UNITED STATES PATENT OFFICE.

AUGUSTUS R. LAMPLUGH, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO FANNIE BLOCH AND HARRY LEVI, COPARTNERS TRADING AS THE PHILADELPHIA BABY CARRIAGE FACTORY, OF PHILADELPHIA, PENNSYLVANIA.

BABY-COACH OR GO-CART.


Application filed August 23, 1901. Serial No. 73,857. (No model.)

To all whom it may concern:

Be it known that I, AUGUSTUS R. LAMPLUGH, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Baby-Coaches or Go-Carts, of which the following is a specification.

My invention consists of an improved connection between the reach and the running gear or frame of a baby-coach.

My invention further consists of novel details of construction, all as will be hereinafter fully set forth, and particularly pointed out in the claims.

Figure 1 represents a perspective view of a portion of the frame of a baby-coach constructed in accordance with my invention. Fig. 2 represents a sectional view thereof, taken on the line x-x of Fig. 1. Fig. 3 represents a perspective view of a coupling-block for joining the axle, springs, and reach. Fig. 4 represents a perspective view of the end portion of the reach.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawings, A designates a portion of the frame or body portion of a baby-coach being supported by the springs B. The inner ends of these springs overlap, as shown in Figs. 1 and 2, and being joined by the devices hereinafter described. Mounted upon the axle C is a coupling-block D, (shown in detail in Fig. 3,) that is provided with the side flanges E, that embrace the sides of the axle, as shown in Fig. 2. This block rests upon the top side of the axle and is provided with a socket formed by flanges F and G to receive the ends of the springs B, while a bolt H passes through the ends of the springs, the coupling-block, and the axle and firmly connects these parts. At the outer end of the block is an overhanging arm J, that is curved and under which the cylindrical end portions K of the reaches L extend, as shown in Figs. 1 and 2.

The extremity M of the reach L is downwardly and inwardly deflected, so as to fit closely under the spring B, to which it is bolted, as shown in Fig. 1. In this way the spring, axles, and reach are firmly joined, while the reach is connected directly with the spring, thereby providing an approved connection between these parts.

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

1. In a coach or go-cart, an axle, springs secured directly thereto, handle-reaches secured directly to said springs approximately at the juncture of said axle and springs, and a frame or body portion secured to said springs.

2. In a coach or go-cart, an axle, a coupling-block secured to said axle, springs secured to said coupling-block, handle-reaches secured directly to said springs approximately at the juncture of said coupling-block and springs and braced upon said coupling-block, and a frame or body secured to said springs.

3. In a coach or go-cart, an axle, a coupling-block mounted thereon and having a socket, springs mounted in the socket of said coupling-block, means connecting said springs, coupling-block and axle, reaches connected directly with said springs and braced upon said coupling-block, and a frame or body portion secured to said springs.

4. The combination of a frame of a coach, springs for supporting the same, an axle and a coupling-block mounted upon said axle, said springs, coupling-block and axle being secured together, an overhanging arm at one end of said coupling-block, and a reach fastened under and engaged by said arm and provided with a deflected end portion secured to said springs.

AUGUSTUS R. LAMPLUGH.

Witnesses:

HARRY COBB KENNEDY,
C. D. McVAY.