

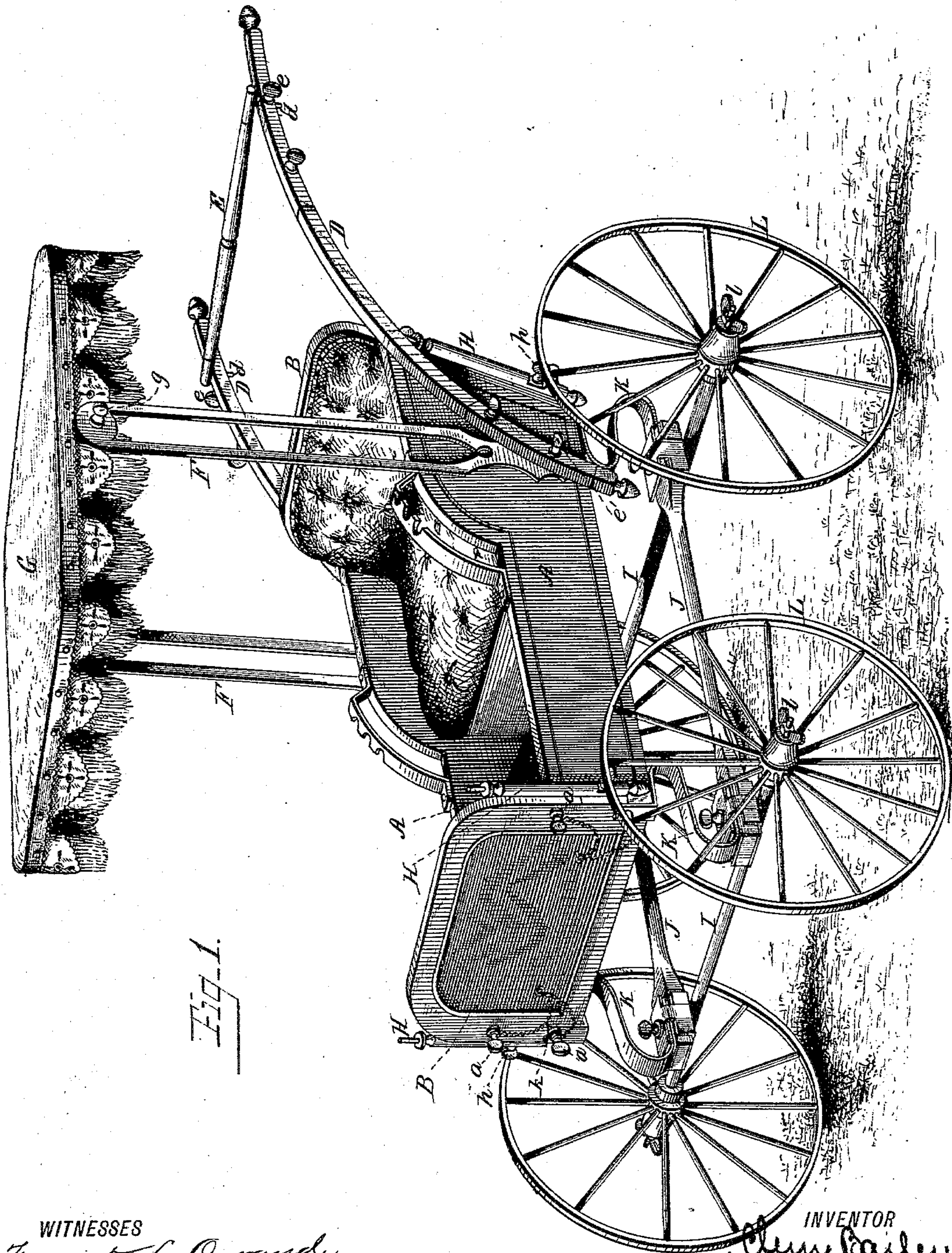
(No Model.)

3 Sheets—Sheet 1.

C. BAILEY.
CHILD'S CARRIAGE.

No. 296,379.

Patented Apr. 8, 1884.



WITNESSES
Francis L. Ourand
Fred S. Church

INVENTOR
C. Bailey
by
Church & Church
Attorneys.

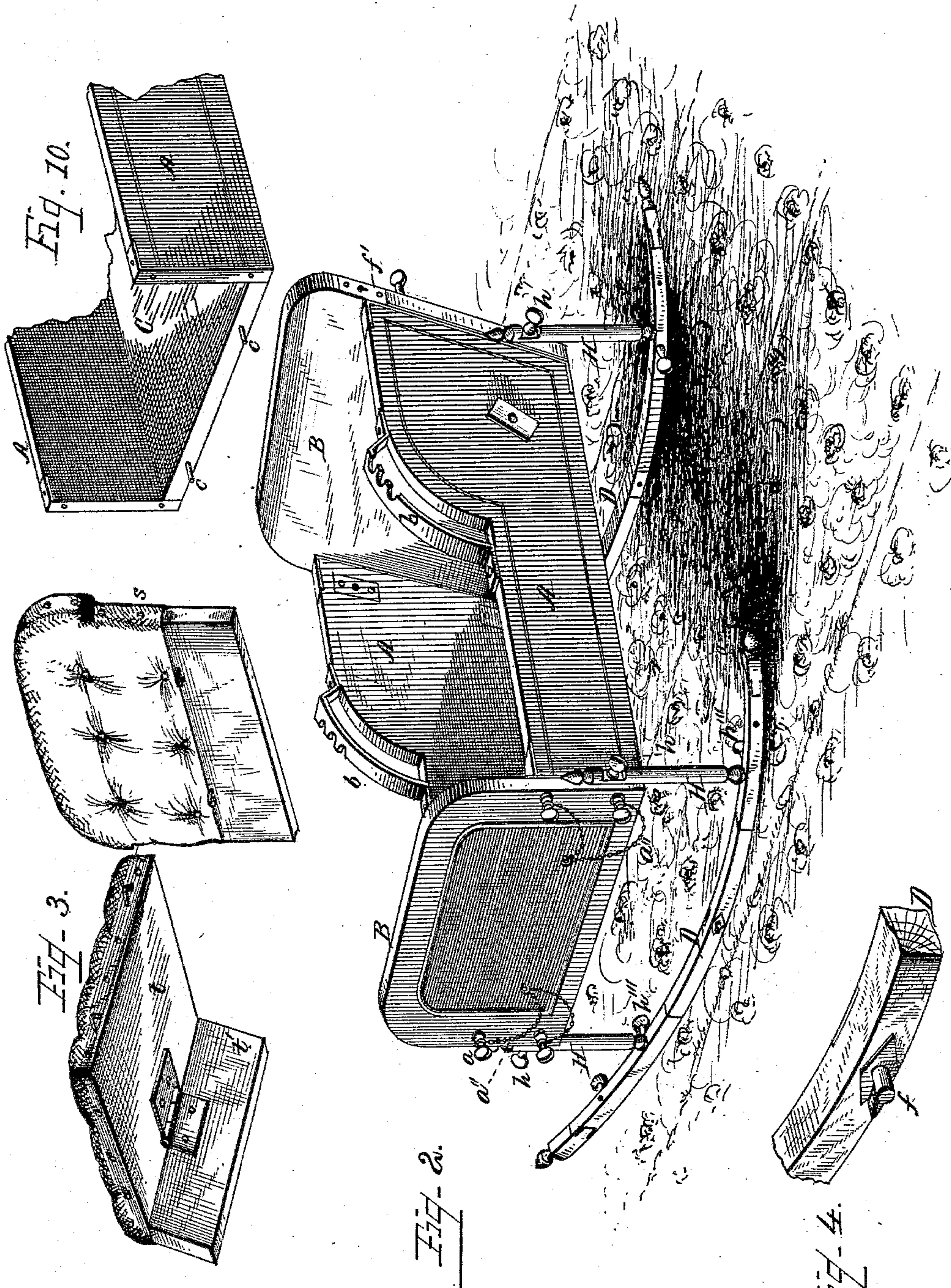
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Fred B. Church

INVENTOR
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Attorneys.

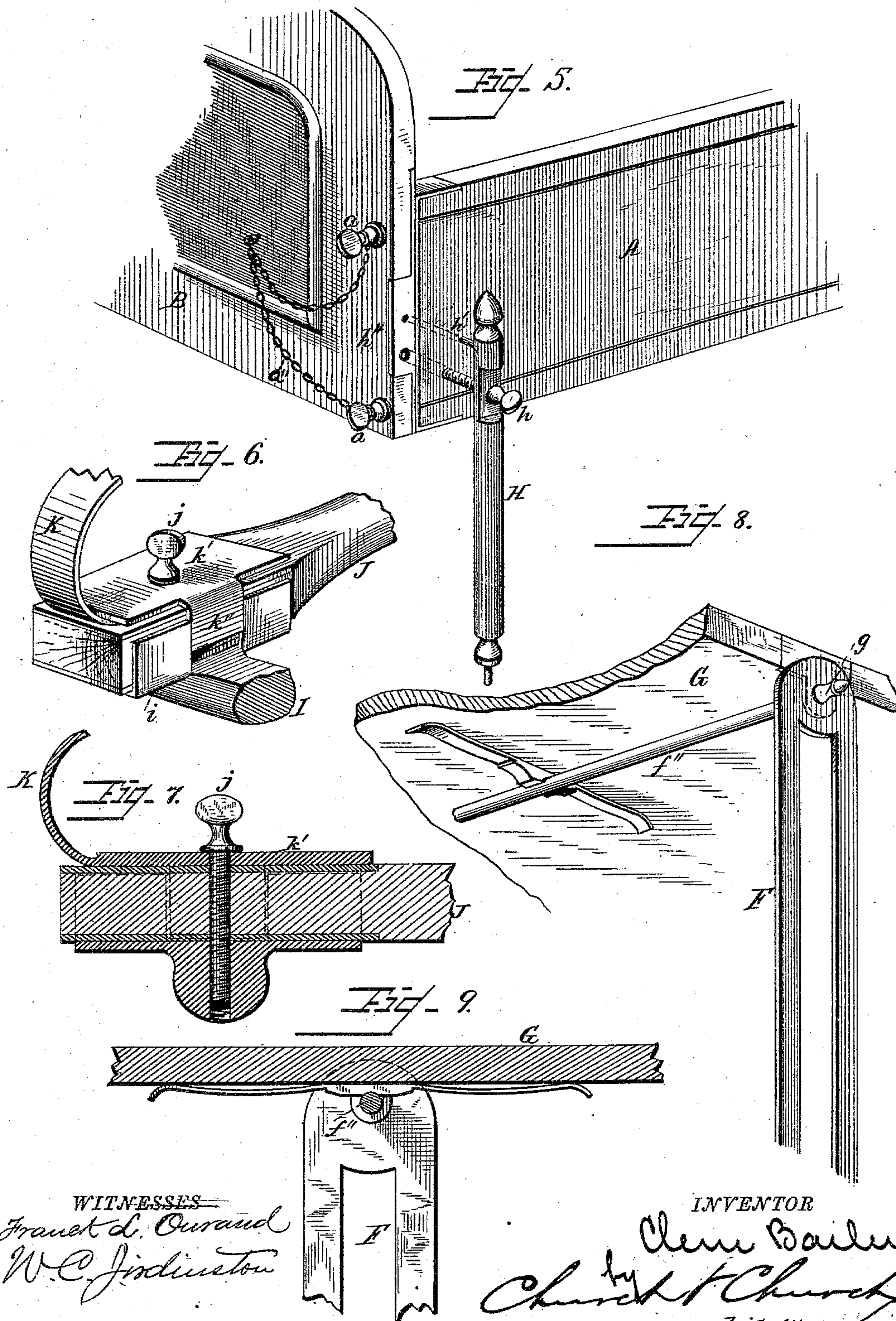
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No. 296,379.

Patented Apr. 8, 1884.



WITNESSES
Frank A. Ourand
W. C. Johnston

INVENTOR
Clem Bailey
by Church & Church
His Attorneys

UNITED STATES PATENT OFFICE.

CLEM BAILEY, OF KINSTON, NORTH CAROLINA, ASSIGNOR OF ONE-HALF TO
OETTINGER BROTHERS, OF SAME PLACE.

CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 296,379, dated April 8, 1884.

Application filed November 16, 1883. (No model.)

To all whom it may concern:

Be it known that I, CLEM BAILEY, of Kinston, in the county of Lenoir, North Carolina, have invented certain new and useful Improvements in Children's Carriages; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, and to the figures and letters of reference marked thereon.

Children's carriages as heretofore usually constructed are bulky and inconvenient for shipment and storage. Occupying, as they do, a relatively large space proportionate to their weight, they are always in the way when not in use, and at the same time are liable to become broken or injured if left standing around, and in traveling from place to place or during temporary visits it is both inconvenient and expensive to transport them. Moreover, unless shipped from the manufactory all set up, it requires a skilled mechanic to place the parts in proper relation and position; and when once fixed it is difficult to take them apart and store them without injury to the finish and breaking and losing some of the parts, and even then they are not in such shape as to be readily packed into a small compass. Attempts but partially successful have been made to remedy these defects by constructing the carriage in sections adapted to be folded together into a smaller compass, but in all such cases it has been at the expense of the appearance, solidity, and convenience of the structure.

My present invention is designed to overcome these and other defects heretofore existing in the construction and arrangements of the parts of carriages; and it relates to the manner of constructing and arranging the parts, whereby the carriage may be readily converted into a cradle, taken apart and packed in a trunk or other receptacle, set up when desired, and any part or portion, if injured, may be replaced, all as hereinafter described, and pointed out in the claims.

My improved carriage is illustrated in the accompanying drawings, in which Figure 1 is a perspective view; Fig. 2, a similar view, showing the carriage-body mounted upon the handle-bar supports to form a cradle. Fig. 3

shows the seat and back rest detached, and Figs. 4, 5, 6, 7, 8, 9, and 10 illustrate details.

Similar letters of reference in the several figures denote the same parts.

The carriage-body is composed of five pieces or sections, A A, B B, and C. The two end pieces, B B, are fastened to the side pieces, A A, by thumb-screws *a*, the bottom piece, C, being provided with dowel-pins *c*—two or more at each end, (and at the sides, if desired,)—which fit into suitable openings in the end (and side) pieces.

The carriage-handle is made in three parts, D D and E, detachably secured together to the sides of the body. The handle-bar E is provided near each end with projections or dowel-pins *d d*, fitting into suitable openings in the side bars, D, where it is secured by thumb-screws *ee*. The side bars, D, are formed in the arc of a circle, and serve the double purpose of sustaining the handle-bar and furnishing the rockers for the cradle, as will hereinafter appear. They are attached at or near the end of the head-board B by a hook-joint, *f*, engaging a key-plate, *f'*, the hook being arranged to enter the plate at some angle other than that at which the side bar is normally secured, so that it will not be possible to disengage or unlock the side bar without unfastening and turning it out of position. Other forms of locks may be substituted, or a thumb nut or screw be used for the purpose. The lower ends of the side bars are fastened to the body by thumb-screws *e'*, which also serve to support and clamp the standard F F, carrying the top G.

The carriage top or canopy G is pivoted upon a rod, *f''*, passing through ears or bearings, and provided with screw-threaded extremities for the reception of thumb-nuts *g'*, by which the top is fastened to the standards F. A flat spring resting against the top G and bearing upon the rod *f''* serves as a brake to hold the top in position. As thus constructed, the top is rendered readily adjustable together with or upon its standards, and may with equal facility be taken apart. The removal of the thumb-screws securing the side bars, D D, at once releases the standards and permits the removal of the top.

At each of the four corners of the body is

secured a leg, H, by a thumb-screw, *h*. When the body is applied to the running-gear, these legs are turned up out of the way, as shown in Fig. 1, in which position they serve as ornaments; or they may be removed, if desired. Each leg is provided with a dowel pin or spur, *h'*, which engages in a suitable opening or socket, *h''*, in the body, to fix and steady the leg when turned down into position. The body with the leg thus turned down forms a crib. To convert or change this crib into a rocker or cradle, the side bars, D D, which are properly curved for the purpose, are applied to the legs, as shown in Fig. 2. The legs H are formed to fit into sockets in the side bars, D, where they are secured by thumb-screws *h'''*. When the legs are turned up and the top, side bars, and handle fixed in position, the body may be applied to the running-gear, as shown in Fig. 1. The axles I I are provided with sockets *i i*, fitted to receive the ends of bars J J. The springs K K are provided with slotted or perforated ends *k k* at the top, and with base-plates *k' k'*, having ears *k'' k''*, fitting into slots or recesses in the sockets *i i*, attached to the axle. A thumb-screw, *j*, passing through the base-plate *k'* of the spring, the end of the bar J, and into the bottom of the socket *i* or axle I, serves to clamp and hold them firmly in position. The carriage-body is fastened securely upon the springs by passing the lower thumb-screws, *a a*, through the ears *k'' k''*. The wheels L L are secured upon the axles I I by thumb-nuts *l l*.

The seat *t* and the back rest, *s*, are made in sections and separate from the carriage-body. The back rest, *s*, is fitted to the back end of the carriage-body and rests upon the bottom thereof. It may be fastened or held in place by cleats, if desired. The seat *t* is hinged or otherwise removably attached to the front rest or support, *t'*, and removably connected to the back rest by hooks engaging staples or eyes fastened thereto.

It is obvious that the removable sectional seat and back rest can be utilized as a chair by adding suitable braces to prevent the sections from folding together or coming apart.

To prevent the loss or misplacement of the thumb-screws and nuts, it is desirable that they should be fastened by a chain and collar or other suitable means to some adjacent part or portion of the frame. In Fig. 1 I have shown the thumb-screws *a* attached to the foot-board by chains *a''*. The side pieces, A A, are furnished with suitable supports, *b*, for the body-strap.

The advantages of the structure above described are numerous and obvious. The organization is such that it can readily be taken apart and stowed away in a medium-sized trunk, chest, or other receptacle, and put together again when required for use. It furnishes in one structure all the elements necessary for a carriage, a cradle, a crib, and a stool or chair in compact and convenient form, convertible at pleasure and with but little labor.

All of the parts can be duplicated and replaced when worn or injured, no especial skill being required to fit them in place.

Having thus described my invention, I claim as new—

1. In a carriage such as described, and in combination with the running-gear, the detachable body mounted directly upon the springs and provided with folding legs, substantially as described.

2. In a carriage such as described, and in combination with the running-gear thereof, the removable body mounted directly upon the springs, and provided with folding legs and the separable rockers, substantially as described.

3. In a carriage such as described, the combination, with the body, of curved handle-bar supports adapted to serve as rockers for the cradle.

4. In combination with the body, removably secured to the running-gear, as described, the folding legs attached to the body, and provided with means for securing them in position when folded, substantially as described.

5. As a means for uniting the handle-bars to the body of the carriage, and in combination therewith, the hook-joint, key-plate, and thumb-screws, arranged and applied substantially as described.

6. In combination with the carriage-body, handle-bar supports, and top standards, the hook-joints, key-plates, and thumb-screws for fastening the handle-bar supports and standards to the body, as set forth.

7. In combination with the standards and the pivoted top or canopy, the spring-brake to sustain the top in position on the rod.

8. The combined carriage-seat and chair, constructed, substantially as described, in sections, with the back rest removably connected to the seat, and the front support hinged to the latter.

9. In a carriage such as described, the removable seat and back rest constructed in sections, united as described, and adapted to form a chair when removed from the carriage-body.

10. In a carriage such as described, the detachable running-gear consisting of the axles provided with sockets for the reception of the side bars, in combination with the springs and thumb-screws.

11. In combination with a carriage-body such as described, the folding legs and detachable rockers.

12. In a carriage such as described, the S-shaped springs provided with a base-plate and interlocking ears for attachment to the axle, and with perforated ears for attachment to the body.

13. In a carriage such as described, the combination, with the sectional body, of the springs attached to the body by the thumb-screws for securing the sections together.

14. In combination with the removable curved handle-bar supports, the detachable

handle-bar provided with pins for attachment to the handle-bar supports, as set forth.

15. In combination with the carriage-body provided with detachable legs, and adapted to
5 be applied to the running-gear, the curved handle-bar supports provided with means for attachment to the legs, as and for the purpose set forth.

16. In a carriage such as described, and in

combination with the body thereof, the detach- 10
able running-gear, the folding legs, and the curved handle-bar supports, whereby the carriage may be converted into a cradle.

CLEM BAILEY.

Witnesses:

CARL W. HARTSFIELD,
T. B. LOFTUS.