No. 617,800. Patented Jan. 17, 1899.

M. L. BARR.

BABY CARRIAGE.

(Application filed Apr. 4, 1898.)

(No Model.) 2 Sheets—Sheet 1.

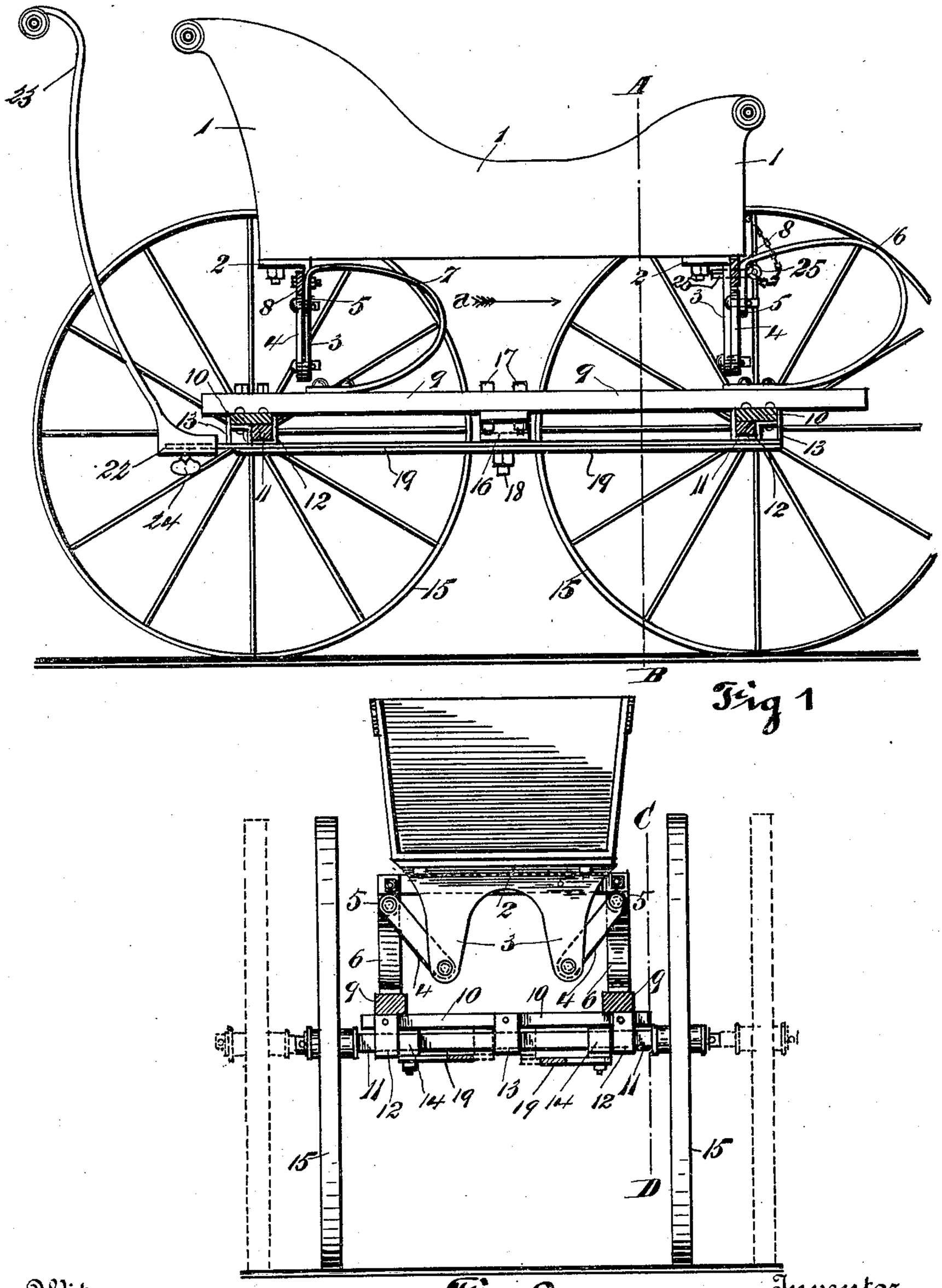


Fig 1

Fig 2

Witnesses
William P. Mooney
Jno. C. Schmidt.

Inventor
Mary L. Barr
By Thompson & Bell
Attorney.

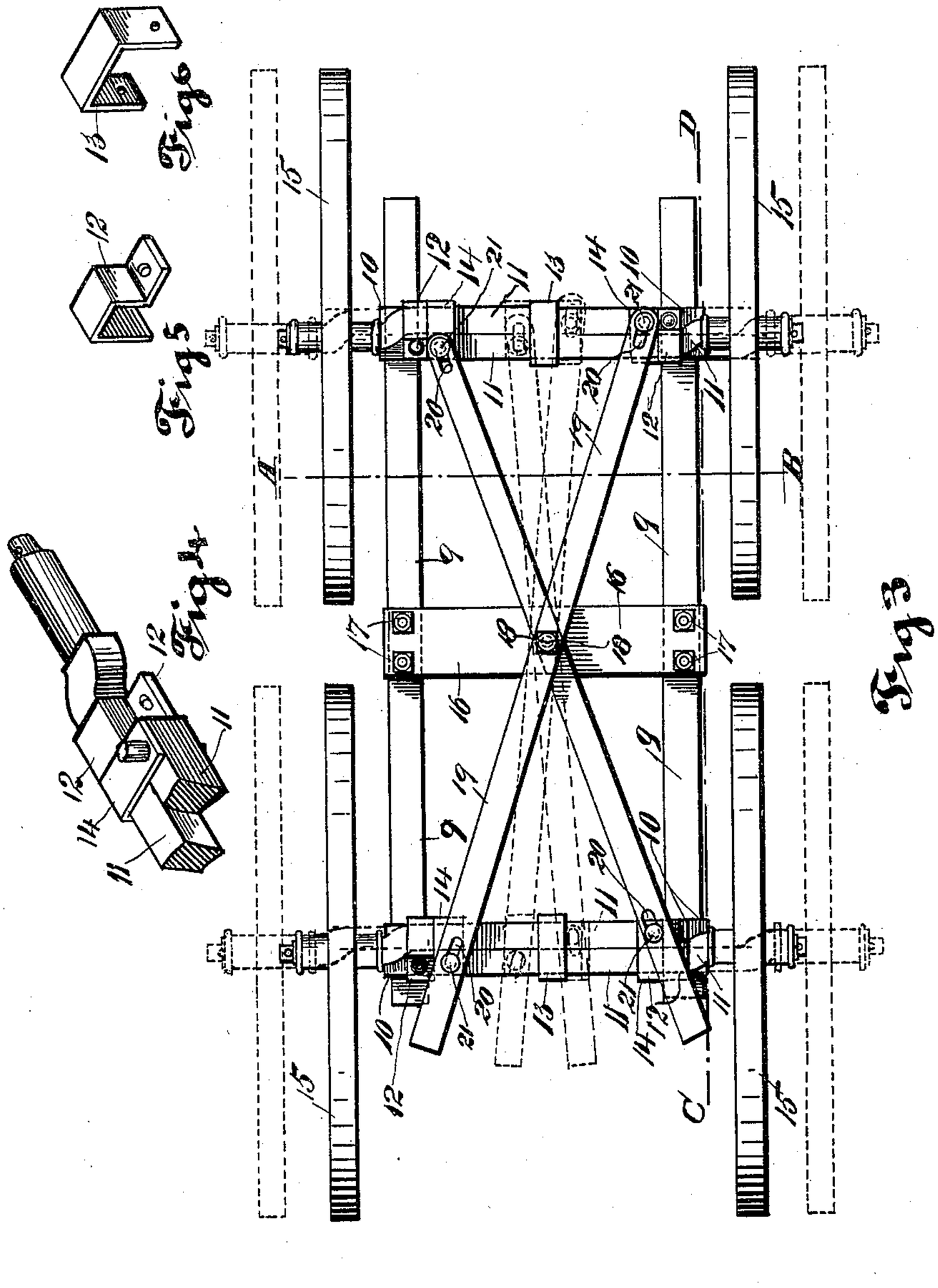
No. 617,800. Patented Jan. 17, 1899.

M. L. BARR.

BABY CARRIAGE.

(Application filed Apr. 4, 1898.)

(No Model.) 2 Sheets—Sheet 2.



Witnesses
William O. Mooney
Jno. G. Thwaites

Inventor
Mary L. Barr.
By Thompson & Bell
Attorney.

UNITED STATES PATENT OFFICE.

MARY L. BARR, OF INDIANAPOLIS, INDIANA.

BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 617,800, dated January 17, 1899.

Application filed April 4, 1898. Serial No. 676,483. (No model.)

To all whom it may concern:

Be it known that I, MARY L. BARR, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented new and useful Improvements in Baby-Carriages, of which the following is a specification.

My invention relates to certain new and useful improvements in baby-carriages; and it consists in means whereby the said carriage may be converted into and employed as a rocking-cradle.

The object of this my invention is to provide a means whereby the body or cradle of the carriage is suspended, as by links or swinging arms, to the free ends of the supporting-springs or other portion of the frame of the running-gear and also to provide means whereby the gage or distance apart of the carrying-wheels may be increased or extended when using the carriage as a cradle, for the purpose of providing sufficient space between the said wheels to permit the body or cradle to be swung its full extent without contacting with the wheels on either side of the carriage. I attain these objects by means of the mechanism illustrated in the accompanying drawings, in which similar numerals of reference designate like parts throughout the several views.

Figure 1 is a side sectional elevational broken view taken through the line C D. (See Figs. 2 and 3.) Fig. 2 is a transverse sectional elevational view of the same, taken through the line A B (see Figs. 1 and 3) and looking in the direction of the arrow *a*. Fig. 3 is an inverted plan view of the running-gear of the truck of the baby-carriage. Fig. 4 is a detail perspective broken view of the end of an axle, showing the manner of connecting the members thereof. Fig. 5 is a detail perspective view of an end axle guide-clip, and Fig. 6 is a similar view of the central guide-clip of the axle.

The body of the carriage may be of any suitable construction or design, and to the bottom of which body or carriage is secured by any suitable means, as bolts, the front and rear body-supporting pieces 2, which are provided with the integral depending arms 3, all of which arms are preferably of equal length and set in alinement one with the other. Suitable suspension-links 4 are pivoted at their bottom ends to the bottom ends of the depending arms 3 and on their top ends to the free ends 5 of the front and rear supporting-springs 6 and 7. Suitable retaining-bars 8 are secured at or near the top free ends of the forward and rear supporting-springs 6 and 7 and are provided for the purpose of not only forming a retaining-tie for the ends of said springs, but also to form guides, against which the pieces 2 bear to prevent undue springing or swinging of the body 1 in a longitudinal direction. The supporting-springs 6 and 7 are securely riveted or otherwise firmly secured at their bottom ends to the longitudinally-extending side-bars 9, and the said bars are firmly and securely held in parallelism with each other by means of the front and the rear axle supporting plates 10, which latter are firmly bolted to the bottom sides of the side-bars 9, thereby forming with said plates and bars a durable and rigid rectangular truck-frame.

The front and the rear axles are each composed of two square or rectangular bars 11, placed side by side directly under the plates 10, to which they are secured by the end guide-clips 12 and the intermediate guide-clips 13, and in which clips said axle-bars 11 are adapted to slide longitudinally. The said axle-bars 11 are each provided with the end clips 14, each of which is secured firmly to the inner end of its axle-bar and loosely encircles its contiguous bar to form a sliding guide therefor. The outer ends of the axle-bars 11 are bent or cranked horizontally to cause the axles of each of the opposing wheels 15 to fall on line or to aline with their common forward and rear axes. The exterior ends or extreme outer ends of each of the axles are turned cylindrical to form journals for the supporting-wheels 15.

Intermediate between the front and rear axles and to the under side of the side-bars 9 is secured the fulcrum-plate 16 by any suitable means, as the bolts 17, and to which plate is secured in the center under side thereof the fulcrum-pin 18, whereon the shifting levers 19 of the axle-bars 11 are pivoted, the one underneath the other. The shifting levers 19 extend diagonally from the rear axle-bar 11 of the forward axle to the forward axle-bar 11 of

the rear axle and the other similarly from the forward axle-bar 11 of the forward axle to the rear axle-bar 11 of the rear axle, and each of the bars or levers 19 is provided at or near its ends with the longitudinally-extending slots 20, which are adapted to receive the studs 21. The rear ends of the shifting bars or levers 19 are prolonged rearwardly a convenient length to receive the bottom socket ends 22 of the pushing arm or handles 23, to which ends said sockets are clamped by suitable binding or thumb screws 24, by which means the said levers 19 are held open, as shown in full lines, to retain the supporting-wheels 15 in their closed or narrow-gage position, and when it is required to extend the axle-bars 11 to spread the wheels 15, as shown in dotted lines, the pushing-handles 23 are removed and the shifting levers 19 are closed, as shown in Fig. 3, which extension of the wheels 15 provides ample space between them to permit the body or cradle 1 of the carriage to swing without bumping or contacting against said wheels on either side. I provide the split locking-pin 25, which is adapted to pass through the registering holes drilled through the front bar 8 and the supporting-piece 2, for the purpose of preventing the body 1 from swinging when the same is in use as a baby-carriage.

When the carriage is used as a means of conveyance, the shifting bars 19 are moved into the position shown in full lines (see Figs. 1, 2, and 3) and are held in such position by the pushing-arm 23, as previously described, and the locking-pin 25 is inserted in the pin-holes of the plate 8 and the piece 2 to retain the said body or cradle 1 in its intermediate stable position between the wheels 15.

When it is desired to use the carriage as a cradle, the pushing-arm 23 is removed and the shifting levers 19 are closed into the position shown in dotted lines in Figs. 2 and 3, particularly Fig. 3, to spread said wheels 15, as shown, and the locking-pin 25 is removed, after which the cradle 1 of the carriage may be swung transversely with itself with an easy and graceful movement.

Having thus fully described this my invention, what I claim as new and useful, and desire to cover by Letters Patent of the United States therefor, is—

1. In a baby-carriage, the combination with a swinging cradle or body, and a supporting truck-frame, of suitable supporting-wheels journaled to said frame, and means for extending or spreading each of the pairs of supporting-wheels.

2. In a baby-carriage, the combination with a swinging carriage or cradle, and a supporting truck-frame, of forward and rearward extensible axles composed of longitudinally-sliding bars placed side by side.

3. In a baby-carriage, the combination with a swinging body or cradle and a supporting truck-frame, of forward and rearward extensible axles composed of longitudinally-sliding axle-bars placed side by side, and means for retaining said axle-bars in closed or contracted position.

4. In a baby-carriage, the combination with a carriage body or cradle and supporting truck-frame, of longitudinally-extensible axle-bars placed side by side beneath said truck-frame, and means whereby said bars may be simultaneously extended, substantially as and for the purpose set forth.

5. In a baby-carriage, the combination with a swinging carriage body or cradle, and a supporting truck-frame, of forwardly and rearwardly extensible axle-bars placed side by side in pairs and transversely beneath said truck-frame, suitable axle-bar guides, and diagonally-extending shifting levers fulcrumed centrally on said truck-frame, and connected at their ends to opposing forward and rear axle-bars, substantially as and for the purpose set forth.

6. In a baby-carriage, the combination with a swinging carriage body or cradle, a supporting truck-frame, and means whereby said carriage body or cradle is swingingly connected to said truck-frame, of forward and rear extensible axles each composed of pairs of bars placed transversely beneath said truck, axle-supporting plates, and intermediate guide-clips encircling said axles and secured to said plates, clips secured to the ends of each of said axle-bars and adapted to encircle each its fellow, and means whereby the said axle-bars may be simultaneously extended in a longitudinal direction.

7. In a baby-carriage, the combination with a swinging carriage body or cradle, and a supporting truck-frame, of depending arm-pieces beneath the forward and rear ends of said carriage, side springs secured in pairs at their bottom ends to the forward and rear ends of said truck-frame, tie-bars connecting the free ends of said springs, and suitable swinging or connecting links pivoted at their ends to the ends of said depending arms and the free ends of said supporting side springs, all substantially as and for the purpose set forth.

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

MARY L. BARR.

Witnesses:
THOMPSON R. BELL,
MARY E. JOHNSON.