(No Model.)

# J. F. BUTLER.

## SPRING FOR BABY CARRIAGES.

No. 348,378. Patented Aug. 31, 1886.

*Fig: 1.*

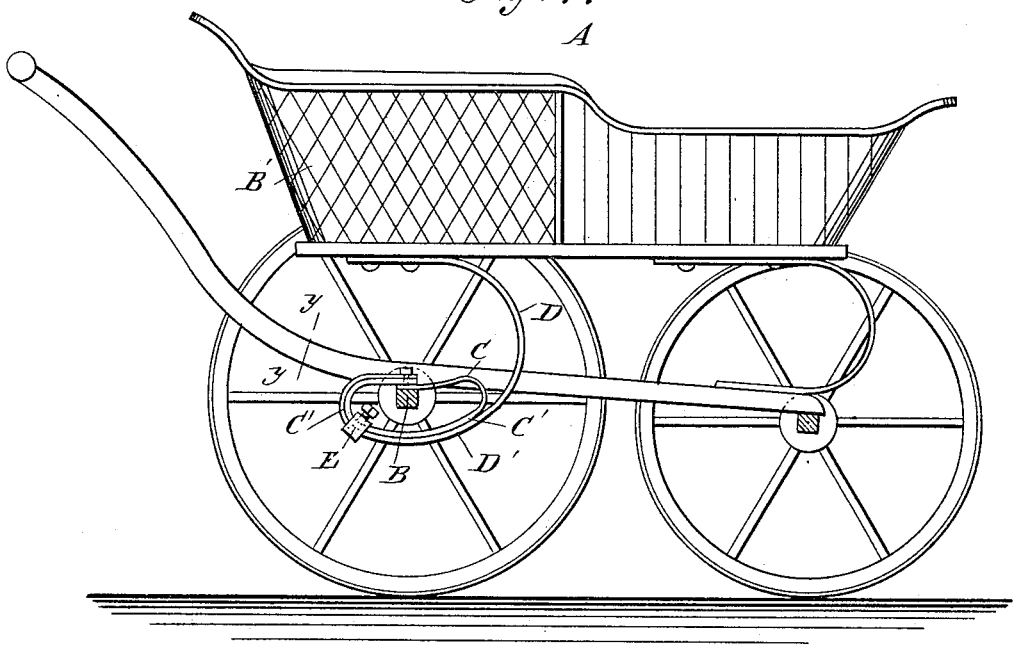



*Fig: 2.*

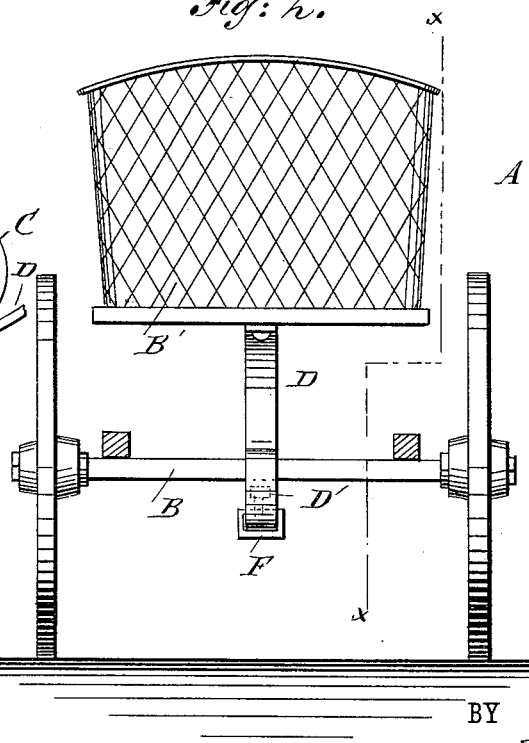
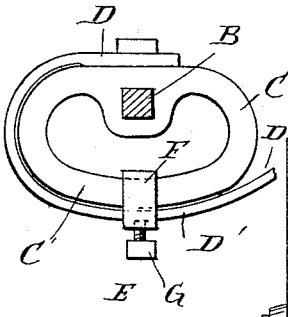



*Fig: 3.*

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## SPRING FOR BABY-CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 348,378, dated August 31, 1886.

Application filed July 7, 1886. Serial No. 207,328. (No model.)

*To all whom it may concern:*

Be it known that I, JAY F. BUTLER, of the city, county, and State of New York, have invented a new and Improved Spring for Baby-Carriages, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved spring for baby-carriages, which has its tension regulated according to the weight in the carriage.

The invention consists of a bent spring connecting an axle with the body part of the carriage, of a tension-block secured to the said axle, and of a clamp to fasten the spring to the tension-block.

The invention also consists of various parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a sectional side elevation of a baby-carriage provided with my improvement on the lines *x x* of Fig. 2. Fig. 2 is a sectional end view of the same on the lines *y y* of Fig. 1. Fig. 3 is a side elevation of a tension-block of modified form.

The baby-carriage A, of any approved construction, is provided with the rear axle, B, in the center of which is secured the tension piece or block C, having a curved rim, C'.

To the top of the piece or block C is secured one end of a bent spring, D, which has its other end fastened to the rear end of the body B' of the baby-carriage A. The lower part, D', of the spring D fits on the outer surface of the rim C' of the piece or block C, and conforms to the shape of the same, as shown in the drawings.

The rim C' of the piece or block C and the lower part, D', of the spring D can be rigidly attached to each other at any point by means of the clamp E, which consists of a band or ring, F, which encircles both the rim C' and the lower parts, D', of the spring D, and of a set-screw, G, which screws through the band or ring F, and on either the inside of the rim C', as shown in Fig. 1, or on the outside of the spring C, as shown in Fig. 3. It will be seen that when the clamp E is adjusted near the end of piece or block C, as shown in Fig. 1, then the spring D is active on nearly its entire length, thereby having considerable elasticity; but when the clamp is moved forward and adjusted then the tension of the spring C decreases as the active part of the same is shortened. Thus it will be seen that by moving the clamp on the rim C' of the block C forward or backward, and by adjusting the same by the screw G, the tension of the spring D can be increased or diminished according to the weight carried in the body part of the carriage.

Two or more springs, D, and corresponding blocks and clamps can be employed either at the rear or at the front part of the carriage.

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

1. In a baby-carriage, the combination of a spring connected with an axle and the body of the carriage, with a tension piece or block secured to the said axle, and a clamp for fastening the spring to the tension piece or block, substantially as described.

2. In a baby-carriage, a spring connected with an axle and the body of the carriage, and a tension piece or block secured to the said axle and having a curved rim conforming to the shape of the lower part of the said spring, in combination with an adjustable clamp consisting of a band which encircles the said rim and the lower part of the spring, and of a set-screw on the said band, substantially as shown and described.

3. In a baby-carriage, the spring D, having the lower bent part, D', and the tension piece or block C, secured to the axle B, and provided with the curved rim C', in combination with the band or ring F and the set-screw G, substantially as shown and described.

JAY F. BUTLER.

Witnesses:
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