm, Inventor
By *Marion Marion*
His Attorneys

UNITED STATES PATENT OFFICE.

GEORGE R. CHISHOLM, OF SAULT STE. MARIE, MICHIGAN.

CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 617,717, dated January 17, 1899.

Application filed August 15, 1898. Serial No. 688,597. (No model.)

To all whom it may concern:

Be it known that I, GEORGE R. CHISHOLM, a subject of Her Majesty the Queen of Great Britain, residing at Sault Ste. Marie, in the
5 county of Chippewa, State of Michigan, 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
10 as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in children's carriages.

The object of my invention is to provide a
15 carriage with a sleigh attachment which can be readily placed in an operative or inoperative position and which will be held in any of its adjusted positions.

A further object is to provide a mechanism
20 of durable construction and easily operated for carrying the above object into effect.

To these ends my invention consists in the improved construction and combination of the parts, as hereinafter fully described, and
25 particularly pointed out in the appended claims.

In the drawings, in which similar numerals of reference indicate similar parts in all of the views, Figure 1 is a side elevation of a carriage constructed in accordance with my invention, the sleigh attachment being shown
30 in its inoperative position. Fig. 2 is a perspective view of the running-gear of the carriage, the wheels being removed and showing the sleigh attachment in its operative position. Fig. 3 is a rear elevation of the carriage, the parts being in the positions shown in Fig. 2. Fig. 4 is a central longitudinal section, the parts being in the positions shown
35 in Fig. 1. Fig. 5 is a detail sectional view showing the manner of attaching the rotating axle. Fig. 6 is a sectional view showing the manner of attaching the springs to the rear axle.

45 At the present time children's carriages are constructed in two forms, one of which is the ordinary carriage having wheels, while the remaining class consists in attaching to the carriage-top a suitable sleigh attachment,

in some cases the attachments being in- 50
terchangeable. These constructions compel the purchasing of two separate devices, especially when the parts are not arranged to be interchangeable, and if the parts are arranged in such manner it compels the pur- 55
chasing of cumbersome attachments and requires the substitution of one mode of gear for the other before the carriage can be used. This is of great disadvantage, and especially in cities, where the business streets gener- 60
ally are kept clear of snow, &c., while the outlying residence streets are not so kept. In such a case a carriage which would be suitable for use on the residence streets, which would be the sleigh-gear, could not be used 65
on the business streets, owing to the difficulty with which the carriage could be moved. The same is true of the use of the running-gear, as it is not suitable for use where the streets are covered with snow and ice, al- 70
though suitable for use when the streets are bare. To overcome these disadvantages and to provide a construction which is neat and attractive in appearance, durable in construction, and which can be manufactured at a low 75
cost, I provide the carriage-body with a running-gear and also with a sleigh attachment, the latter being capable of being thrown into and out of an operative position at the will of the person using the carriage, the mechanism 80
being such that the change can be made without stopping the movement of the carriage, while the attachment will be held fixedly in its operative or inoperative position. Another advantage of my construction is the fact that 85
the sleigh attachment provides an efficient brake when it is desired that the carriage shall be held in a fixed position, it being apparent that when the wheels are out of contact with the ground it would be difficult for the occu- 90
pant of the carriage to move it out of its position. To accomplish these ends, I have provided the following-described construction:

1 designates the body portion of my improved carriage, this body portion being of 95
any desired construction, it not forming the particular part of my invention. The body portion 1 is mounted on the running-gear 2,

the connection at the rear being by means of suitable springs 3, connected to the rear axle 4, the connection between the axle and the springs being as shown in Fig. 6, by which it will be seen that while the axle 4 may be rotated the springs 3 will retain the same position relative to the body portion, regardless of the position of the axle itself. The connection at the front end of the carriage is by means of suitable curved rods 5, connected to the body portion and to the front ends of the handles 6. The axles 4 are rotatively secured to the handles 6, being mounted in suitable bearings 7, connected to the under side of the handles 6, and the wheels 8 are secured on the axles in the usual manner. Each axle is provided with an arm 9, these arms being connected together by means of a suitable connecting-bar 10, by which means both axles will have the same movement in their pivotal bearing. An operating-lever 11 is pivotally connected with the connecting-bar 10 and extends rearwardly a suitable distance to a point between the handles 6, said operating-lever being held in its fixed position by reason of its being passed beneath a retaining-hook 12, secured on a cross-bar 13, connecting the handles.

The sleigh attachment 14, having the runners 15, is connected to the axles 4 by means of the sectional uprights 16, pivotally connected together, as at 17, the free ends of said uprights being connected to the axles 4 and runners 15, as shown in the drawings. A suitable bail 18 is secured to the runners and extends rearwardly and upwardly, connecting with the axle, while the central or connecting portion contacts with the operating-lever 11, as best shown in Fig. 4. The parts are braced in any suitable manner in order that they may be kept in rigid position.

The operation of my device is as follows: With the parts in the position shown in Fig. 1, which is the position occupied when the sleigh attachment is in an inoperative position, the operating-lever 11 being contacted with the bail 18, such contact being sufficient to prevent the operating-lever from having a movement, and also forming a contact between the axle 4 and the bail 18, which prevents any rotatory movement of the axle, when it is desired that a change be made to place the sleigh attachment into an operative position the operating-lever is released from engagement with the hook 12 and raised, which releases the contact of the bail 18 from the rear axle 4 and also from the operating-lever, after which the operating-lever is drawn toward the rear, raising the body portion, the axles, and wheels rearward and upward, these portions being moved on the pivot-points 17, which movement raises these portions upward a sufficient distance to raise the wheels above the plane of the sleigh-runners 15 and out of all contact with the ground. This movement

brings the parts into the position shown in Fig. 2, wherein it will be seen that the bail 18 has passed into a position in front of the rear axle 4 and that when the operating-lever 11 is passed into its operative connection with the hook 12 the contact between the bail 18 and the lever 11 will prevent the axle 4 from moving forward on the pivotal points 17 when the carriage is pushed forward by reason of the position of the bail 18 in front of the rear axle, and this position will be maintained as long as the operating-lever 11 is in contact with the hook 12. When the operating-lever 11 is again released and the body portion pushed forward, the parts will again be maintained in their pivotal connections 17 and the wheels will come into operative contact with the ground and the sleigh-runners be held in the position shown in Fig. 1.

It will be readily seen that this construction provides a simple and efficient device for combining the uses of a carriage and sleigh and that the operation of the parts will be simple and efficient regardless of the use to which it is to be applied.

While the construction herein shown and described is what is believed to be a preferable embodiment of the invention, it is to be understood that I do not limit myself thereto, as various changes in the form, proportion, and minor details of construction may be resorted to, and I therefore reserve the right to modify or vary the invention as may fall within the spirit and scope thereof.

When it is desired to use the carriage without the sleigh-runners, as during the summer months, it is only necessary to remove the pivots 17 and disconnect the bail 18 from the runners.

Having thus described my invention, what I claim as new is—

1. A child's carriage, comprising a body portion; a running-gear secured thereto, said running-gear having a front and rear axle; connections between said front and said rear axle, whereby said axles will have a common pivotal movement; a sleigh attachment connected to said axles and having an operative movement therewith, said movement being adapted to pass said attachment to an operative or inoperative position; means for moving said attachment to its operative or inoperative position; and means for locking said attachment in any of its adjusted positions, substantially as described.

2. A child's carriage, comprising a body portion; a running-gear connected thereto, the axles of said running-gear being adapted to have a pivotal movement; a sleigh attachment secured to said axles, having a movement therewith, said attachment being movable into an operative and an inoperative position; connections between said axles, whereby said axles will have a common movement;

an operating-lever connected to said connections, said operating-lever being adapted to rotate said axles on their pivots; and a bail, secured to said sleigh attachment, said bail
5 being adapted to have an operative contact with said operating-lever and the rear axle of said running-gear, said contact being made when said attachment has been placed into

an operative or inoperative position, substantially as described. 10

In witness whereof I have hereunto set my hand in the presence of two witnesses.

GEORGE R. CHISHOLM.

Witnesses:

J. E. WARNER,
MYNA E. CARLETON.