

(No Model.)

U. McCLINCHIE & J. F. BUTLER.

CHILD'S CARRIAGE.

No. 304,215.

Patented Aug. 26, 1884.

Fig. 1.

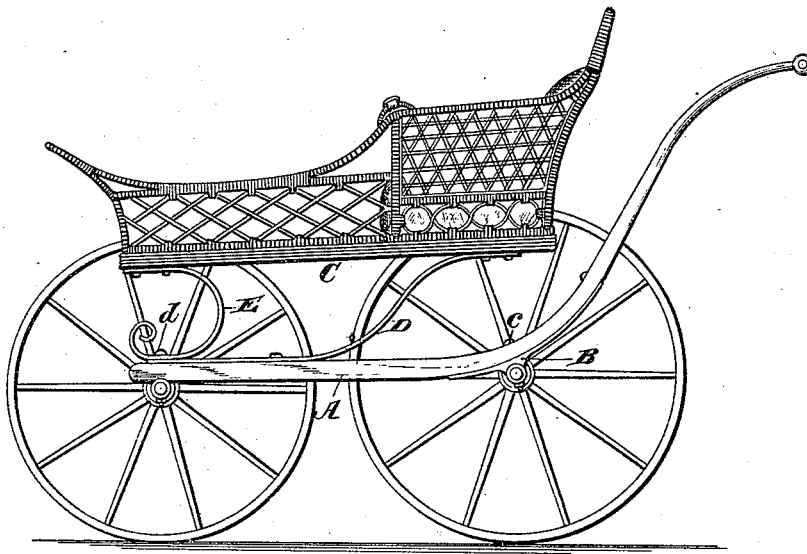
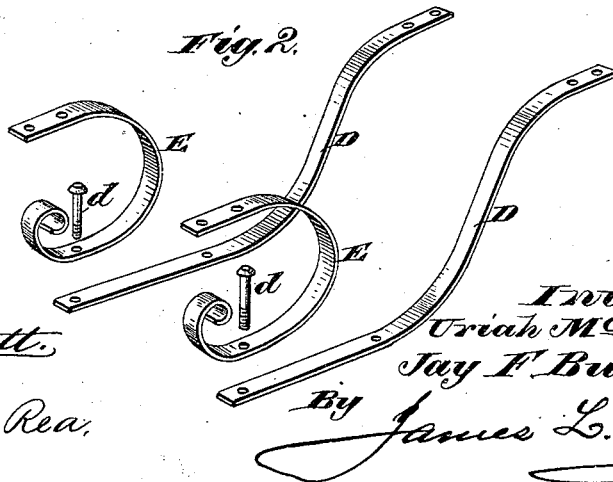


Fig. 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

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CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 304,215, dated August 26, 1884.

Application filed January 7, 1884. (No model.)

To all whom it may concern:

Be it known that we, URIAH McCLINCHIE, a citizen of the United States, residing at New York, in the county and State of New York, and JAY F. BUTLER, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented new and useful Improvements in Children's Carriages, of which the following is a specification.

Our invention has for its object the improvement of that class of children's carriages in which the carriage-body is supported upon parallel side bars by means of intermediate springs, its purpose being to impart an easy, elastic, and uniform motion to the carriage-body by means of simple and graceful forms of spring-connections.

To this end the invention consists in the combination, with the body and side base of a child's carriage, of two conversely-curved rear springs and two front C-springs, all of which are arranged longitudinally between the side bars and carriage-body, the lower ends of the front and rear springs being connected to each other and to the side bars, as hereinafter more fully set forth.

In the annexed drawings, illustrating our invention, Figure 1 is a side view of a child's carriage embodying our improvements. Fig. 2 shows perspective views of the carriage-springs, and Fig. 3 represents a casting or brace-iron for connecting the side bars to the rear axle.

Similar letters of reference indicate like parts in all the figures.

The front and rear axles are connected by side bars, A, the rear ends of which are preferably extended upward and backward, as shown in Fig. 1, to form the carriage-handles. When made in this form the side bars can be conveniently attached to the rear axle by means of any well-known fastening or connection—such, for instance, as the casting or brace-iron B, (shown in Fig. 3,) said casting being so formed as to correspond with the curve or bend of the side bar which it is intended to support. The under face of the casting B is formed, in the usual manner, with lugs or pro-

jections *a a*, for embracing the rear axle, and it may also have on its inner edge a perforated ring or extension, *b*, for the reception of a bolt, by which it is firmly secured to the upper side of the axle. The curved portion of the side bar, A, is securely riveted to the casting B, and a bolt, *c*, may also be passed through the side bar, casting, and axle, as shown in Fig. 1. It will be understood, however, that the side bars, A, which together serve as a reach for connecting the axles, need not be extended backward to assist in forming the carriage-handle, as it is obvious that the handle can be made separate, and be attached to either the front or rear end of the carriage in any suitable way. In that event the side bars, A, can be made either straight or curved, according to the relative height of the front and rear axles, and of a length only sufficient to properly connect the same, to which they can be secured by any suitable means.

The carriage-body C is supported upon the parallel side bars or sills, A A, by means of four longitudinal springs, D D and E E, of the best manufacture. Two of these springs are connected by their lower ends to each side bar, while their upper ends are secured to the under side of the carriage-body. The rear springs, D D, incline backward, and are reversely curved, as shown, the front or C springs E E being curved forward. The construction and form of these compound springs, as well as the manner of arranging and connecting the same, are clearly shown in Fig. 2.

It will be observed that the forward or lower ends of the rear springs, D D, are securely bolted or riveted to the bars or sills A, the forward ends of which are extended, as shown in Fig. 1, while their upper or rear ends are secured to the carriage-body in a similar manner. The forward springs, E E, are then placed in position, their upper ends being bolted or riveted to the carriage-body, and their lower ends made to rest on the forwardly-extended portions of the springs D D, a single bolt, *d*, being passed through the ends of said springs, and also through the side bars and front axle, as shown in Fig. 1.

This manner of constructing and arranging the springs of a child's carriage is simple, durable, and comparatively inexpensive, besides rendering the carriage-body capable of an easy and pleasant motion.

We are aware that a child's-carriage body has been supported upon longitudinal front and rear springs, which are so shaped as to cause the front springs to project beyond the carriage-body, whereas in our arrangement the front springs are located entirely beneath the carriage-body, and are supported upon and secured in place by the same bolt that fastens the rear springs to the side bars. By our arrangement of independent or separate front and rear springs we guard against the breakage of the latter and materially reduce the cost thereof, and also obtain the greatest amount of elasticity of the front springs, the latter extending in a rearward direction, or toward the handles of the carriage.

Having thus described our invention, what we claim is—

In a child's carriage, the combination of the rearwardly-extending U-shaped front springs, 25 E, and the longitudinal rear springs, D, having horizontal top and bottom portions, and separably attached to the front springs, which rest upon the bottom portions of said rear springs, with the side bars, A, and the carriage-body C, substantially as described. 30

In testimony whereof we have hereunto set our hands in the presence of two subscribing witnesses.

URIAH McCLINCHIE.
J. F. BUTLER.

Witnesses:

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