H. S. PRUYN.

Combined Cradle and Carriage.

No. 226,458. Patented April 13, 1880.

Fig. 1.

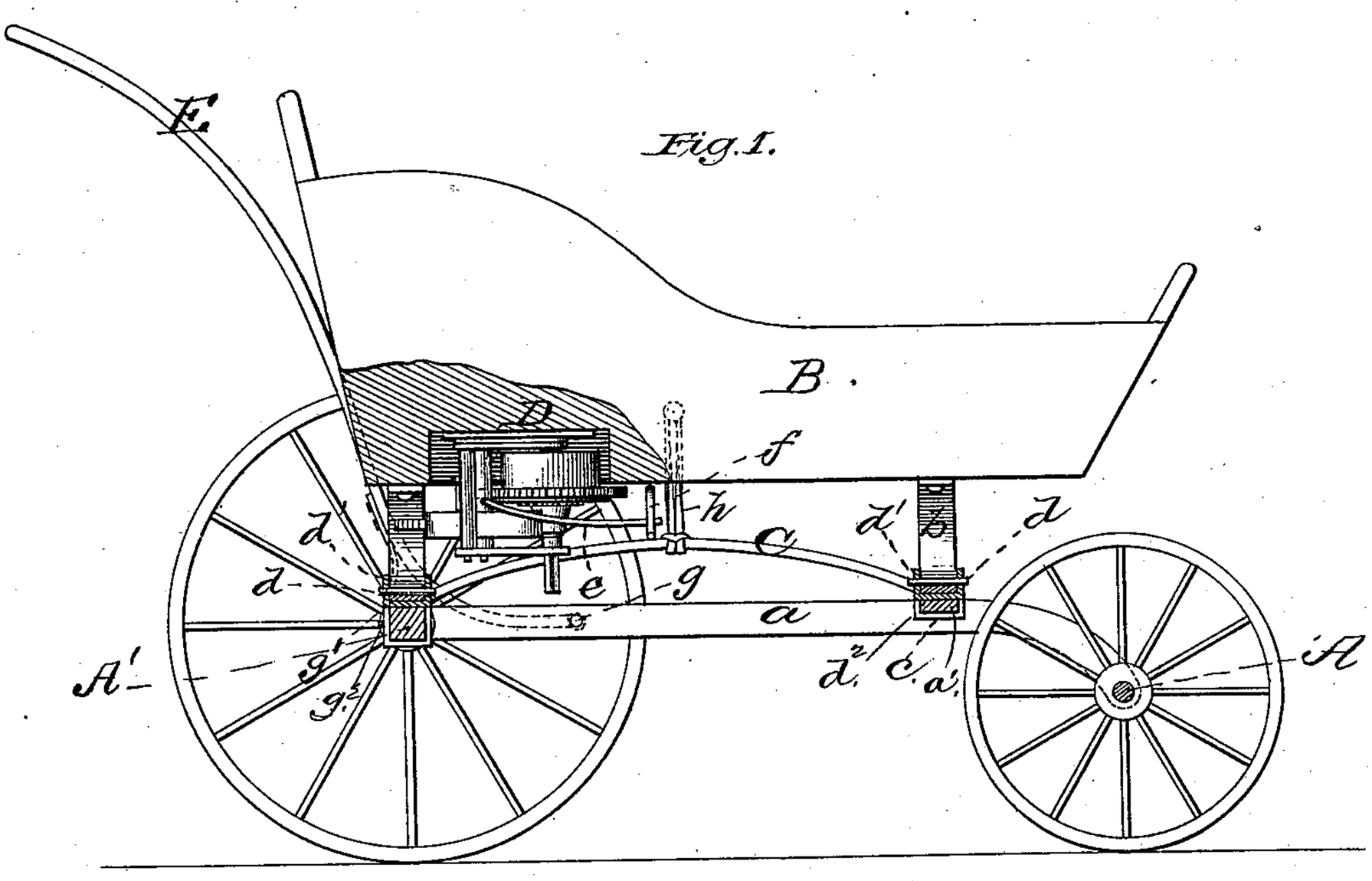


Fig. 2.

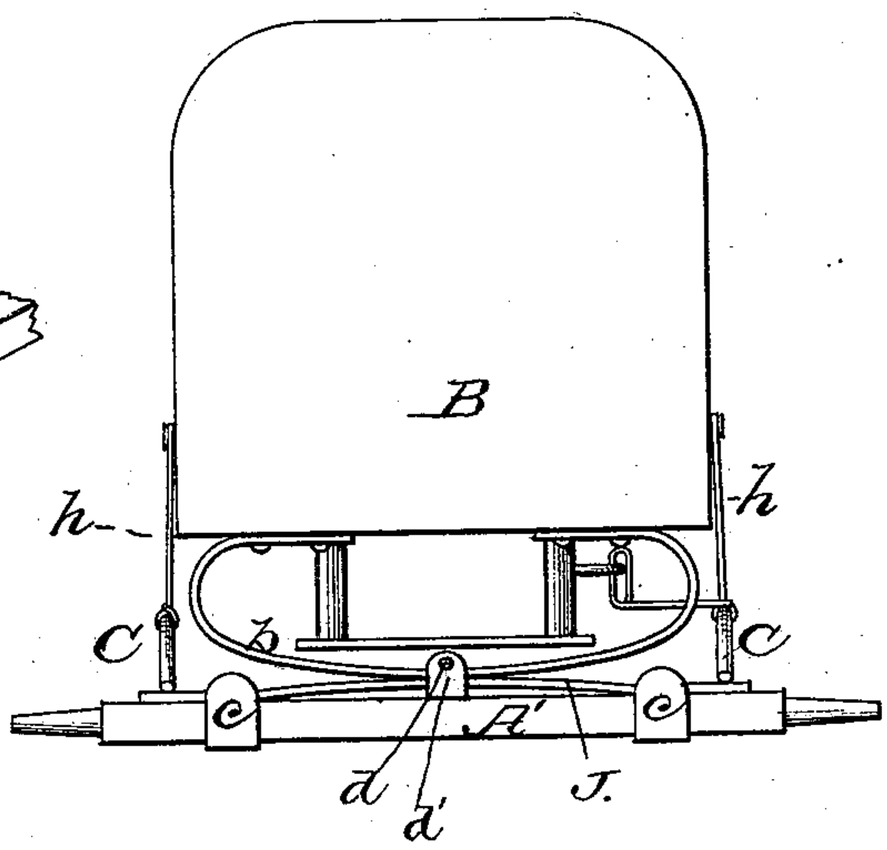
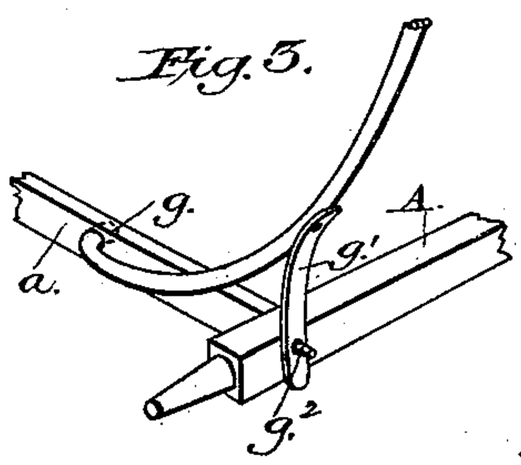


Fig. 3.



WITNESSES

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UNITED STATES PATENT OFFICE.

HENRY S. PRUYN, OF CENTRE WHITE CREEK, NEW YORK.

COMBINED CRADLE AND CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 226,458, dated April 13, 1880.

Application filed April 21, 1879.

To all whom it may concern:

Be it known that I, HENRY S. PRUYN, of Centre White Creek, in the county of Washington and State of New York, have invented a new and valuable Improvement in Combined Cradle and Carriage; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a side elevation, partly broken away and in section, of my invention. Fig. 2 is an end elevation of the same. Fig. 3 is a detail.

This invention appertains to certain improvements in that class of children's carriages convertible into a cradle and having reversible handles.

The nature of the invention consists in a combined carriage and cradle composed of a body mounted upon spring-rockers having central bolts, a detachable frame having front and rear springs provided with perforated clips adapted to receive the bolts of said spring-rockers.

It also consists in the combination, with the side bars provided with front cross-bar and rear axle, each having projecting lips or flanges, of a detachable frame having front and rear springs provided with perforated clips at their centers and a spring-rocker body.

It finally consists in connecting the carriage-handles to the rear axle and side bars by means of inwardly-projecting studs or arms and spring-catches, as hereinafter shown and described.

In the accompanying drawings, A marks the front axle, and A′ the rear axle, of a combined cradle and carriage, each supplied with wheels, as shown. The axles are connected together by side bars, *a a*.

B is the body, which is adapted, when separated from the wheels, to serve as a cradle, as will more fully appear hereinafter. This body is mounted upon rockers *b*, which also act in the capacity of springs when used in connection with the other parts of the carriage.

The rockers *b* rest upon the spring end pieces, J, of the supplemental detachable frame C, itself resting upon the cross-bar *a′* of the side bars, *a*, and the rear axle, A′, between upwardly-projecting lips or flanges *c c* thereon. The rocker-springs are confined to the supplemental frame C by projections or transverse bolts *d*, fastened to or passing above the center of the rocker-springs, and into perforated flanges or clips *d′* on the frame, as seen more particularly in Fig. 1. This means of connecting said parts together will permit the detachment of the supplemental frame C from the rockers, if desired, and thus allow the cradle, into which the carriage-body has thus been converted, to be rocked by hand, or in the usual way, with its rockers resting on the floor.

Arranged under the carriage-body or cradle-seat, as the most convenient point, is mechanism D, composed substantially of parts similar to clock mechanism, with the escapement-wheel of which is connected a lever, *e*, whose free end plays back and forth or laterally in an elongated eye, *f*, attached or connected to the frame C. As a consequence of the foregoing, when the spring of the mechanism D is wound up, the lever *e* having thus been given a laterally-vibrating movement, the cradle receives a corresponding or rocking motion, either in position upon the supporting parts of the carriage or dismounted.

Instead of the present arrangement of the rockers or rocker-springs, they may be adapted to be fastened with the length of the body or cradle, and the side pieces of the frame C be made the same as their end pieces, or flat and wide, for the rockers to rest on. The body or cradle would then be possessed of a seesaw motion under the action of the operating mechanism D.

E E are the handles, with their lower ends provided with inwardly-projecting studs or projections *g*, fitting into perforations in the side bars, *a*. The handles are also provided with spring-catches *g′*, which fit over studs or projections g^2 on the rear axle, and thus are detachably connected in place. By this means of attachment the handles can also be easily reversed, or so arranged as to permit the vehicle to be drawn or pushed along at the forward end of the carriage, it only being necessary to disengage the spring-catches from the rear axle and withdraw the studs of the han-

dles from the side bars, *a*, and bring the upper ends or cross-piece of the handles around to the opposite end of the carriage and reinsert their studs into the perforated bars *a*, with the catches in proper position.

Side elastic springs, *h h*, fastened to the side pieces of the frame C and the body B, as shown, or otherwise, serve to steady the body against lateral motion, and to overcome any tendency of the body to rock from the action of the mechanism D when not desired.

Having thus fully described my invention, I claim and desire to secure by Letters Patent—

1. A combined carriage and cradle, consisting of a body mounted upon spring-rockers *b*, having the central bolts, *d*, the detachable frame C, having front and rear springs, J, provided with perforated clips *d'*, adapted to receive the bolts *d* of said spring-rocker, all constructed and arranged to operate by a suitable clock mechanism, substantially as specified.

2. The combination, with the side bars, *a*, provided with front cross-bar, *a'*, and rear axle, A', each having projecting lips or flanges *c c*, of the detachable frame C, having front and rear springs, J, provided with perforated clips *d'* at their centers, and the spring-rocker body B, substantially as specified.

3. The carriage-handles E, with their lower ends provided with studs or projections *g*, fitting into perforated side bars of the carriage, and having spring-catches *g'*, fitting over projections on the axle, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

HENRY SAMULE PRUYN.

Witnesses:

MATT. V. PETERS,

H. O. PETERS.