G. Smith,

Cradle.

No 23,197 Patented Mar. 8, 1859.

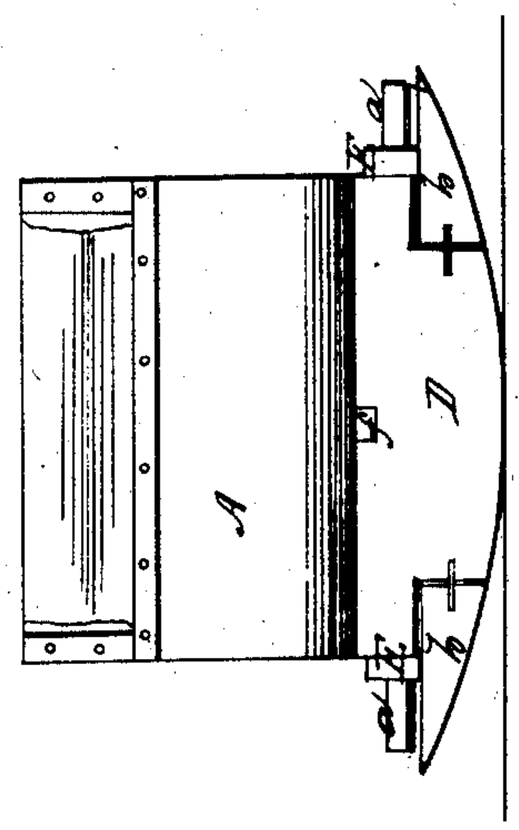

Fig. 2.

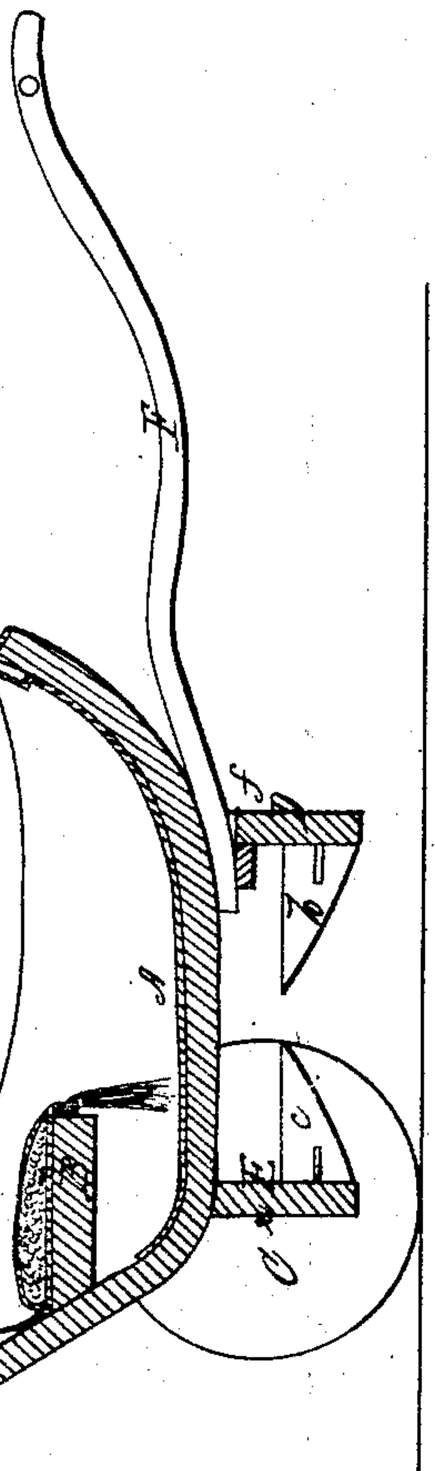

Fig. 1.

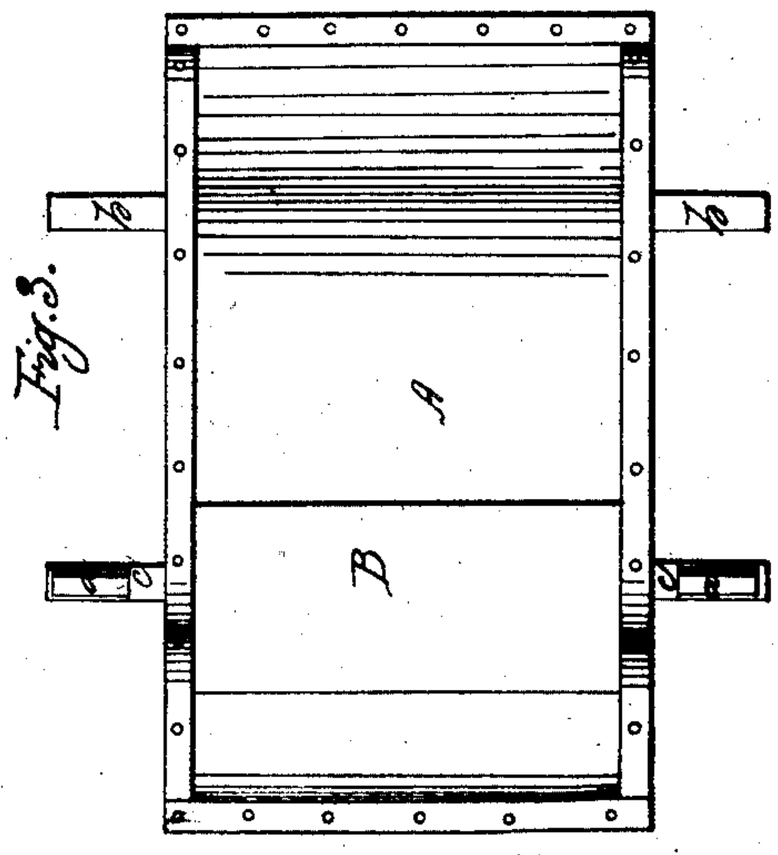

Fig. 3.

Witnesses.

Wm Tusch

S. H. Wales

Inventor

George Smith

UNITED STATES PATENT OFFICE.

GEORGE SMITH, OF BROOKLYN, NEW YORK.

CRADLE-WAGON.

Specification of Letters Patent No. 23,197, dated March 8, 1859.

To all whom it may concern:

Be it known that I, GEORGE SMITH, of the city of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Combined Cradle and Wagon; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1, represents a longitudinal vertical section of my improvement, arranged to be used as a wagon. Fig. 2, is a front elevation of the same, arranged as a cradle, Fig. 3, is a plan or top view of the same.

Similar letters of reference indicate corresponding parts in the several figures.

This invention consists in arranging a wagon, such as are in common use for little children, in such a manner that the same may be turned into a cradle by merely taking off the wheels and the draft pole, and by turning out four wings which are jointed to the ends of rockers which are attached to the bottom of the wagon top, and which wings are of such form, that the same, when turned out, form a continuous curved line with the rockers themselves.

To enable others skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A, is the top or body of a wagon which is fitted with a seat B, and which rests on two wheels C, which are attached to axles *a*, *a*, and a support D, is attached to the front end of the top A, which serves to keep the wagon in a horizontal or nearly horizontal position, when the same rests on the ground.

The support D, extends over the whole width of the bottom of the top A, and its under edge is rounded off, as clearly represented in Fig. 2, and two wings *b*, *b*, are jointed, one to each side of the same in such a manner that the same can be turned in, as represented in Fig. 1, or turned out into the position represented in Figs. 2 and 3, in which position the wings and the support D, are in the same plane. The lower edge of these wings is so shaped that it forms a continuous curved line with the lower edge of the support D, when the wings are turned out, and in this position the support D, in combination with the wings *b*, *b*, serves as one of the rockers of the cradle.

Under the back part of the top A, right between the two wheels, a piece E, is attached, similar in every respect to the support D, of the same height, and also provided with two wings *c*, *c*, which turn in and out in the same manner as the wings *b*, *b*. The height of the piece E, and of the support D, is somewhat less than the radius of the wheels C, so that the piece E, does not come down to the ground, if the wagon be placed on its wheels. The axles *a*, *a*, are attached to the piece E, and extend from the same over the wings *c*, *c*, and if the wings *c*, *c*, be turned in, as represented in Fig. 1, they do not interfere with the action of the wheels, and if the wheels be taken off, the wings *c*, *c*, may be turned out under the axles *a*, *a*, as represented in Fig. 3, and in this position their lower edges form a continuous curve with the lower edge of the piece E, similar to the curved form of the lower edge of the support D, together with its wings *b*, *b*, and in this position the piece E forms the second rocker of the cradle.

F, is the draft pole which rests in a socket *f*, in the support D, and that part of the support where the draft pole passes through, is strengthened by an additional thickness of wood, so that the draft pole has a firm hold, and the inner end of the pole is so shaped that it adapts itself to the lower part of the wagon top A, as clearly represented in Fig. 1, so that very little additional fastening is required to retain the same in its socket *f*, and that it can be removed without much trouble. In order therefore to convert the wagon into a cradle, it is only necessary to take out the draft pole, remove the wheels, and turn out the wings *b*, *b*, and *c*, *c*, as represented in Figs. 2, and 3, and the cradle is ready, and if the same is to be used again as a wagon, the wings *b*, *b*, and *c*, *c*, are turned in to the position represented in Fig. 1, the wheels are placed on their axles, and the draft pole is inserted in its socket, and the wagon is ready. It will be seen that with this arrangement no additional pieces are required in order to convert the wagon into a cradle, and only three pieces of the wagon are removed in order to fix up the wagon for a cradle, so that the whole can easily be managed by any person of common understanding.

I am well aware that combined cradles and wagons have heretofore been constructed, but with all of those it is necessary to attach additional pieces to the wagon in order to convert it into a cradle. I do not

claim, therefore, broadly as my invention the construction of a cradle and wagon combined, for such have already been constructed, but

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

A cradle and wagon combined, when the several parts are constructed and operated substantially in the manner herein described.

GEORGE SMITH.

Witnesses:
WM. TUSCH,
S. H. WALES.