

No. 680,727.

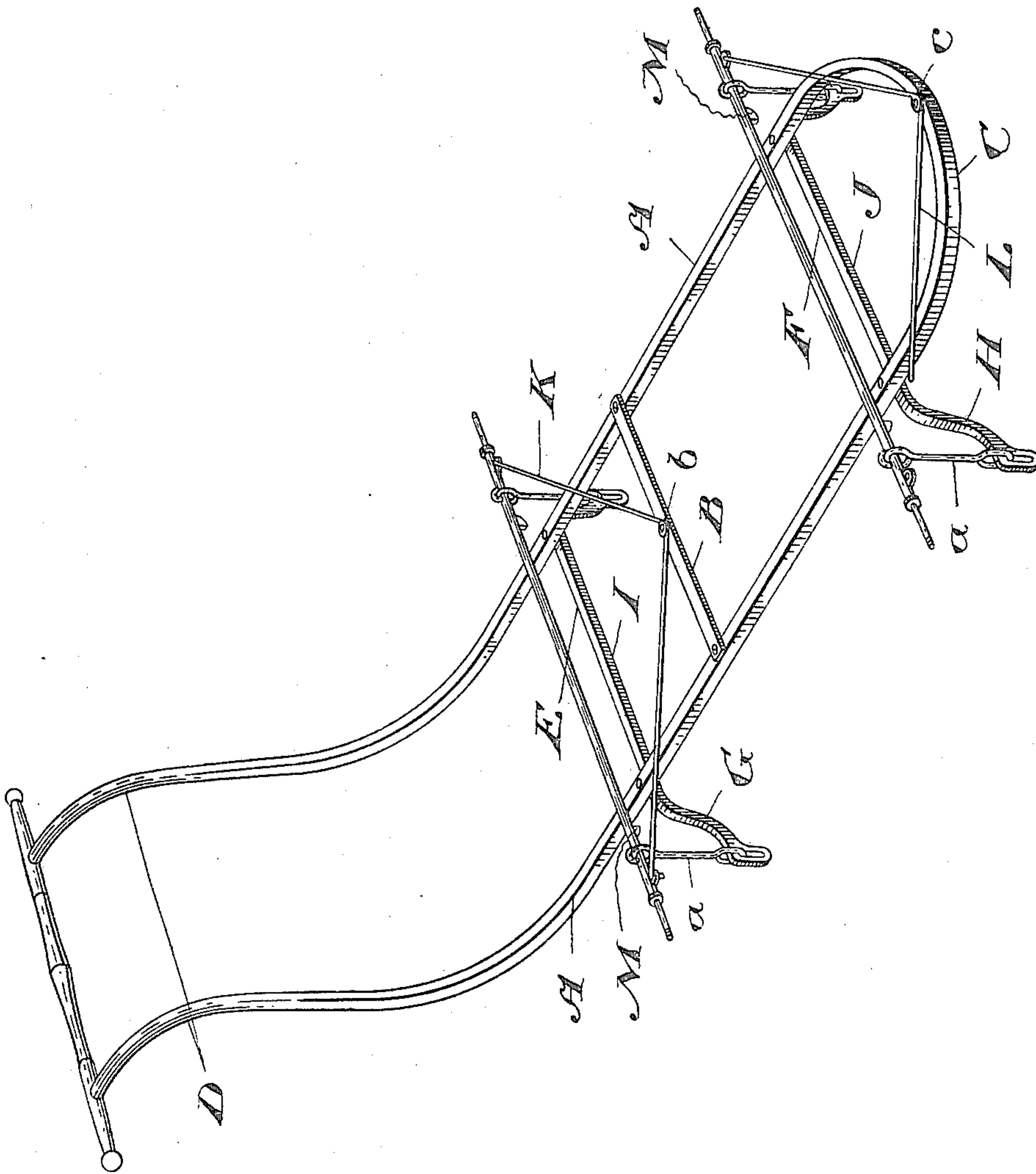
Patented Aug. 20, 1901.

D. NEILLY.

RUNNING GEAR FOR BABY CARRIAGES.

(Application filed Oct. 8, 1900.)

(No Model.)



Witnesses

G. J. Colbourne.

J. W. Webster

Inventor

Daniel Neilly

by Ridout & Maybee

Attys

UNITED STATES PATENT OFFICE.

DANIEL NEILLY, OF BRADFORD, CANADA.

RUNNING-GEAR FOR BABY-CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 680,727, dated August 20, 1901.

Application filed October 8, 1900. Serial No. 32,424. (No model.)

To all whom it may concern:

Be it known that I, DANIEL NEILLY, of the town of Bradford, in the county of Simcoe, Province of Ontario, Canada, have invented certain new and useful Improvements in Running-Gear for Baby-Carriages, of which the following is a specification.

The object of my invention is to construct a running-gear for baby-carriages which will enable the person pushing the carriage to steer it without raising either pair of wheels from the ground; and it consists, essentially, in loosely supporting the frame of the running-gear on one of the axles so that it may move transversely thereto and in forming a traction connection between the frame and the said axle by means of a brace extending forward of the axle and pivotally connected to the frame, substantially as hereinafter more specifically described.

The drawing is a perspective view of my improved running-gear, the body of the carriage and also the wheels being removed to exhibit the construction of the parts.

The frame of the gear comprises the sills A and the cross-braces B and C. The ends of the sills are extended upward in the usual way to form the handles D. The axles E and F are preferably located, as shown, above the frame.

Extending downwardly and outwardly from the frame of the gear are the arms G and H, located, respectively, below the rear and front axles. These arms are preferably formed on cross-bars I and J, suitably secured to the sills A. The lower portion of each arm is vertically slotted, and with each slot is engaged a link *a*. The upper ends of these links are pivotally connected with the axles, as shown. The lower end of each link is preferably shaped to permit of the link moving up and down in the slot in the arm to which it is connected. In the drawing I show the links formed with a slot which answers this purpose, though other constructions might be employed. It will thus be seen that the frame of the gear and of course everything connected therewith are suspended from the axles by means of the links *a*, which thus permit the frame to move or swing transversely to the axles.

A traction connection is formed between the axles and the frame of the gear by means

of the braces K and L, which are preferably V-shaped, as shown, and pivoted at *b* and *c* to the cross-braces B and C of the frame. In order to make the traction even and steady, the pivot-points are preferably located in the central fore-and-aft vertical plane of the gear.

M represents stops fast on the axles and intended to limit the amount of side motion permitted the frame of the gear.

The operation of the machine is substantially as follows: If side motion be given the frame of the gear either by pressure on the handles or on the body of the carriage, the frame is pushed sidewise, swinging on the links *a*. This gives transverse motion to the pivot-points of the braces K and L, and the axles E and F are swung one way or the other, causing the carriage to move in a circle until the side pressure is removed. On the removal of side pressure the weight of the carriage causes the frame to resume its normal central position, with the links *a* substantially vertical. The axles are thus returned to their normal position at right angles to the frame, and the carriage will run straight forward till side pressure is again brought to bear upon the frame of the running-gear.

I show the device applied to both axles; but in most cases it will be sufficient to apply it to one axle only. In this case the rear axle will be the one chosen.

My device will be found to be exceedingly useful in wheeling a carriage along winding paths or in places where much steering of the carriage is necessary. With the ordinary running-gear the carriage cannot be turned without lifting one pair of wheels from the ground. With my improved gear this is never necessary for steering purposes. If for any reason it becomes necessary to lift one pair of wheels from the ground, the links *a* move down the slots in the arms G and H and permit the axles of the lifted pair of wheels to rest upon the frame till the wheels are again placed in contact with the ground.

As the frame of the carriage swings on the links *a*, the disagreeable side sway so noticeable when an ordinary carriage is running on uneven ground is almost entirely obviated.

What I claim as my invention is—

1. A running-gear for a baby-carriage comprising a frame; an axle connected therewith

- in any suitable manner; a second axle; a brace extending forwardly from the said axle and pivotally connected to the frame at a point within the central fore-and-aft vertical plane of the gear; and means independent of the brace for supporting the frame from the said axle so that it may move transversely to the axle, substantially as and for the purpose specified.
- 10 2. A running-gear for a baby-carriage comprising a frame; an axle connected therewith in any suitable manner; a second axle; a brace extending forwardly from the said axle and pivotally connected to the frame at a point within the central fore-and-aft vertical plane of the gear; and means independent of the brace for supporting the frame from the said axle so that it may move transversely to the axle but tends normally to maintain a central position, substantially as and for the purpose specified.
- 15 3. A running-gear for a baby-carriage, comprising a frame; an axle connected therewith in any suitable manner; a second axle; pivoted links suspending the frame from the said axle; and a brace extending forwardly from the said axle and pivotally connected to the frame, substantially as and for the purpose specified.
- 20 4. A running-gear for a baby-carriage, comprising a frame; an axle connected therewith in any suitable manner; a second axle; downwardly-extending arms connected to the said frame; pivoted links connecting the said arms with the axle; and a brace extending forwardly from the said axle and pivotally connected to the frame, substantially as and for the purpose specified.
- 25 30 35

5. A running-gear for a baby-carriage, comprising a frame; an axle connected therewith in any suitable manner; a second axle above the frame; downwardly-extending, vertically-slotted arms, connected to the said frame; links pivoted on the axle and shaped normally to engage the upper ends of the said slots and also when the frame is lifted to move down the slot to permit the axle to rest on the said frame; and a brace extending forwardly from the said axle and pivotally connected to the frame, substantially as and for the purpose specified.

40 45 50

6. A running-gear for a baby-carriage, comprising a frame; two axles, means for supporting the frame from the said axles so that it may move transversely thereto but tends normally to maintain a central position; and a brace extending forwardly from each axle and pivotally connected to the frame, substantially as and for the purpose specified.

55

7. A running-gear for a baby-carriage, comprising a frame; an axle connected therewith in any suitable manner; a second axle; means for supporting the frame from the said axle so that it may move transversely to the axle; a brace extending forwardly from the said axle and pivotally connected to the frame; and stops connected to the said axle and adapted to engage the frame to limit the side motion of the latter relative to the axle, substantially as and for the purpose specified.

60 65

Bradford, October 3, 1900.

DANIEL NEILLY.

In presence of—

T. W. W. EVANS,
ANNIE S. EVANS.