

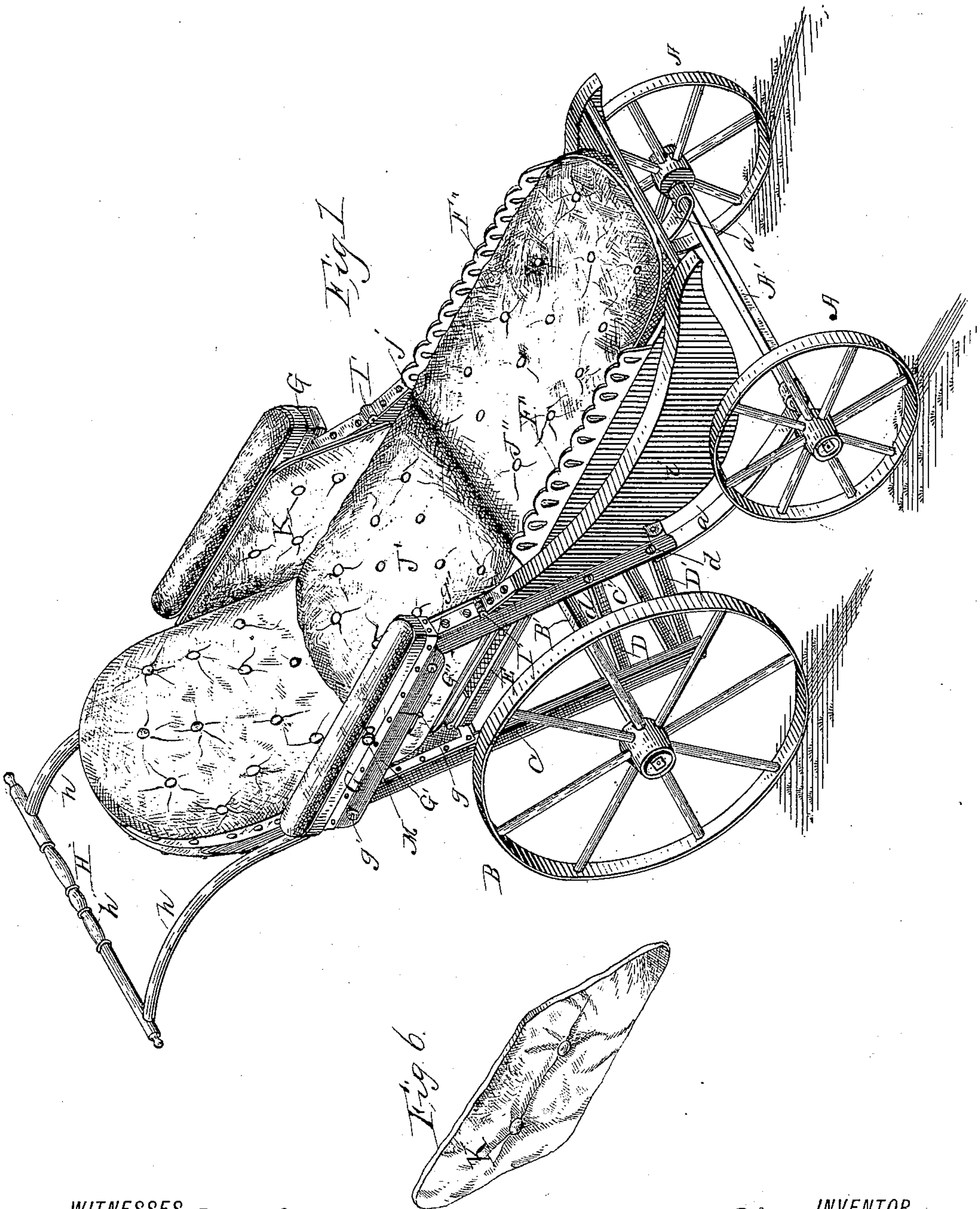
(No Model.)

3 Sheets—Sheet 1.

C. LYNE.
BABY CARRIAGE.

No. 337,343.

Patented Mar. 2, 1886.



WITNESSES
Harry F. Polner
John Enders Jr.

INVENTOR
Charles Lyne
Duffy & Brashers
By Attorneys

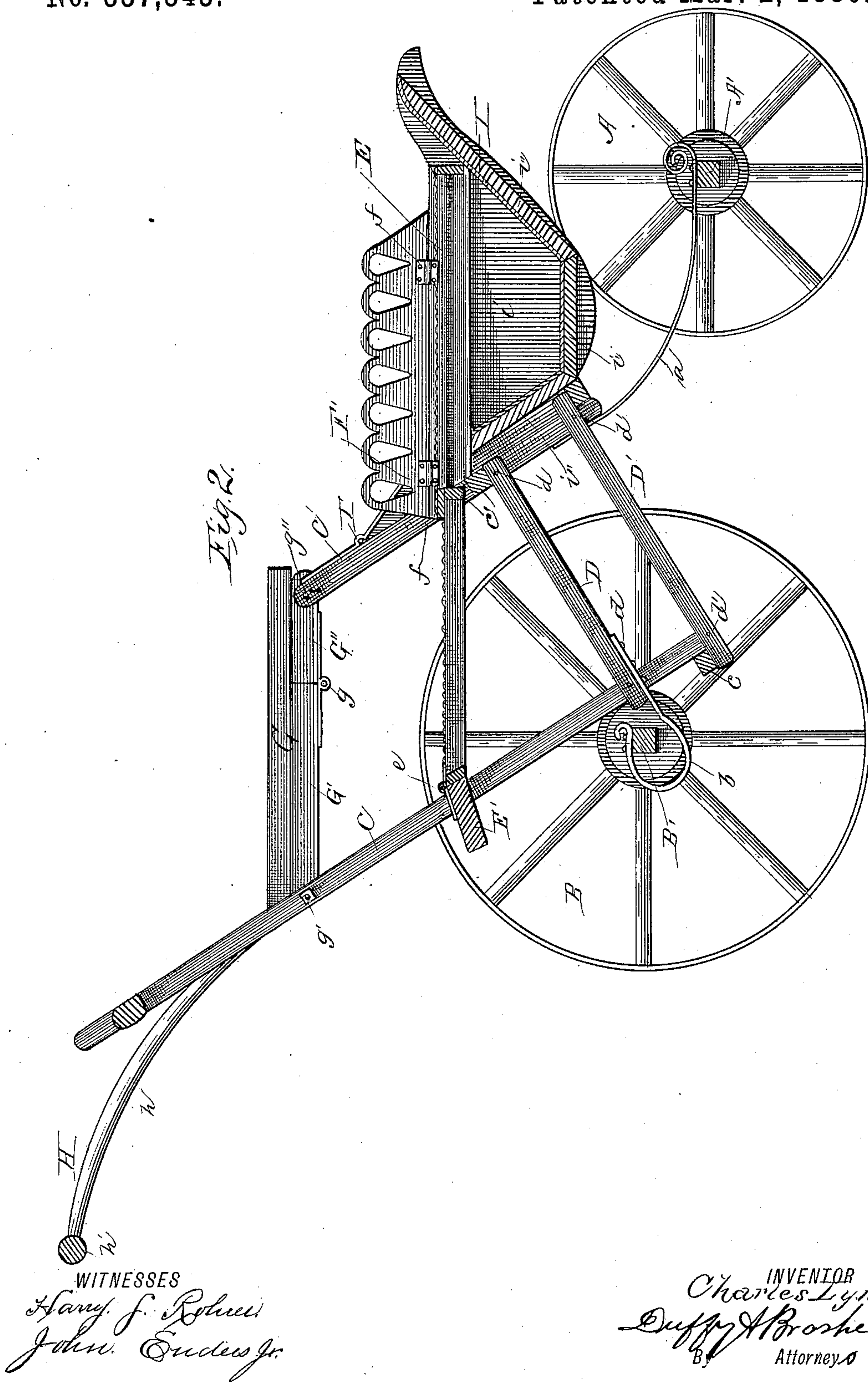
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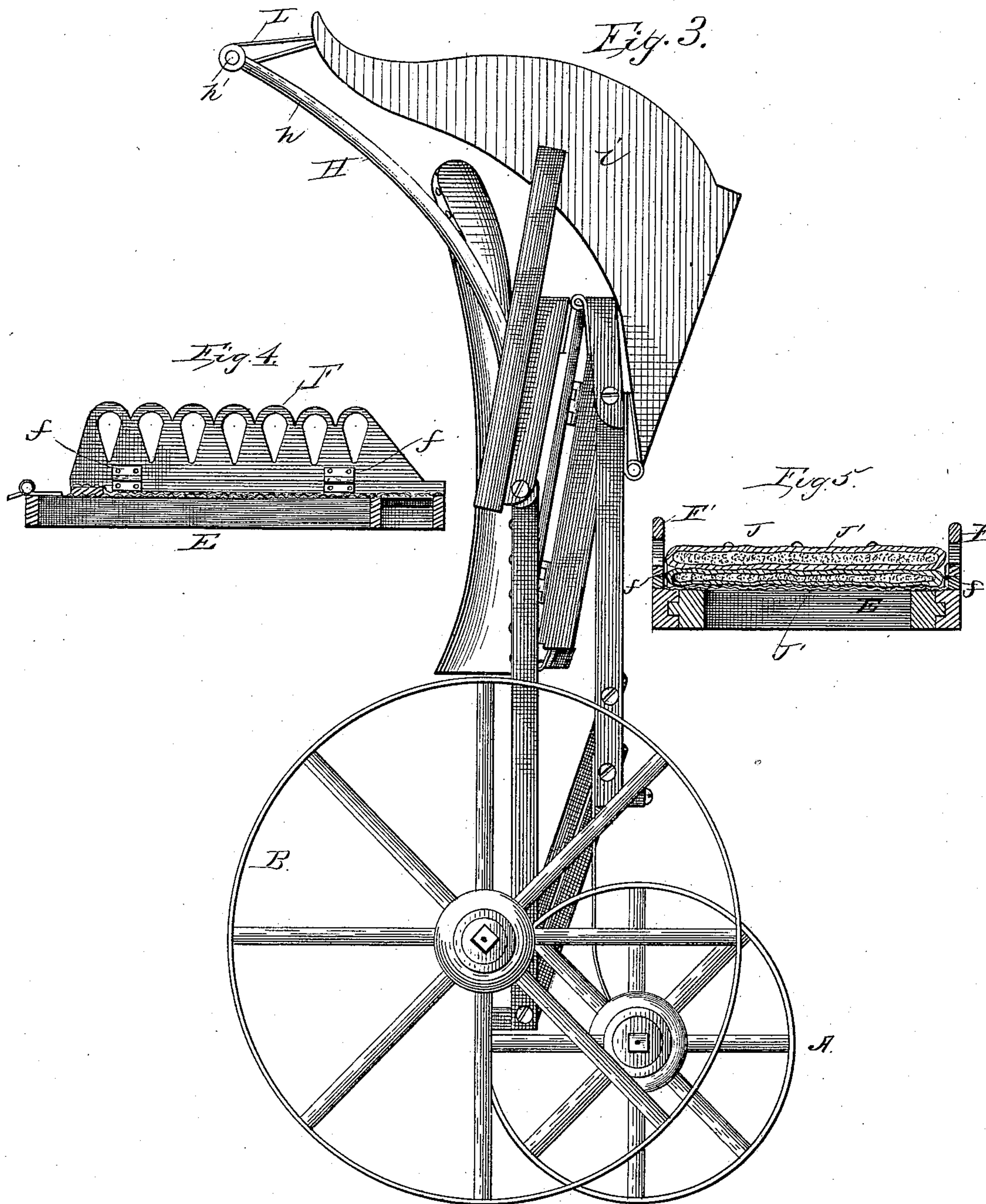
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WITNESSES
Harry J. Rolier
John Enders Jr.

INVENTOR
Charles Lyne
Duffy Bros
By *Duffy Bros* Attorney

UNITED STATES PATENT OFFICE.

CHARLES LYNE, OF CHICAGO, ILLINOIS.

BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 337,343, dated March 2, 1886.

Application filed November 11, 1885. Serial No. 182,481. (No model.)

To all whom it may concern:

Be it known that I, CHARLES LYNE, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful
5 Improvements in Combined Folding, Sitting, and Sleeping Baby-Carriages; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it ap-
10 pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

My invention relates to carriages for chil-
15 dren, and has for its object to furnish such a carriage which shall form at will either a simple perambulator or chair carriage and a perfect sleeping-coach at the will of the operator or user, and which may be compactly folded
20 when not in use for purposes of storage or transportation.

With these objects in view I have constructed the device hereinafter described, which is in the nature of an improvement upon
25 my prior patent, No. 89,058, dated April 20, 1869, to which reference may be had.

My improvements will be first fully described hereinafter, and afterward specifically pointed out in the claims appended to and
30 forming part of this specification.

In the drawings, Figure 1 is a perspective view of my improved carriage, the parts being in position to form a sleeping-coach, the cushions being in position. Fig. 2 is a central ver-
35 tical longitudinal section through my improved coach, the parts being in the same position as in Fig. 1, and the upholstery being removed to show the construction of the different parts more clearly. Fig. 3 is a view in side eleva-
40 tion of my improved carriage in its folded condition. Fig. 4 is a vertical section from front to back through the seat-frame and sliding bed-frame, they being removed from the carriage; and Fig. 5 is a transverse vertical
45 section through the same parts. Fig. 6 is one of the side cushions, shown in perspective.

Like letters of reference mark the same parts in all the figures.

Referring to the drawings by letter, A are
50 the front wheels, mounted on axle A', which is attached by springs a to one of the frame-bars of the carriage.

B are the rear wheels, mounted on an axle, B', which is secured to one of the frame-bars of the carriage by springs b. 55

C C' are the front and rear bars of the frame, of which there is one of each on each side of the carriage, which are connected together by cross-bars c c'. They are also pivotally con-
60 nected at d d' d' d' by side bars, D D', one of each on each side of the carriage, also connected by cross-bars.

E is the seat-frame, and E' a bar rigidly se-
65 cured between the back bars, C, to which the seat-frame is hinged at e.

F is the sliding seat or bed-frame, and F' F'' are folding sides thereto, connected by hinges f. 65

G G' are the arm-rest frames, which are formed of two parts, G' G'', pivoted together at g, the part G' being pivoted to the back bar, C, 70
at g', and the part G'' to the front bar, C', at g''.

H is the handle-frame, consisting of bars h and cross-bars h'.

I is the foot-rest, consisting of a box-like structure having vertical sides i, horizontal 75
bottom i', and inclined front and rear walls, i''. This foot-rest frame is pivoted or hinged by hinges I' to the front bars, C'.

The seat-frame E and sliding bed-frame F have their side bars tongued and grooved, as
80 shown in Fig. 5, to preserve their proper relative positions in sliding, and each is supplied with a netting or other desirable bottom to receive a cushion, J, which is divided into two sec-
85 tions, J' J'', connected at j by a flexible joint or hinge, so that it may be folded when the seat-frame and bed-frame are in their closed condition, or may be spread out to form the mattress
90 when the bed and seat frames are extended in the position shown in Figs. 1 and 2, the mat-
tress being shown as such in said Fig. 1. The back-frame and arm-rests are suitably up-
holstered, as seen in Fig. 1.

When my device is in the position shown in Fig. 1, it is in position for use as a sleeping-
95 coach, there being side hanging cushions, K K, as seen, to prevent injury to the child by contact with the frame or arm-rests. To change it to a seat-carriage, it is only necessary to slide the bed-frame and seat-frame together and
100 fold up the mattress for use as a seat-cushion. It now forms a graceful and comfortable perambulator, and, when desired, as for storage or transportation, it may be folded so as to

occupy much less space. This is done as follows, viz: by pressing upward on the lower end of the front bars, C', the seat-frame, arm-rests, and side bars, D D', will move on the pivots by which they are connected to the back-frame until they assume the position shown in Fig. 3, when the foot-rest may be folded over, moving on its hinges until it rests above the other parts, covering them, as shown in Fig. 3, its outer end coming into close juxtaposition to the handle-frame, when by any suitable fastening, as a cord, as shown in Fig. 3 at L, all the parts are retained in their folded position. Any other suitable fastening device may be used—as, for instance, a hook. Buttons M are provided on the outside of the arms on which to fasten a strap to hold the child in the carriage.

When the parts are in position as shown in Fig. 2, the portions G' of the arm-rests G rest on the part G'' at the front, and prevent the further downward movement of the folding portions.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. The combination, in a child's carriage, of the folding arms and supports of the hinged extensible seat and the prolonged front section, substantially as described.

2. The combination, in a child's carriage having the folding arms and supports hinged or jointed, as described, of the extensible seat

adapted to slide in dovetail or tongue-and-grooved slides, the extensible portion having hinged sides to hold the extensible cushion either when folded or extended to form a bed or seat, substantially as set forth.

3. A child's carriage having the jointed arms and supports, and the extensible hinged seat provided with hinged sides, in combination with the jointed or hinged extensible foot-section, as set forth.

4. The combination, in children's carriages having folding arms and seat supports, of a rigid back and a rigid foot-section, the latter being hinged to the jointed portions in such manner that, when open, it forms a prolongation to the body of the carriage, and when folded forms a receptacle for the bed or cushion, as set forth.

5. The combination, in children's carriages having folded sections, of a hinged extensible seat, a hinged foot-section, and a double cushion to fit said extensible seat, the seat having hinged sides and swinging sides and cushions to cover said sides, in the manner and for the purpose set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

CHARLES LYNE.

Witnesses:

O. E. DUFFY,
S. BRASHEARS.