No. 622,158. Patented Mar. 28, 1899.

M. W. MAHAR.
BABY CARRIAGE.

(Application filed Aug. 20, 1898.)

(No Model.)

Fig. 1.

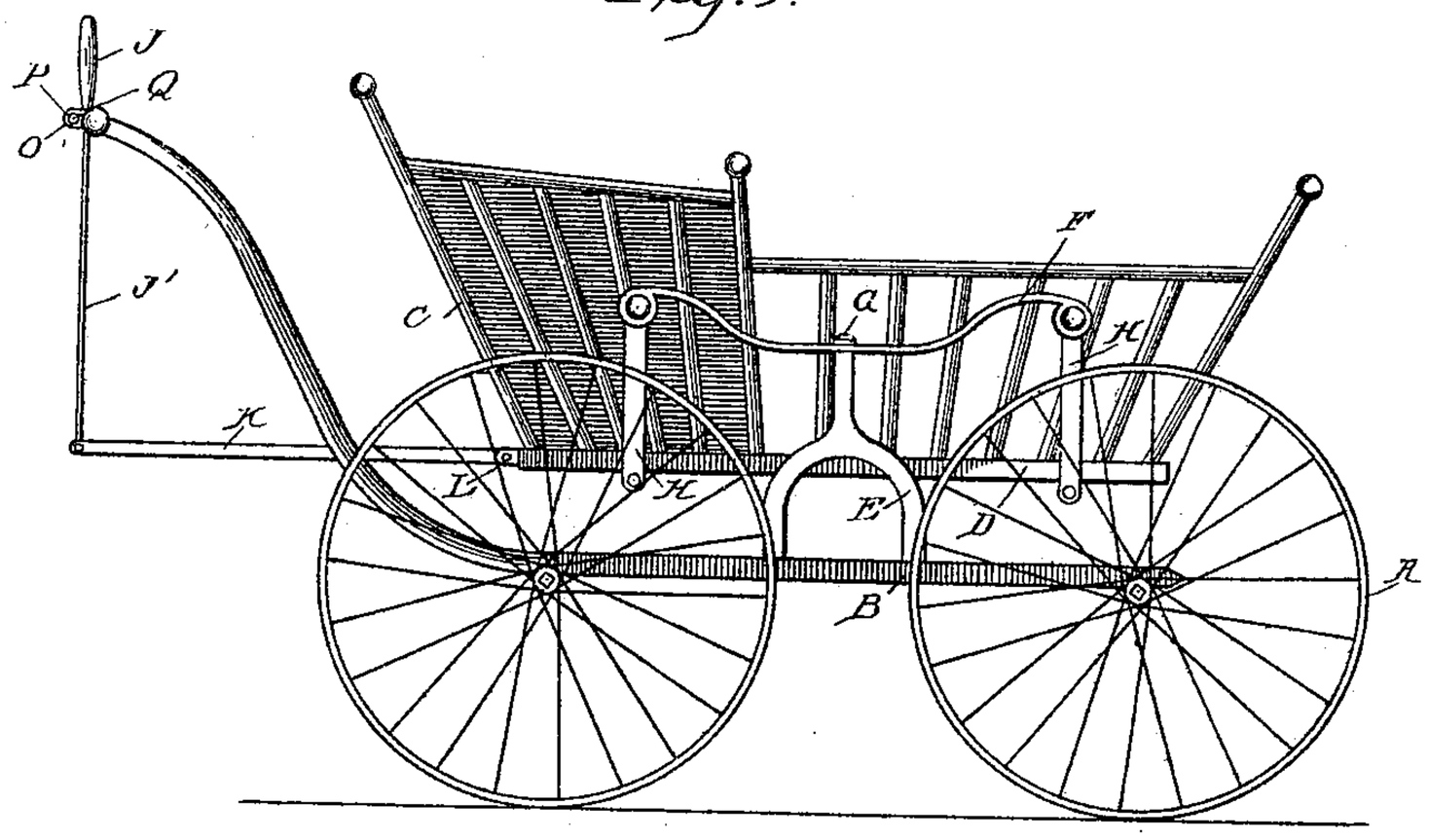


Fig. 2.

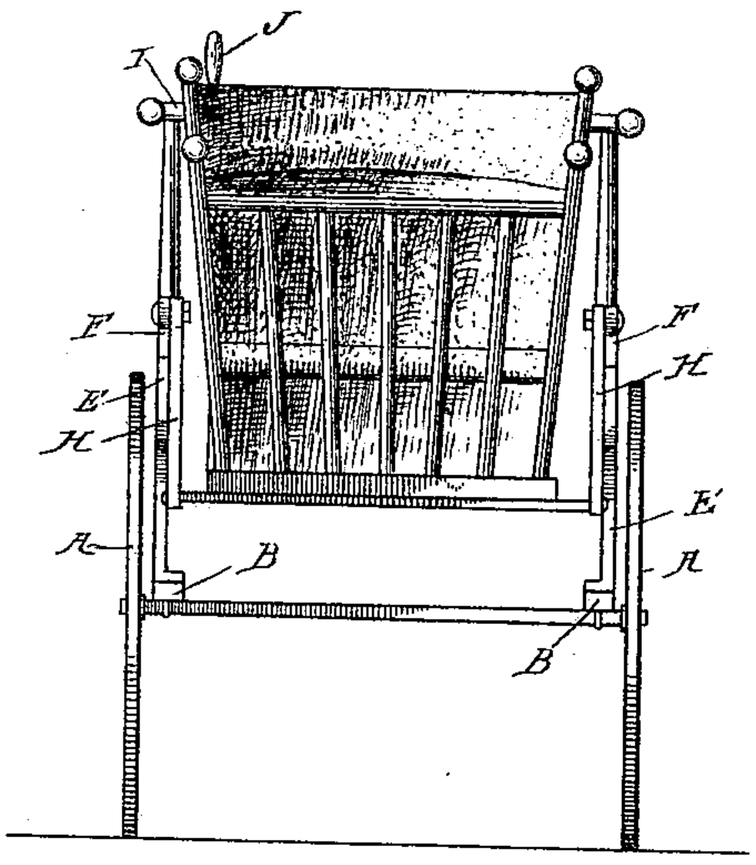
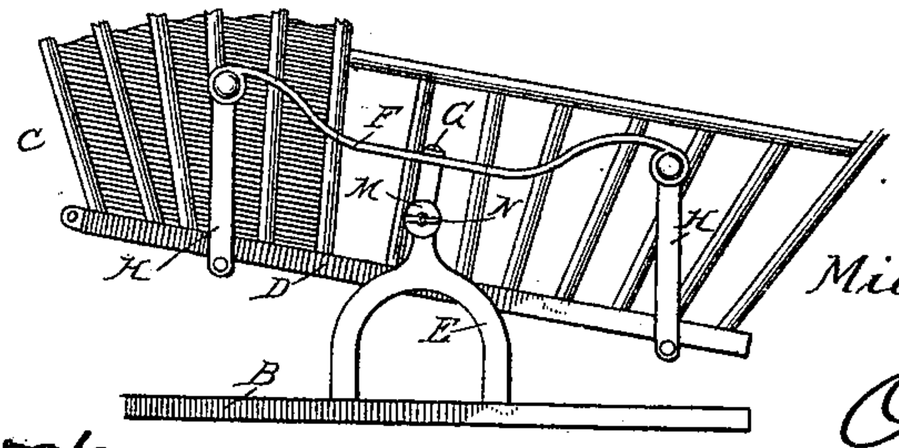


Fig. 3.



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UNITED STATES PATENT OFFICE.

MICHAEL WILLIAM MAHAR, OF THE NATIONAL MILITARY HOME, OHIO.

BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 622,158, dated March 28, 1899.

Application filed August 20, 1898. Serial No. 689,116. (No model.)

To all whom it may concern:

Be it known that I, MICHAEL WILLIAM MAHAR, a citizen of the United States, residing at the National Military Home, in the county of Montgomery and State of Ohio, have invented a new and useful Baby-Carriage, of which the following is a specification.

My invention relates to baby-carriages, and has for its object to generally improve the construction and operation of such vehicles.

With this object in view my invention consists in a baby-carriage provided with an adjustable body mounted on springs and adapted to be swung forward and backward, the improved construction, arrangement, and combination of the parts of which will be first fully described hereinafter and afterward specifically pointed out in the claims.

In order to enable others skilled in the art to which my invention most nearly appertains to make and use the same, I will now proceed to describe its construction and operation, having reference to the accompanying drawings, forming part thereof, in which—

Figure 1 is a view in side elevation of a baby-carriage constructed in accordance with my invention. Fig. 2 is a view of the same in front elevation. Fig. 3 is a detail view showing how the inclination of the carriage-body may be adjusted without affecting the elasticity of its support or interfering with its swinging.

Like letters of reference indicate the same parts in all the figures of the drawings.

Referring to the drawings by letters, A A indicate the wheels, and B B the side bars of the running-gear, the latter being rigidly attached to the axles.

C indicates the body of the carriage, and D the bottom thereof.

E E indicate a pair of standards mounted one on each side bar of the running-gear, said standards being shown as inverted-Y shaped or bifurcated at their lower ends, although this is only a matter of construction to give greater rigidity to their joints with the side bars. The upper ends of the standards E E are provided with openings to receive springs F, and screws G may be used to rigidly secure the springs in the openings. The springs project in front and rear of the standard and are provided with eyes at their outer ends to receive the upper ends of hangers or suspending-bails H, the cross-bars of which pass under the bottom D of the body of the carriage and are pivotally secured thereto.

The side bars B B are turned upward at their rear ends and are connected at their rear upper ends by a cross-bar I, which is the usual push-bar. Upon the push-bar I is pivotally mounted a hand-lever J, that portion above the push-bar being rigid and serving as a handle and that portion J′ below the bar being an elastic or spring bar, the lower end of which is pivotally attached to the rear end of a connecting-rod K, the forward end of which is pivotally connected to the body of the carriage at L.

The lever J at its pivotal point is formed into a plate O, and a similar plate is secured to the push-bar I, each of said bars being perforated, as at P, and a pin Q, adapted to be seated simultaneously in both perforations, serves to lock the lever J against movement on its pivot.

The standards E E are shown in Fig. 1 as each of a single piece; but they may be made, as shown in Fig. 3, with a friction or lock joint M, secured by thumb-screw N.

In operation the body of my carriage will be supported by the springs F, being suspended therefrom by the bails H. To rock or oscillate the body of the bails, it is only necessary to remove the pin Q from the perforations P. When desired, the body may be locked against swinging by inserting the pin Q into the perforations P, which owing to the elasticity of the lever J′ will not interfere with the action of the supporting-springs. By loosening the thumb-screw N and turning the upper end of the standard forward the body may be inclined to any desired angle and locked in position by again turning up the thumb-screw.

The advantages attending the use of my invention will be numerous and obvious, and while I have illustrated and described the best means now known to me for carrying out my invention I do not wish to be understood as restricting myself to the exact details of construction shown, but hold that any slight variation therefrom, such as might sug-

gest itself to the ordinary mechanic, would clearly be comprehended in the limit and scope of my invention.

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

1. The combination in a baby-carriage, of the side bars of the running-gear, standards erected thereon on each side, spring-bars secured in said standards and projecting forward and in the rear thereof, and the body suspended from the front and rear of said spring-bars, substantially as described.

2. The combination in a baby-carriage, of the side bars of the running-gear, standards erected thereon on each side, a bar secured at the top of each standard and extending forward and to the rear thereof, the carriage-body suspended from the ends of the said bars, the push-bar, the lever pivoted thereon, and the rod connecting the lower end of the lever with the body, substantially as described.

3. The combination in a baby-carriage, of the side bars of the running-gear, standards erected thereon on each side, spring-bars secured in said standards and projecting forward and in the rear thereof, the body suspended from the front and rear of said spring-bars, the push-bar, the lever pivoted thereon, and the rod connecting the lower end of the spring-lever to the body, substantially as described.

4. The combination in a baby-carriage, of the side bars of the running-gear, standards erected thereon on each side, a bar secured at the top of each standard and extending forward and to the rear thereof, the carriage-body suspended from the ends of the said bars, the push-bar, the spring-lever pivoted thereon, and the rod connecting the lower end of the lever with the body, substantially as described.

5. The combination in a baby-carriage, of the side bars of the running-gear, standards erected thereon on each side, spring-bars secured in said standards and projecting forward and in the rear thereof, the body suspended from the front and rear of said spring-bars, the push-bar, the spring-lever pivoted thereon, and the rod connecting the lower end of the spring-lever to the body, substantially as described.

6. The combination in a baby-carriage, of the side bars of the running-gear, standards erected thereon, clamp-joints in said standards, bars secured in the tops of said standards and projecting forward and to the rear thereof, and the body of the carriage suspended from the ends of said bars, substantially as described.

7. The combination in a baby-carriage, of the side bars of the running-gear, standards erected thereon, clamp-joints in said standards, spring-bars secured in the tops of said standards and projecting forward and to the rear thereof, and the body of the carriage suspended from the ends of said bars, substantially as described.

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