

(No Model.)

G. P. STEINBACH.

CHILD'S CARRIAGE.

No. 268,139.

Patented Nov. 28, 1882.

Fig.1.

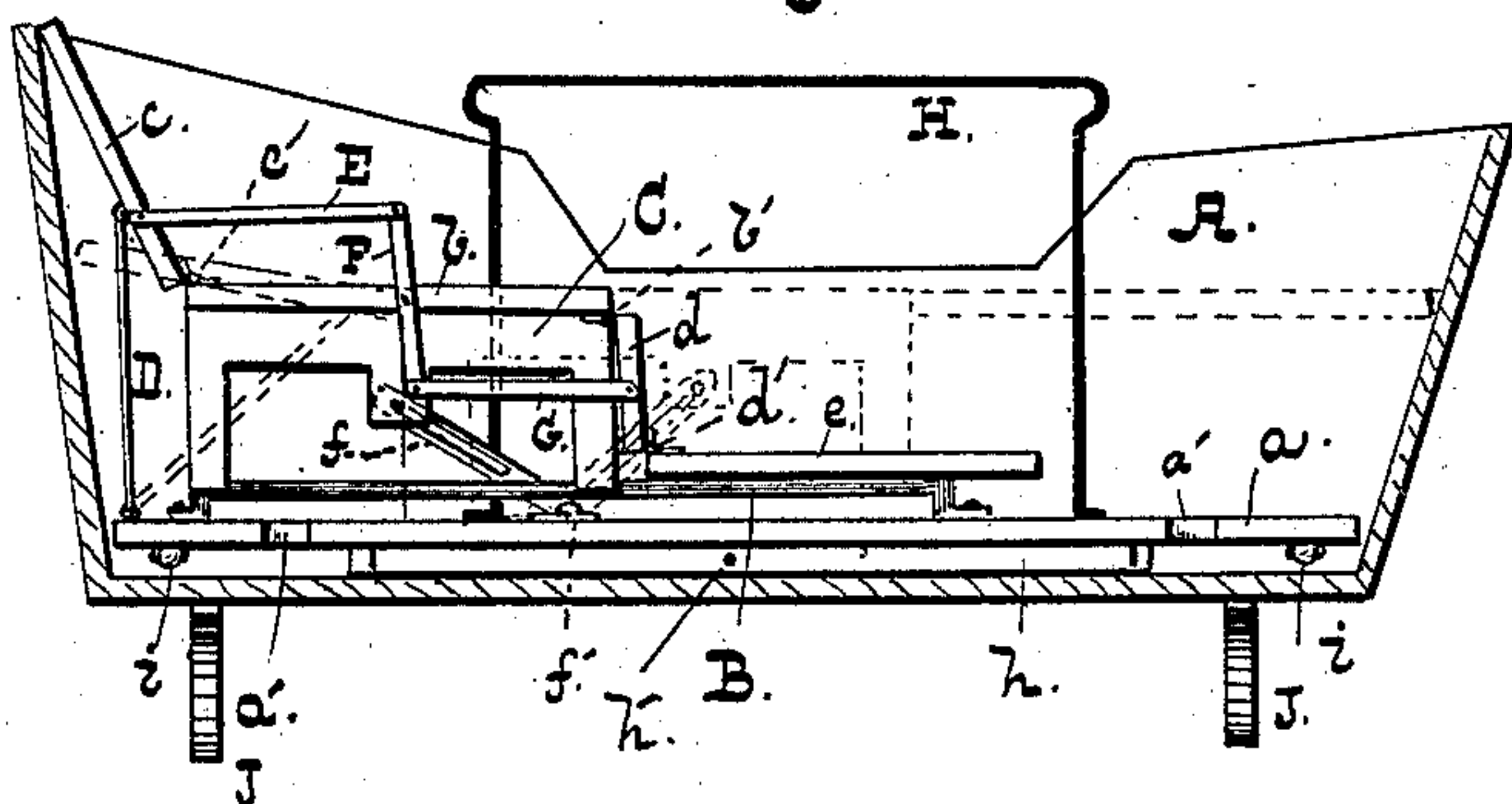


Fig. 2.

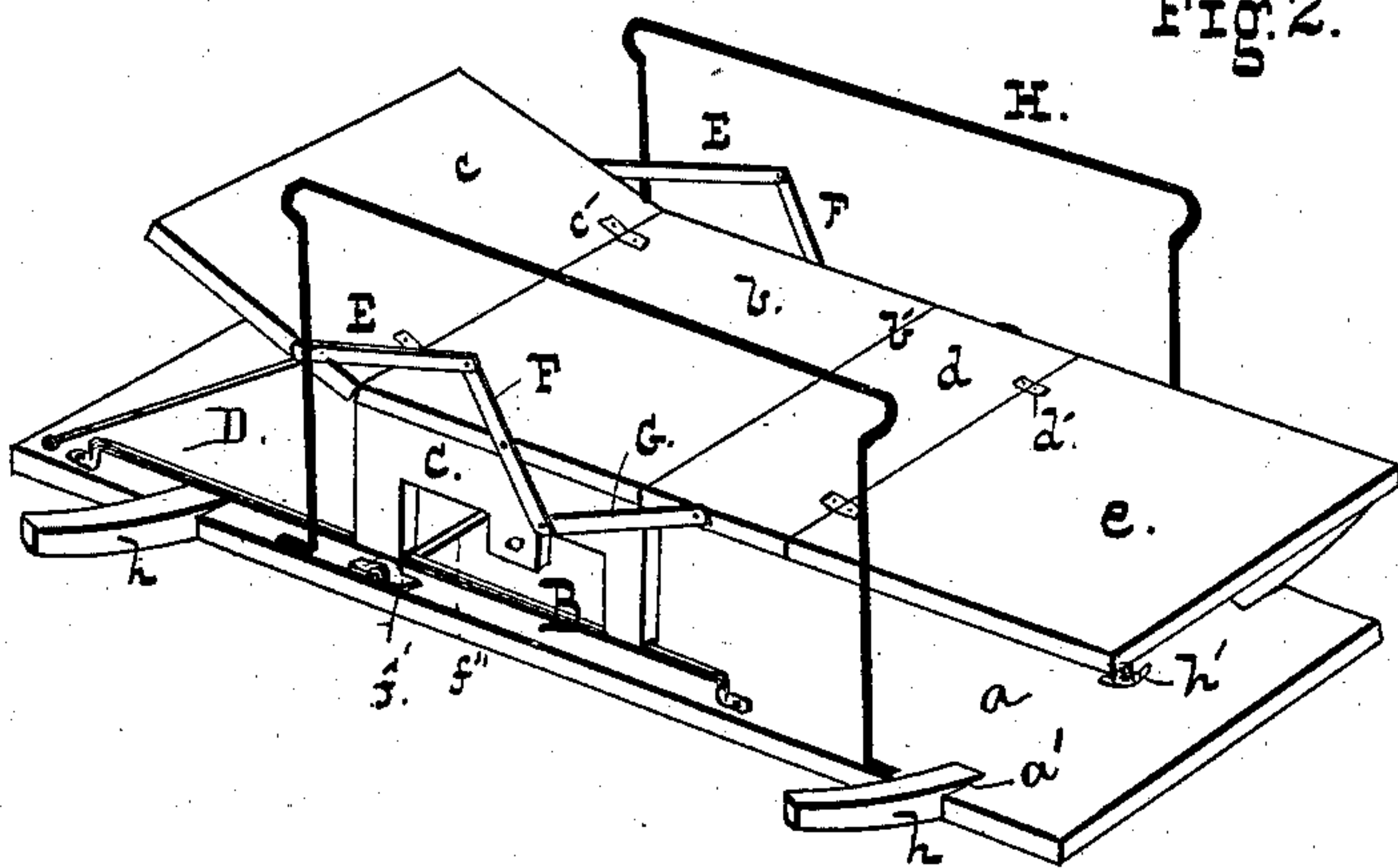
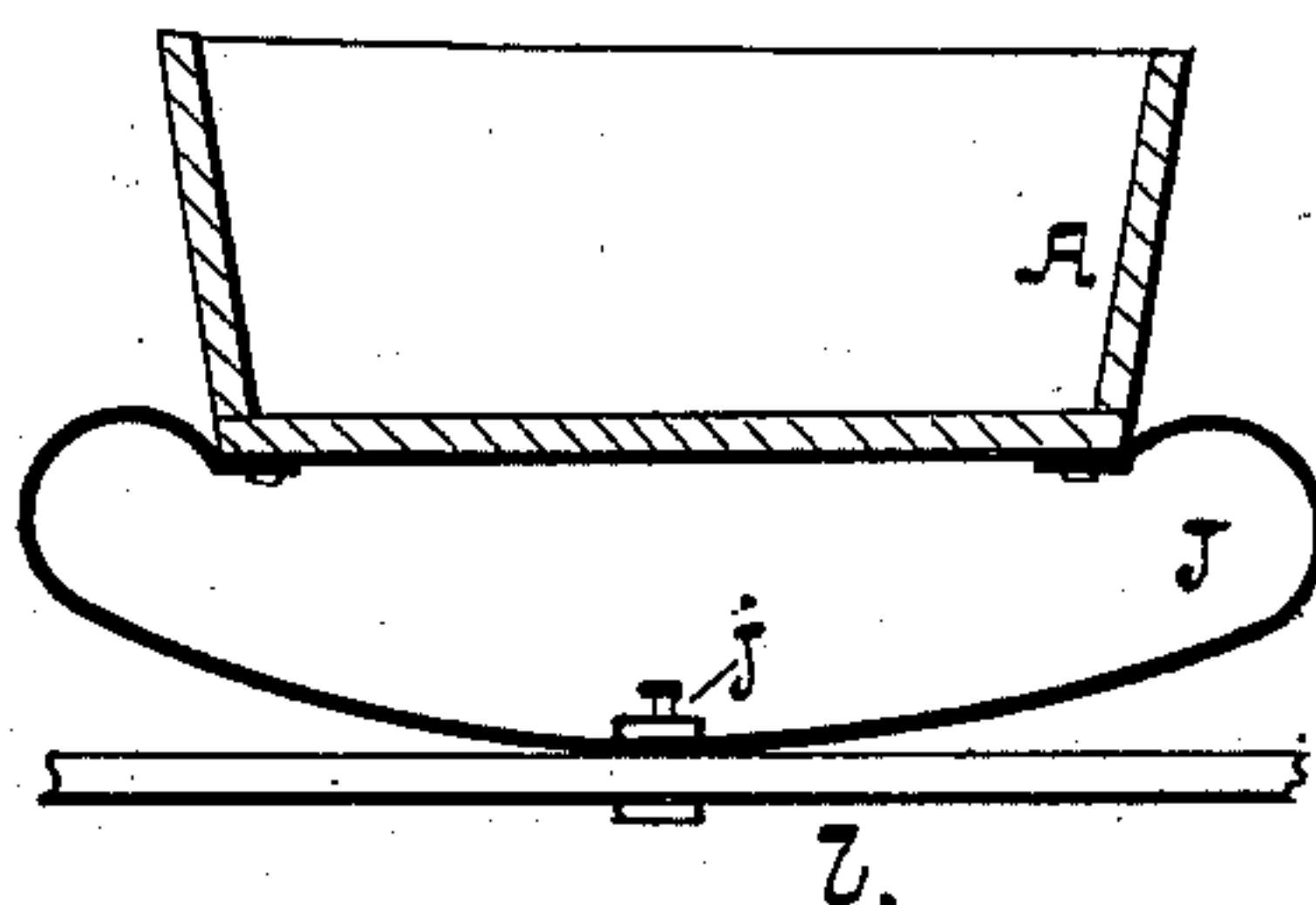


Fig 3.



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CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 268,139, dated November 28, 1882.

Application filed April 11, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE P. STEINBACH, of Baltimore city, State of Maryland, have invented certain new and useful Improvements in Children's Carriages; and I hereby declare the same to be fully, clearly, and exactly described as follows, reference being had to the accompanying drawings, in which—

Figure 1 is a longitudinal sectional view of the body, the interior parts being shown in side elevation. Fig. 2 is a perspective view of the removable seat, back, and foot-rest extended to form a couch and mounted upon rockers to serve as a cradle; and Fig. 3 is a cross-sectional view of the body.

The object of my invention is to produce a child's carriage in which the back, seat, and foot-rest are adapted to form a couch or cradle, serving as the former either in connection with or separate from the carriage-body, which latter is detachable from the running-gear, and is mounted upon springs which constitute resilient rockers; and my invention consists, first, in a carriage in which the back, seat, and foot-rest are adapted to slide bodily forward and incidentally arrange themselves substantially in line to form a couch; second, in a body mounted upon transverse springs, which serve as rockers and make with the body a perfect cradle; third, in a carriage having its seat, back, and foot-rest removable and adapted to form a couch or cradle, leaving the carriage to be used, as usual, with cushions or pillows; and, specifically, in certain features of construction adapted to the attainment of the desired ends, all as hereinafter set forth. I would not have it understood, however, that I claim broadly a carriage in which the back, seat, and foot-rest are adapted to form a couch; nor do I claim broadly a carriage-body mounted upon rockers. Both are old, and were they not I apprehend that neither would be patentable broadly in view of the state of the art in cradles, reclining-chairs, and analogous devices.

In the accompanying drawings, A is the body, of any desired form and construction. It is mounted upon the axles *l* on transverse springs J, removably clipped at *j* to the axles. These springs extend at the sides so as to form resilient rockers, and convert the body when removed from the running-gear into an ideal

cradle, which will not jolt nor jar even when rocked upon an uneven surface. The entire interior of the carriage is removable from the body, and is mounted upon a false bottom, *a*, having at its corners, by preference, casters *i*, so that it may be rolled upon the floor. The base *a* is slotted at *a'* for the attachment of rockers *h*, which are placed under the base and rest upon the bottom of the carriage, as shown in Fig. 1. When it is desired to mount the base *a* upon the rockers they are placed in the slots *a'*, as in Fig. 2, pins *h'*, which are secured to the centers of the concave sides of the rockers, then projecting through holes in the base and being secured by thumb-screws.

To the sides of the base *a* are secured bars H, which serve as sides to the cradle or couch and as supports for the canopy-standards, which latter are longitudinally adjustable thereon. The bars serve also as convenient handles whereby the base *a* and its attachments may be lifted from the body A.

At either side of the base *a* is a rail or guide, B, on which slides the seat-support C.

For the sake of clearness I have shown the interior parts of the carriage as devoid of the upholstery. They are of course cushioned and padded, as usual.

On the support C is secured the seat *b*, to which is hinged at *c'* the back *c*, and at *b'* the front *d*. To the latter is hinged at *d'* the foot-rest *e*. These parts are preferably made of such length as, when extended as shown in dotted lines, Fig. 1, to practically fill the length of the body A.

About the middle of the sides of the seat are centrally pivoted levers F, connected at their upper ends with bars E, pivoted to the back *c*, and at their lower ends with bars G, pivoted to the front *d*. Rods D are pivoted to the back *c* and to the base *a*.

It will be obvious that should the support C be drawn forward in the carriage-body the arms D will draw down the back *c* and retract the upper ends of the levers F, incidentally, of course, throwing their lower ends forward and lifting the front *d* through the medium of the arms G.

I may employ any convenient means for moving the support C forward, or it may be drawn forward by hand. The means I have shown in

the drawings consist of a slotted arm, *f*, secured to a shaft, *f''*, journaled at *f'* to the base *a*. A bar secured to the base *C* passes through the slot, and the end of the shaft *f''* is squared for the attachment of a key, which is inserted through a hole in the side of the carriage-body. It is obvious that upon rocking the arm *f* the support *C* will be slid back or forth upon the rails *B*. The support is made to slide smoothly, so that the carriage can be converted into a couch without waking a sleeping child, and, the parts which constitute the couch being distinct from the carriage-body proper, the integrity of the latter is preserved. This feature I believe to be new, and it secures important ends. The appearance of the body exteriorly is always the same, and no crevices or openings are made at the back when the same is lowered to admit drafts of air to the child's head. Furthermore, the sleeping-couch is removable, and when removed the carriage is susceptible of all its ordinary uses, it being only necessary to add to it a cushion or rug to serve as a seat. Again, the device is a carriage and a crib or cradle, or two cribs or cradles, while occupying ordinarily only the space of a carriage, and space is an important consideration in some households.

The carriage costs but little more than an ordinary carriage of equal quality, and in use is not to be distinguished from an ordinary carriage except upon minute inspection. In this respect it differs from the sleeping-carriages heretofore made. The latter are obviously sleeping-carriages, and that condemns them. Besides, they require peculiarly-constructed bodies.

My invention may obviously be applied at a trifling cost to carriages already in use. I have described and shown what I deem the best form of devices embodying my invention, but of course do not restrict myself to the precise details of construction.

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

1. A child's carriage having its back, seat, and foot-rest or front board connected together and adapted to slide bodily forward in the carriage, and in so doing to arrange themselves substantially in line to form a couch.

2. A child's carriage having a body of the usual or conventional form and provided with a back, seat, and foot-rest bodily removable therefrom and adapted to form a couch.

3. A child's carriage having a seat-support adapted to slide forward in the body, and having a back and foot-rest or front board attached to the seat and arranged to form with the seat a couch.

4. A child's carriage having its seat, back, and foot-rest removable and provided with rockers to form a cradle.

5. In combination with the body, having guide rails or slides, the seat-support mounted thereon and the back and front board hinged to the seat and adapted, as the seat is slid forward, to arrange themselves in line to form a couch.

6. In combination with the base *a*, the back *c*, connected therewith and with the seat, whereby when the seat is slid forward the back is lowered.

7. In combination with the base *a*, the convertible seat and couch and the side rails, *H*.

8. In combination with the base *a*, the sliding seat and back and foot-rest, connected by actuating-levers, as set forth, and the rods *D*.

9. In a child's carriage, a seat having a back and front board hinged thereto and adapted to slide bodily forward in the carriage, in combination with mechanism, substantially as described, whereby in sliding the seat forward the back and front are brought into line therewith, as set forth.

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