

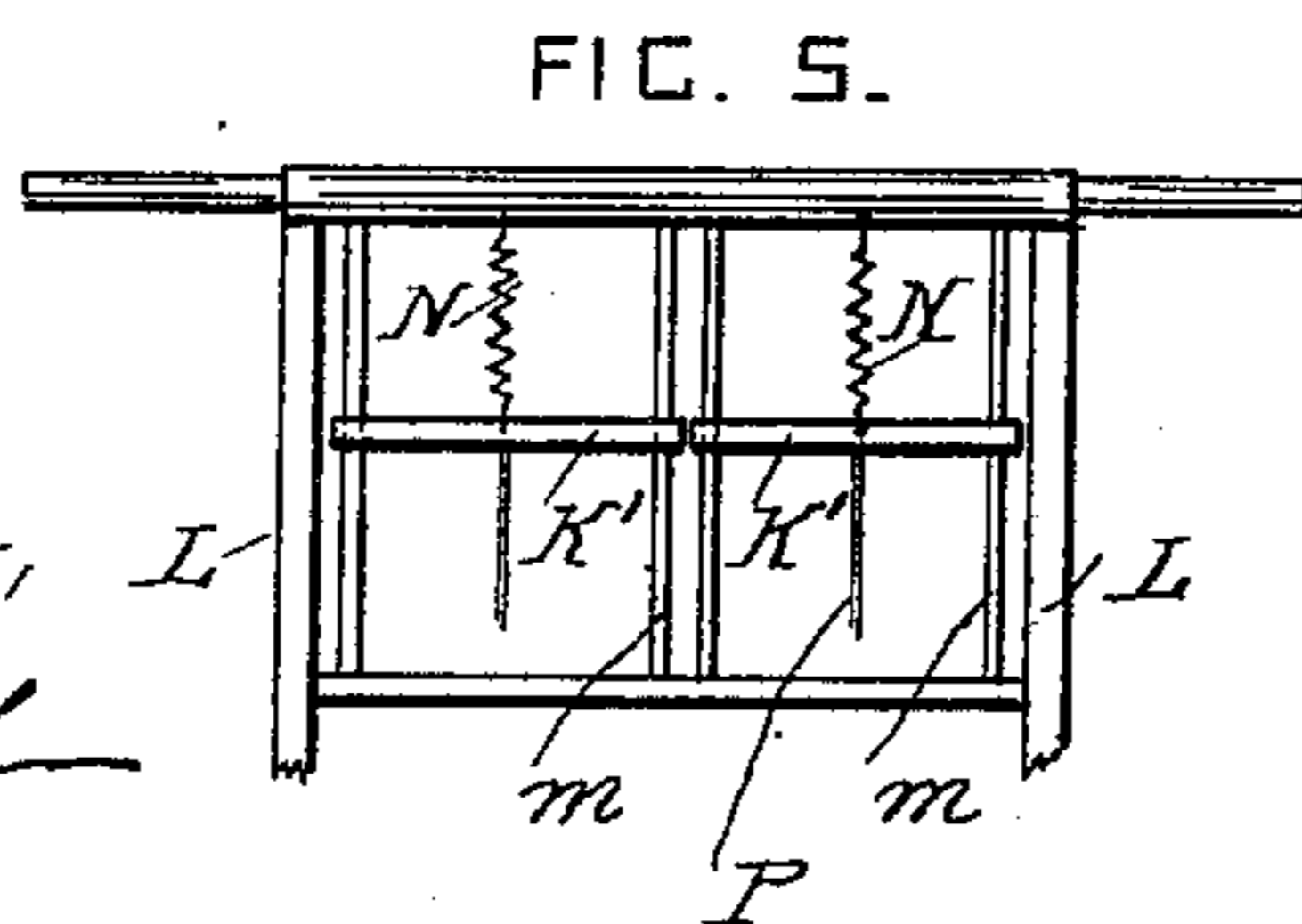
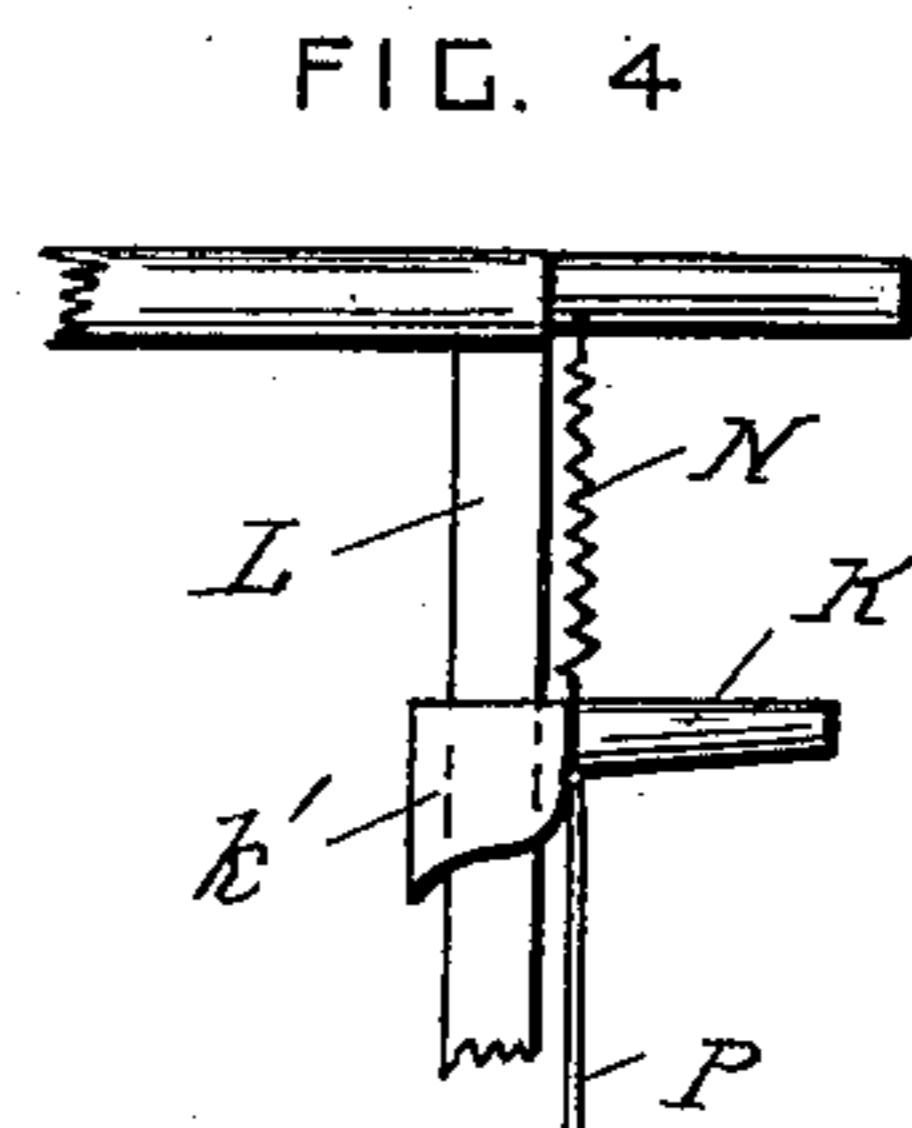
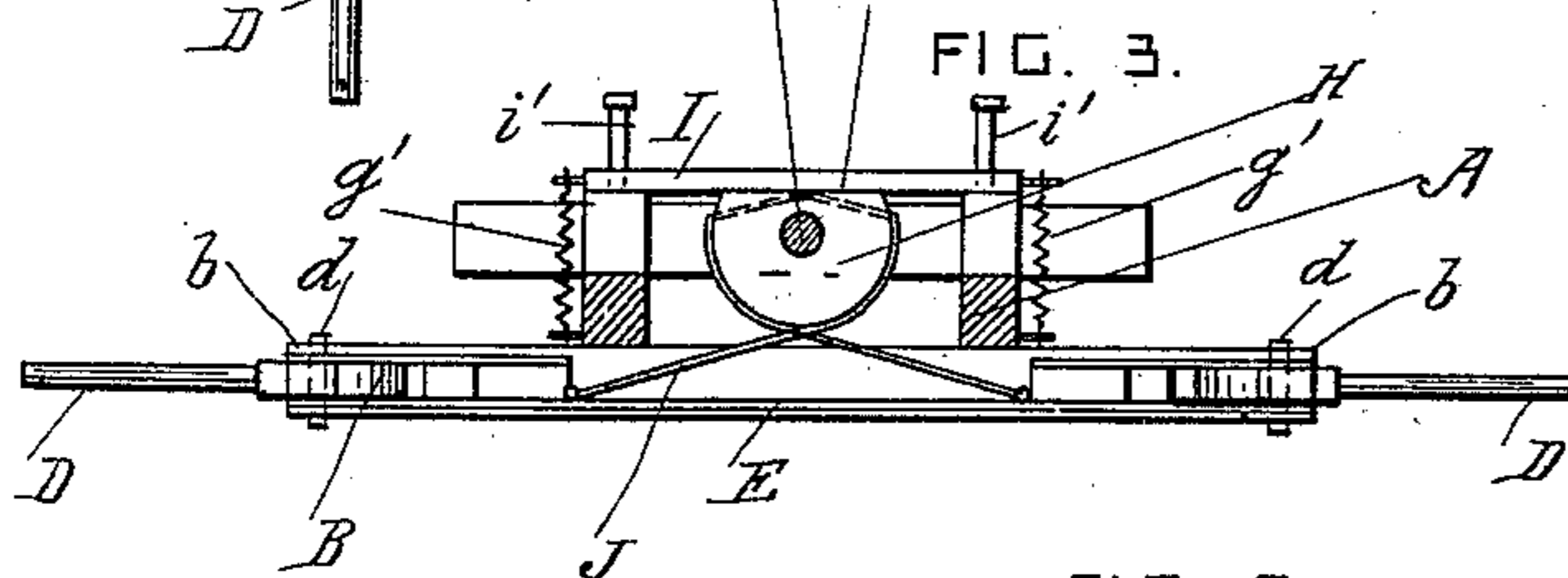
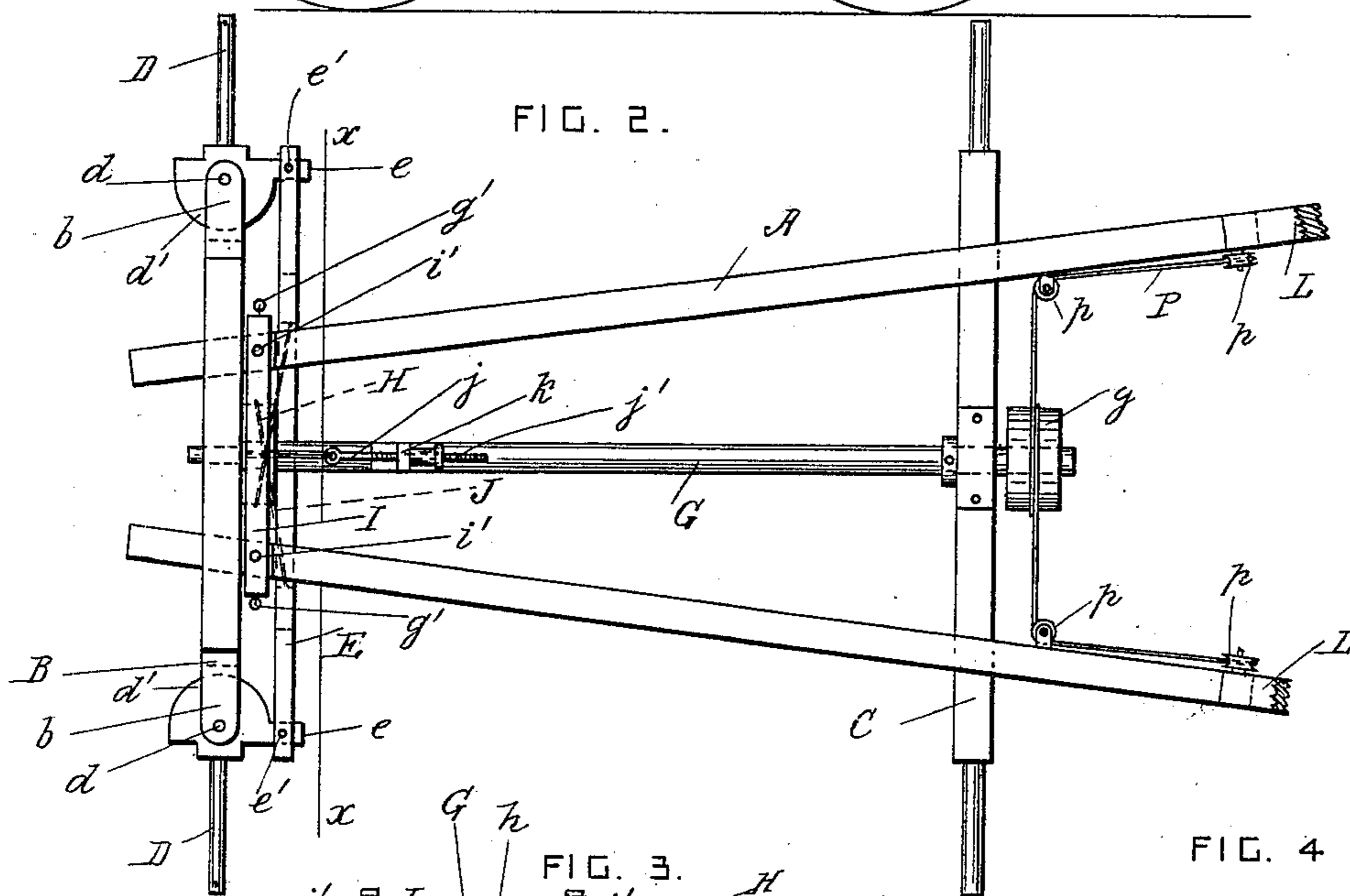
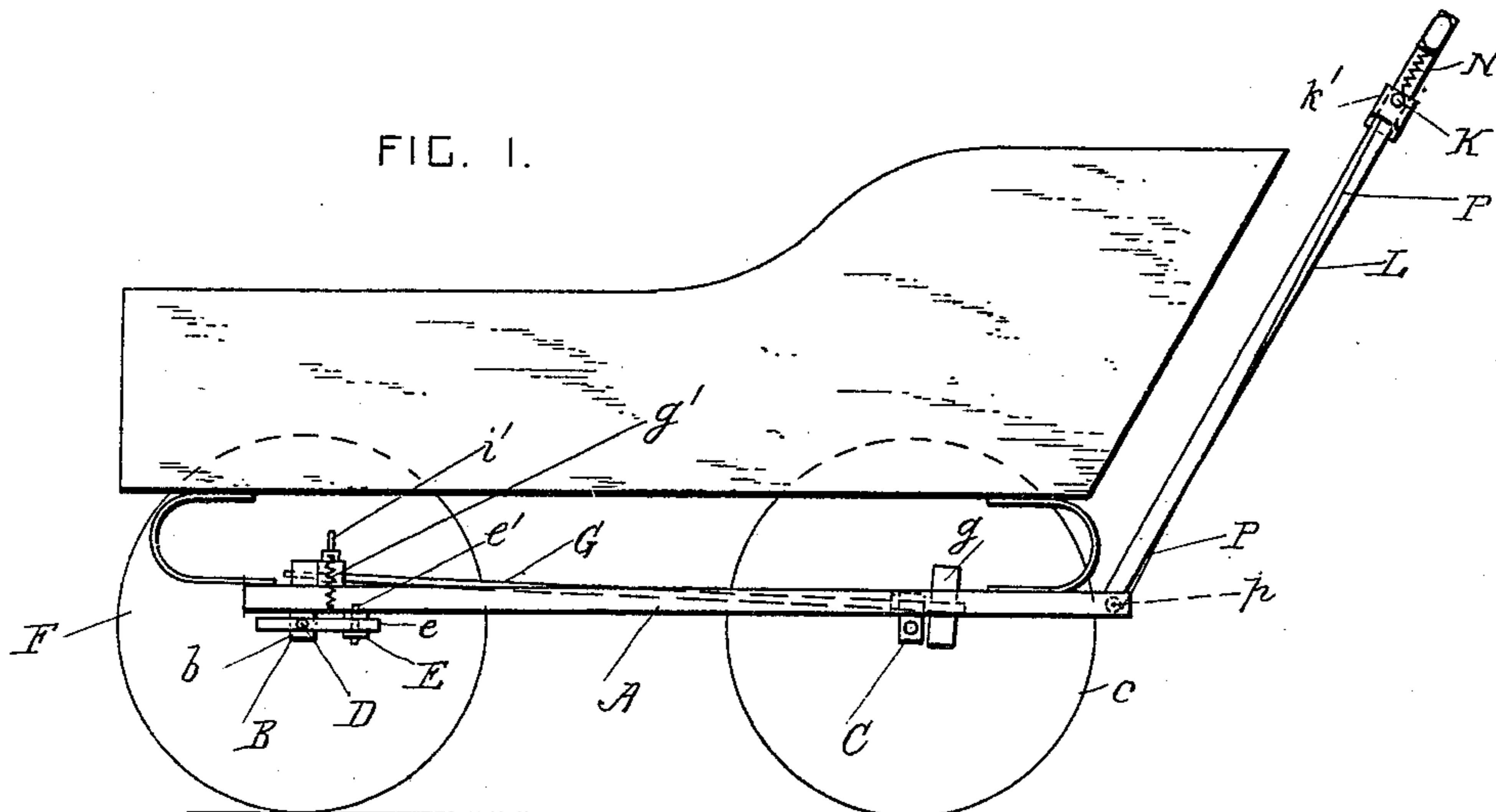
No. 640,193.

Patented Jan. 2, 1900.

J. K. GERRICH.
CHILD'S CARRIAGE.

(Application filed July 18, 1899.)

(No Model.)



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UNITED STATES PATENT OFFICE.

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TO WILLIAM D. KINSELL AND JACOB EMORY RENOLL, OF SAME PLACE.

CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 640,193, dated January 2, 1900.

Application filed July 18, 1899. Serial No. 724,258. (No model.)

To all whom it may concern:

Be it known that I, JOHN K. GERRICH, a citizen of the United States, residing at Hanover, in the county of York and State of Pennsylvania, 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 as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to carriages for children; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a longitudinal section through a carriage constructed according to this invention. Fig. 2 is a plan view of the frame and the steering mechanism. Fig. 3 is a cross-section taken on the line xx in Fig. 2. Fig. 4 is a detail view of one of the operating-handles. Fig. 5 is a detail view showing a modification in the operating-handles.

A is the frame of a carriage for children, of any approved construction.

B is the front axle, and C is the rear axle, both of which are rigidly secured to the frame. The rear axle is provided with rear wheels c in the usual manner.

The front axle B has forked end portions b .

D are horizontally-movable spindles pivoted on pins d in the forked end portions b and provided with plates or segments d' , which bear continually against the surfaces of the jaws, so that the pivot-pins are relieved of strain.

E is a coupling-rod having its ends pivoted to lugs e on the said segments by pins e' . The lugs are arranged at substantially a right angle to the spindles.

The front or steering wheels F are journaled upon the spindles D, and the carriage is steered so that it will turn corners, without being lifted, by moving the spindles D in opposite directions simultaneously upon their pivots.

G is a longitudinal steering-shaft which is journaled in the frame A, and g is a disk or

other approved operating device secured on one end portion of the said shaft.

H is a disk or a segment of a disk secured on the opposite end portion of the said shaft.

I is a bar which normally bears on the flat side h of the segment H. The bar I slides vertically upon guides i' , which project from the frame, and g' are springs which press the bar I downward against the segment, and thereby normally hold the spindles D parallel with the rear axle and in line with each other.

J is a flexible connection, such as a cord, wire, or chain. The ends of this connection are attached to the opposite end portions of the coupling-rod and are wound in opposite directions upon the periphery of the segment H. The middle portion of the connection slides in a groove in the flat side h of the segment and engages with an eyebolt j . The eyebolt j is slidable in a bracket k , secured to the shaft G, and j' is a nut on the eyebolt for adjusting the tension of the flexible connection and taking it up when it becomes slack.

L are the usual handle-rods of the carriage, and K are the handles for operating the guiding or steering mechanism.

The handles K are slidably supported by the handle-rods in convenient proximity to the handle-bar by which the carriage is pushed along. The handles K may be provided with sockets k' , which slide upon the handle-rods when the handle-rods are straight or nearly straight, as shown in Fig. 4. When the handle-rods are too much curved or when it is not convenient to mount handles on them, handles K' may be arranged to slide upon or between guides m or a frame carried by the handle-rods, as shown in Fig. 5.

N are springs which draw the handles toward the handle-bar and support their weight.

P is a flexible connection—such as a cord, wire, or chain—which has its end portions secured to the handles K or K' . The middle portion of the connection P is secured to the disk g and is wound upon it. Guide-sheaves p are pivoted to the frame and support the connection at any required points.

The coupling-rod is operated by the handles and intermediate connections and is moved to the right or to the left reversely, according to which handle is operated.

5 When either handle is let go, the springs g' and the bar I restore the spindles to their normal positions.

The intermediate connections may be variously constructed in carrying out this invention, so that the pivoted spindles may be moved simultaneously in opposite directions by means of one or more movable handles arranged in convenient proximity to the handle-bar by which the carriage is pushed along.

15 The carriage can be pushed in a curve and can be turned around or steered to the right or left without first raising one of its end portions, so that two of its wheels are clear of the ground.

20 What I claim is—

1. In a child's carriage, the combination, with two horizontally-movable spindles for the steering-wheels pivoted at their inner ends and arranged one on each side of the frame, of spring mechanism normally holding the axes of the said spindles in alinement so that the carriage is constrained to move in a straight line, substantially as set forth.

2. In a child's carriage, the combination, with an axle secured to the carriage-frame and provided with forked jaws or end portions, of horizontally-movable spindles for the steering-wheels provided with plates which bear continually against the said jaws, and pins pivoting the said plates between the jaws, substantially as set forth.

3. In a child's carriage, the combination, with two axles secured to the carriage-frame, of horizontally-movable spindles for the steering-wheels pivoted to the end portions of one of the said axles, and spring mechanism normally holding the said spindles parallel with the other said axle, substantially as set forth.

4. In a child's carriage, the combination, with an axle secured to the carriage-frame and provided with pivoted spindles for the steering-wheels, of a coupling-rod connecting the said spindles, steering mechanism operating to move the coupling-rod longitudinally in

either direction, and spring mechanism normally holding the said coupling-rod in its middle position, substantially as set forth.

5. In a child's carriage, the combination, with an axle secured to the carriage-frame and provided with pivoted spindles for the steering-wheels, of a coupling-rod connecting the said spindles, a steering-shaft journaled in the frame, a segment secured on the said shaft, a flexible connection wound on the said segment and operatively connected with the said spindles, and a spring-operated bar bearing on the flat side of the said segment, substantially as set forth.

6. In a child's carriage, the combination, with an axle secured to the carriage-frame and provided with pivoted spindles for the steering-wheels, of a coupling-rod connecting the said spindles, a steering-shaft journaled in the said frame, an operating device secured on the said shaft, a taking-up or tension device secured to the said shaft, and a flexible connection connected to the said devices and spindles, substantially as set forth.

7. In a child's carriage, the combination, with a longitudinal steering-shaft journaled in the frame and provided with an operating device, of slidable handles supported by the handle-rods of the carriage, springs supporting the said handles, and a flexible connection operatively connecting the said handles with the said operating device and permitting the said shaft to be oscillated, substantially as set forth.

8. In a child's carriage, the combination, with a longitudinal steering-shaft journaled in the frame and provided with an operating device, of guides carried by the handle-rods of the carriage, steering-handles slidable on the said guides, springs supporting the said handles, and a flexible connection between the said handles and operating device, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN K. GERRICH.

Witnesses:

ALBERTUS B. LIPPY,
WILLIAM W. STREVIG.