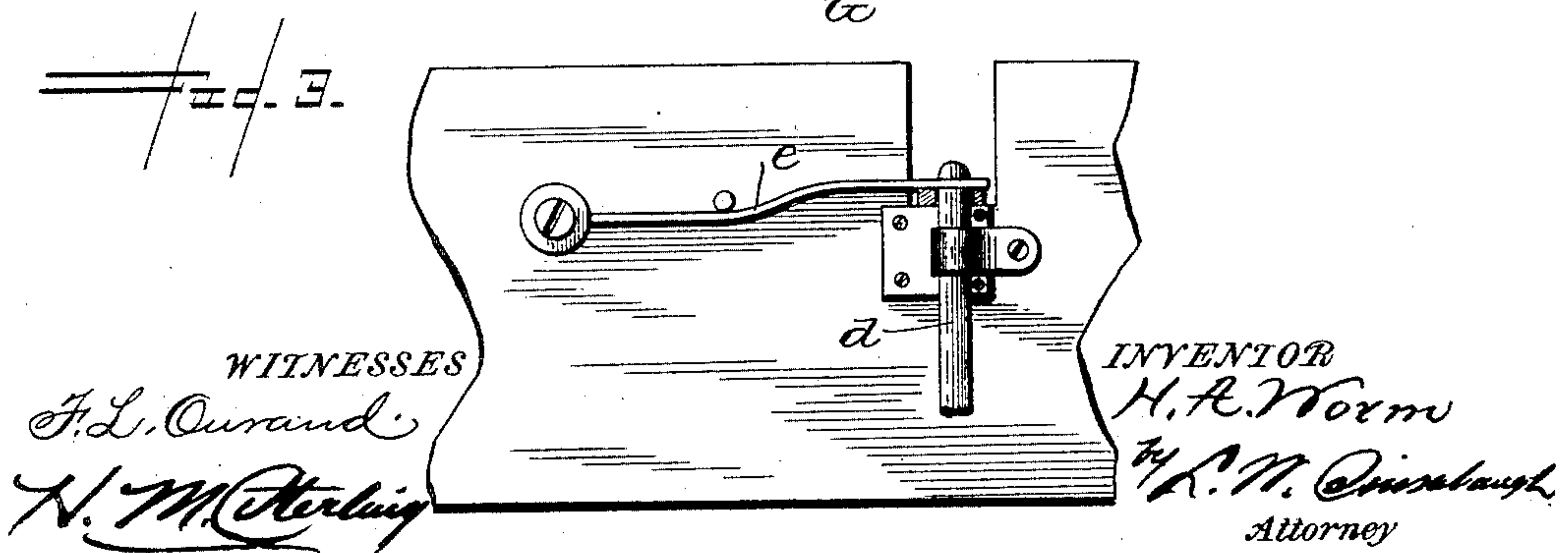
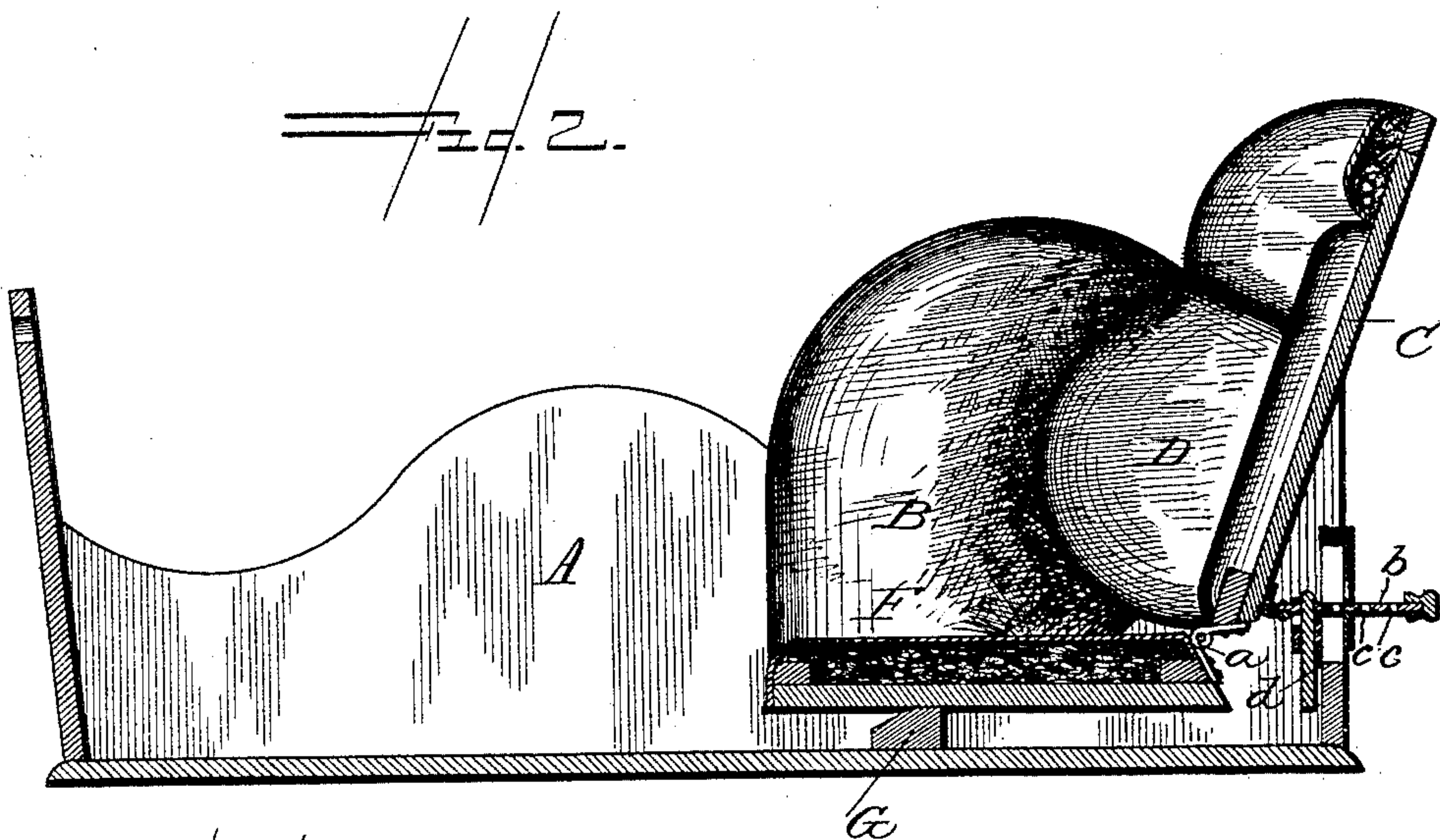
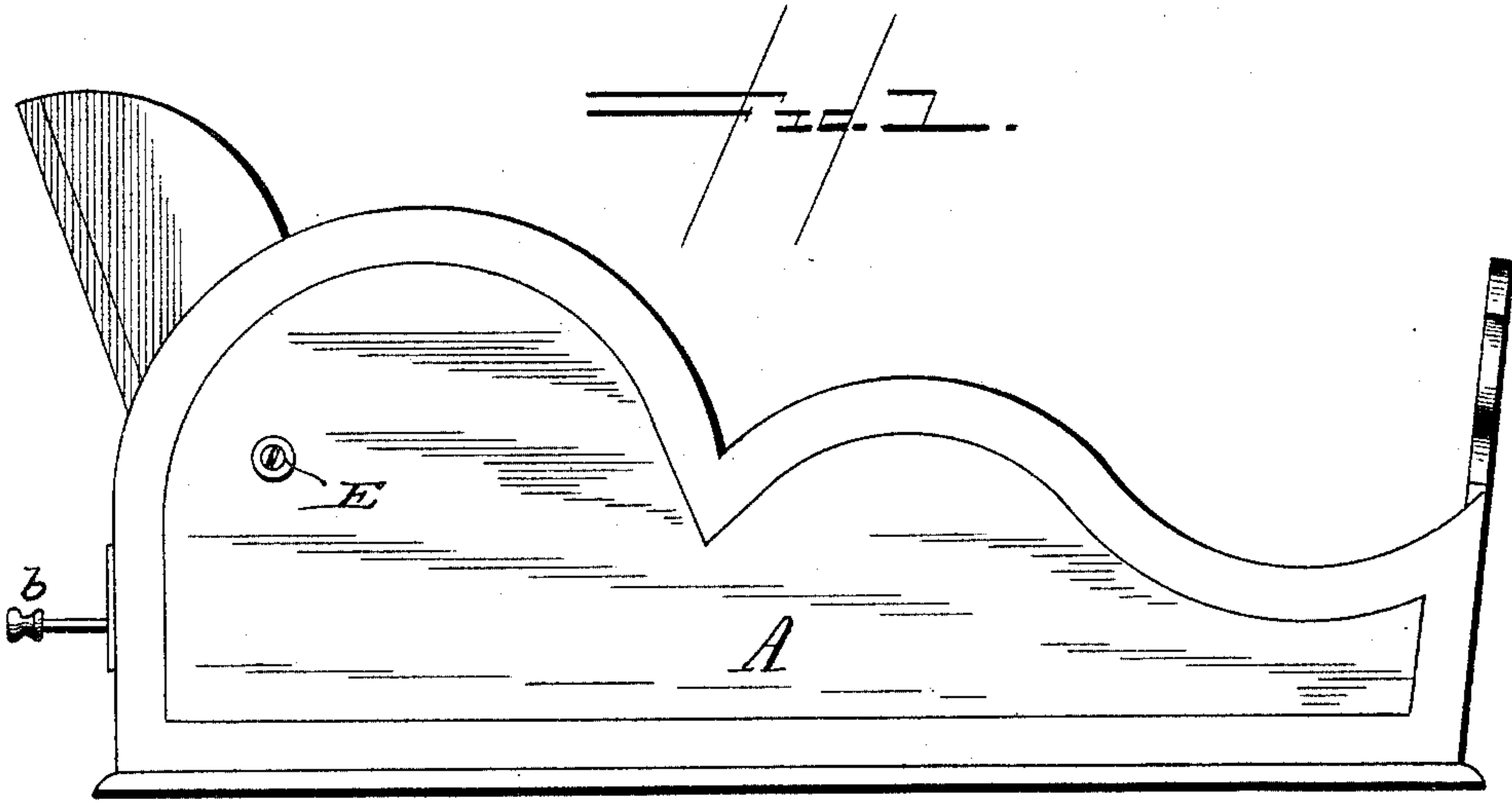


(No Model.)

H. A. WORM.  
CHILD'S CARRIAGE.

No. 467,846.

Patented Jan. 26, 1892.



WITNESSES  
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# UNITED STATES PATENT OFFICE.

HENRY A. WORM, OF ZANESVILLE, OHIO.

## CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 467,846, dated January 26, 1892.

Application filed April 27, 1891. Serial No. 390,546. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY A. WORM, a citizen of the United States, and a resident of Zanesville, in the county of Muskingum and State of Ohio, have invented new and useful Improvements in Adjustable Backs and Seats for Baby-Carriages; and I do hereby declare the following to be a full, clear, and exact description of said invention, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in baby-carriages, and is designed to provide a carriage of this class with an adjustable seat and back, which can be operated by the attendant or nurse without disturbing the infant occupying the carriage.

The invention consists in connecting the seat at its rear end with the lower end of the back by means of a hinge or flexible connection, in pivotally securing the back within the body of the carriage and to the side frames, and in providing the lower portion of the pivotally-secured back with an adjusting arm or handle for operating the adjustment of the carriage.

The invention consists, further, in forming the lower portions of the sides of the adjustable back in semicircular outline and the tufted portion of the main body at its point of contact with the tufted portion of the adjustable back in convex form to receive the semicircular portion of the back and permit it to work therein, and it also consists in certain novel features in the arrangement and construction of parts, all as hereinafter explained.

In the accompanying drawings, Figure 1 is a side elevation of the carriage-body having my invention applied thereto. Fig. 2 is a central longitudinal vertical sectional view of the carriage body, back, and seat, showing the interior working parts of the invention. Fig. 3 is an interior view of the rear end of the carriage-body, showing the means for regulating the adjustment of the seat and back.

Referring to the drawings by letter, the main body A of the carriage may be of any ordinary construction, and is preferably provided with the tufted sides B. Within the body A, and pivotally secured to the sides

thereof, is situated the back-rest C. The sides of this back-rest are tufted after the manner of the sides B, and the lower portion D of the side of the back-rest is formed having a semicircular outline, which is described from the pivotal point E and which moves within a corresponding but convex portion outlined by the curve of the portion B. This provision for allowing the back to have tufted sides and coming into close proximity to the other tufted portion preserves the appearance of the inner portions of the carriage and at the same time prevents the coverings or the clothes of the infant from getting into the joint and thus clogging the working of the back and seat.

The seat F is suitably mounted on the bottom of the carriage-floor in order to readily adapt the same to be moved back and forth within certain limits. This is preferably supported, as shown in Fig. 2, in which it rests upon a cross-bar G. The rear end of the seat is connected to the back-rest C by means of the flexible joint or hinge *a*, and through such connection the seat is operated back and forth as the back-rest is raised or lowered to different degrees of inclination.

For the purpose of securing the back and seat to the different adjustments the handle-bar *b* is flexibly secured to the lower portion of the back-rest C and extends outward through an opening in the rear of the carriage-body. This bar *b* is provided with a series of perforations *c*, which engage the pin *d*, the bar *b* being normally held down on the pin by a spring *e*. The end of this spring is also provided with a perforation, through which the pin extends when the bar *b* engages the pin through its perforations.

Briefly described, the operation of the adjustable seat and back is as follows: When it is desired to give to the back a greater degree of inclination than is given by the position shown in Fig. 2, the bar *b* is raised to disengage it from the pin *d* and while raised pushed forward. The bar, being connected to the lower portion of the back, will force the lower portion forward and give a greater inclination to the back, while the seat which is connected to the back at its lower portion will also be pushed forward to bring it to a proper position to correspond with the adjustment of



the back. To regulate the adjustment to different degrees of inclination the bar *b* is provided with the perforations before mentioned, which engage the pin *d* and by the spring *e* 5 is held from being displaced.

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

1. In a carriage, the adjustable back and 10 seat comprising the back pivotally attached to the carriage-body at a stationary point and the seat flexibly connected to the lower portion of the back, adapted to move back and forth in a horizontal plane, and an operating 15 handle-bar connected with the back at the connection of the back and seat, substantially as described.

2. The adjustable back for carriages, having the sides pivotally secured to the carriage-body at a stationary point, the lower 20 portion *D* of which being semicircular in outline and adapted to work within a convex

portion formed by the stationary cushion of the main body, substantially as described, whereby the adjustable back and seat may 25 be operated without interference from the coverings.

3. In a carriage, the combined adjustable seat and back, said back being pivotally secured to the side frames of the carriage-body 30 and connected at its lower portion with the seat by a flexible connection and provided with the perforated handle-bar flexibly secured thereto at its lower portion, in combination with the pin adapted to engage said per- 35 forations and the spring adapted to bear on said bar, substantially as described, and for the purpose set forth.

In testimony whereof I affix my signature in presence of two subscribing witnesses.

HENRY A. WORM.

Witnesses:

F. B. HOFMAN,  
EDWARD R. BALL.