

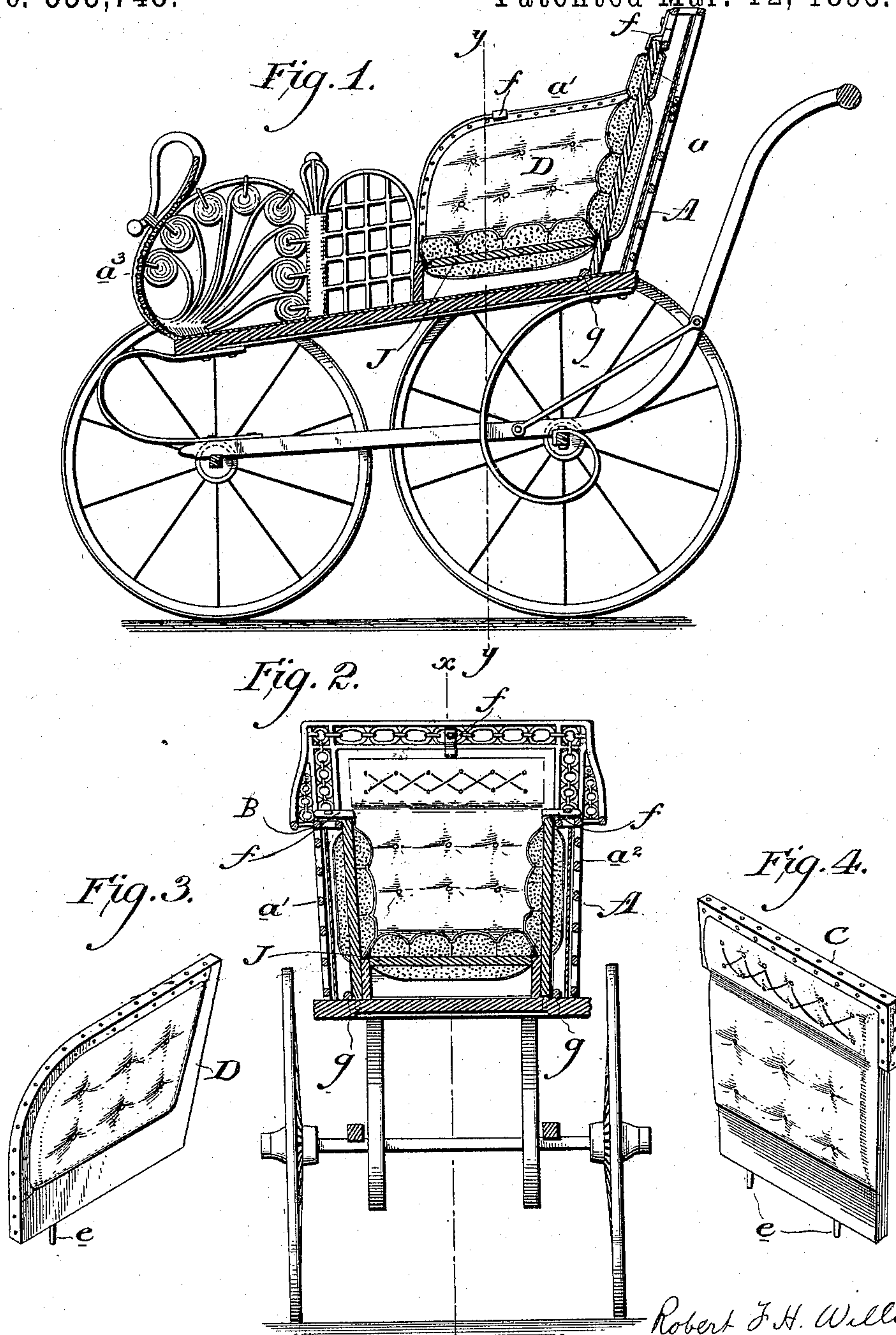
(No Model.)

2 Sheets—Sheet 1.

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UPHOLSTERY FOR BABY CARRIAGES.

No. 535,748.

Patented Mar. 12, 1895.



WITNESSES:

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Harrison Stiles

Robert F. H. Williams  
INVENTOR:

By his attorneys  
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J. Bonnell Taylor

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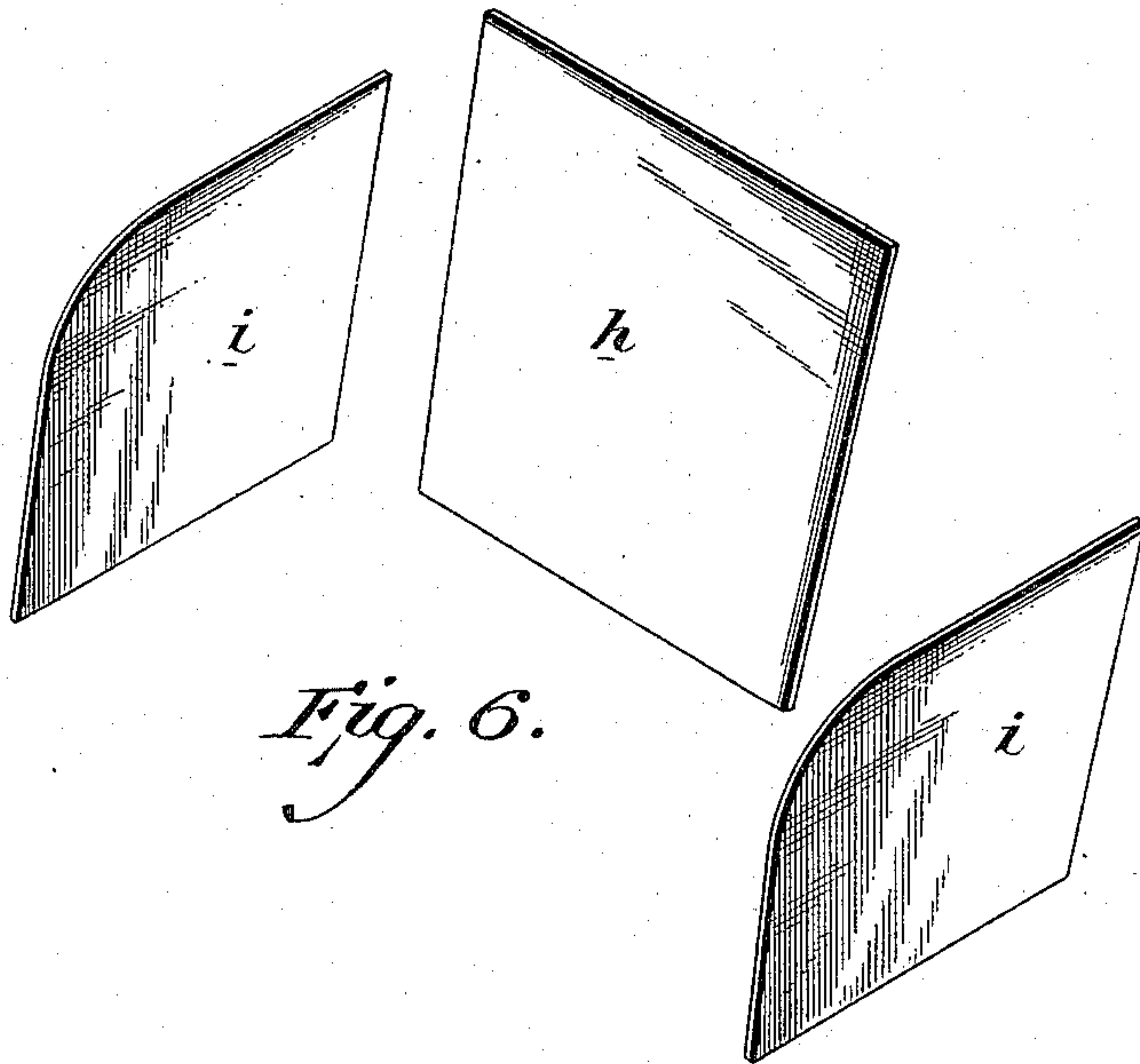
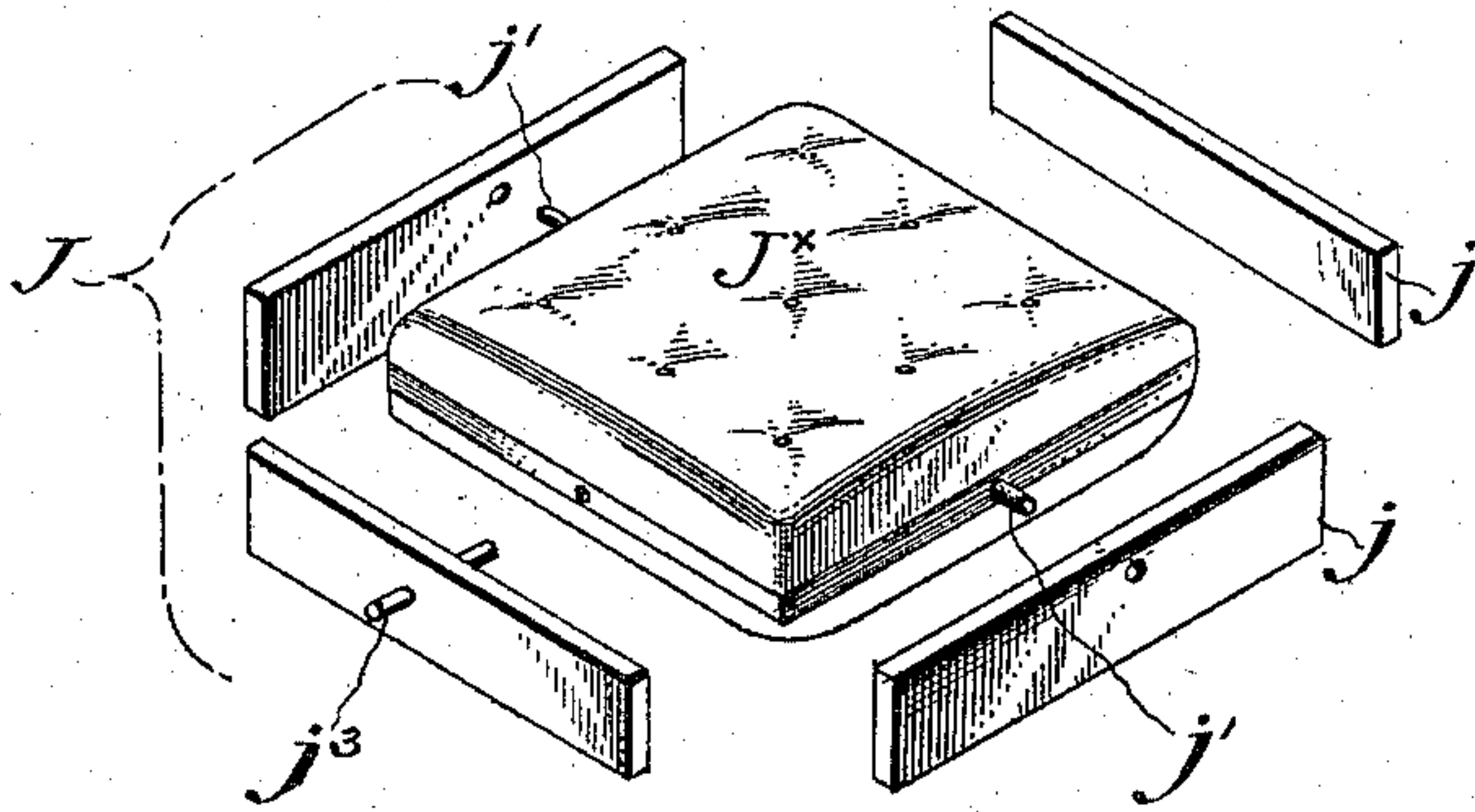
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*Fig. 5.*



*Fig. 6.*

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J. Bussell Taylor



# UNITED STATES PATENT OFFICE.

ROBERT F. H. WILLIAMS, OF PHILADELPHIA, PENNSYLVANIA.

## UPHOLSTERY FOR BABY-CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 535,748, dated March 12, 1895.

Application filed April 22, 1892. Renewed August 15, 1894. Serial No. 520,396. (No model.)

*To all whom it may concern:*

Be it known that I, ROBERT F. H. WILLIAMS, a citizen of the United States, residing in the city and county of Philadelphia, in the State of Pennsylvania, have invented certain new and useful Improvements in Upholstery or Linings for Baby or other Carriages and Similar Articles, of which the following is a specification.

10 The interior upholstery of baby carriages as heretofore constructed and arranged has been either of a permanent character, that is, mounted upon a rigid backing which has formed a part of the carriage body or been  
15 permanently affixed thereto,—or else it has consisted of cushions or pillows loosely hung or arranged within the carriage.

The upholstery heretofore employed has been difficult to put in place in the carriage  
20 and has been objectionable,—because liable to afford lodgment for foreign matters and insects, and further because when made of plush or similar pile or woolen fabrics, has been found undesirable for use in warm  
25 weather. The loosely hung cushions have been objectionable because liable to displacement to the discomfort of the occupant of the carriage. They are moreover incapable of retaining their original shape and uniformity,  
30 and are liable to be removed from the carriage and lost.

It is the object of my invention to provide a removable and reversible upholstery lining for a carriage, which shall be of sectional construction and permit access to each of its  
35 joints,—be capable of easy application to and removal from a carriage, so that a consumer in purchasing a carriage may have any selected one of a number of upholstery linings  
40 in stock applied to the carriage purchased,—said lining having two faces, either of which, as preferred, may be exposed while the other is concealed from view, one of said faces being formed of material adapted for use in warm  
45 and the other of material adapted for use in cold, weather. The lining is preferably constructed upon a foundation or backing of wood or other material adapted to give solidity and permanence to the whole. A carriage lining  
50 embodying these structural characteristics may be kept free from dust and foreign matters,—and it enables the dealer to carry a

smaller number of carriages in stock than has heretofore been necessary. It moreover has all the advantages of permanent upholstery 55 and of removable cushions.

In the drawings I show and herein I describe a good form of a convenient embodiment of my invention, the particular subject matter claimed as novel being hereinafter definitely 60 set forth.

In the drawings, Figure 1 is a central longitudinal vertical sectional elevation of a carriage provided with my improvements, section being taken on the line  $x-x$  of Fig. 2. Fig. 65 2 is a transverse vertical sectional elevation of the same, section being taken on the line  $y-y$  of Fig. 1. Fig. 3 is a view in perspective of one of the side panels. Fig. 4 is a view in perspective of the back panel. Fig. 5 is a 70 view in perspective of the seat, the parts being separated to exhibit construction. Fig. 6 is a view in perspective of the protective sheets which I prefer to employ.

Similar letters of reference indicate corresponding parts. 75

In the drawings, A is the carriage body, happening to be formed of wickerwork, and which is of a usual general form or arrangement,  $a$  being the back,  $a'$  the right arm,  $a''$  80 the left arm, and  $a^3$  the front of said body, the upper edge of the back and arms being provided with a sill B projecting somewhat into the interior of the carriage.

Generally stated my invention comprehends the provision of double faced panels, adapted to fit neatly within the interior of the carriage and to each other, and provided with suitable fittings by which they may be locked in position. 85

C is the back panel and D D the side panels,—the dimensions of all of which will be governed by the size of the carriage to which they are applied. The back panel as to its upper end fits snugly against the sill, and as 95 to its lower end is in contact with the floor. In breadth said panel is as to its upper portion co-extensive with the breadth of the carriage back, and as to its lower portion is preferably narrowed sufficiently to afford space 100 to receive the side panels. The side panels are counterparts and each as to its upper and front edges fits snugly against the sill B, and as to its lower edge is in contact with the



floor. The inner ends of the side panels conveniently fit into the spaces between the respective edges of the lower part of the back panel and the side arms of the carriage body.

5 Each panel preferably embodies, as a foundation, a board or rigid plate, of appropriate configuration, which serves to impart rigidity to the panel itself and to allow of its being conveniently secured in position.

10 I prefer to form upon one side of each panel a padded or cushioned surface consisting of any usual filling material inclosed by an ornamental cover of woolen or pile faced fabric and upon the other side of each a hard or  
15 slightly cushioned surface of cotton or linen fabric,—the former surface being exposed for use in colder and the latter in warmer weather.

When it is desired to change the panels  
20 from one arrangement to the other, the three are taken out, and the back reversed and replaced in position. The side panels, however, owing to their irregular outline, cannot be reversed and returned each to the arm from  
25 which it was taken, but I have discovered that notwithstanding such irregularity, the two similar faces of the respective side panels which are concealed when the panels are in one position may, by the expedient of inter-  
30 changing said panels from one arm to the other, both be brought to the front, and the two similar faces originally in view be concealed.

In addition to the mutual support which  
35 the panels receive by the projection of the inner ends of the side panels into suitable spaces between the edges of the back panel and the sides of the carriage body, I prefer to secure each panel in position by providing  
40 it with one or more studs or projections *e* depending from its lower end and adapted to take into a suitably disposed socket, or sockets, in the floor of the carriage. Other supports may of course be employed in lieu of or  
45 in addition to the support described. Thus for example I show as mounted upon the still upon the back of the carriage and each arm thereof a small catch *f* which extends inward across the edge of the panel, and engages  
50 with said edge. Thus, too, resort may be had to beads *g* secured to the floor of the carriage and extending along the same on one or both of the sides of the lower edge of the panels.

The projection or overhanging of the sill,  
55 to which the edges of the panels are engaged, support the body of the panels in such position and sufficiently clear of the wall of the carriage as to afford adequate space for the thickness of the cushioned sides of the panels  
60 when said sides are turned toward the wall or out of view. If desired this space thus taken up by the panels may be compensated for by constructing the carriage from the back to the front portion of the arms of greater width  
65 than the remainder of the body.

In connection with the reversible lining, and especially when the same is used with a

wicker work or skeletonized carriage body, I prefer to employ means by which that face of the lining which is turned toward the wall is  
70 both protected from the weather and prevented from showing through the interstices of the carriage body. The means which I prefer to employ consist of three protective sheets of pasteboard or other material suit-  
75 ably colored or provided with a covering of suitable color, one of which sheets, *h*, fits behind the back panel and beneath the overhanging sill, and the other two of which *i*, fit against the side arms of the carriage and be-  
80 neath said sill. These sheets placed between the respective panels and the wall of the carriage body are of course retained in position by said panels. Being removable at will, and easily replaced when worn out, they not only  
85 enable the carriage frame work to be kept entirely clear of dust and dirt, but by being replaced when somewhat worn enable the sightliness and freshness of the carriage to be maintained at a nominal cost.

J is a reversible seat, the same consisting of a frame *j* of wood or other material, within which a cushion *J*<sup>x</sup>, formed upon a suitable flat framework the two faces of which are upholstered to match the respective faces of the  
95 panels of the carriage, is mounted upon trunnions *j'* for support. When the carriage linings are reversed the seat is also taken out of the carriage, a pin *j*<sup>3</sup> by which the cushion is steadied in its frame removed, the seat  
100 swung upon its trunnions to bring its other side uppermost, and the pin *j*<sup>3</sup> replaced.

Having thus described my invention, I claim—

1. A child's carriage or similar article, provided with a removable double faced lining, formed in independent sections upon rigid frames or backs, substantially as set forth.

2. In combination with a child's carriage or similar article, a panel removably fitted to the  
110 interior of the same, double faced and rigid, and means for retaining said panel in position, substantially as set forth.

3. In combination with a child's carriage or similar article, a panel removably fitted to  
115 the back of the same, double faced and rigid, and a stud taking into a stud recess by which said panel is supported in position, substantially as set forth.

4. In combination with a child's carriage or  
120 similar article the wall of which is provided with a sill, a double faced and rigid panel removably fitted against said sill, and a catch by which said panel is secured in position, substantially as set forth.

5. In combination with a child's carriage or similar article the wall of which is provided with a sill, a double faced and rigid panel removably fitted against said sill, and a bead  
125 secured to the floor of the carriage and extending along the edge of said panel, substantially as set forth.

6. In combination with a child's carriage or similar article the wall of which is provided



with a sill, a double faced and rigid panel removably fitted against said sill, a catch engaging with said panel, and a stud by which the lower edge of the panel engages with the floor of the carriage, substantially as set forth.

7. In combination with a child's carriage having a back and side arms equipped with a sill, three double faced and rigid panels, removably fitted within the carriage against the back and arms thereof respectively, catches by which said panels are supported in position and studs by which they engage with the floor, as set forth.

8. In combination with a child's carriage provided with a double faced removably applied panel,—a removable protective sheet applied between said panel and the adjacent wall of the carriage body, substantially as set forth.

9. In combination with a child's carriage provided with a removable upholstered lining, consisting of double faced panels, one applied to the back and one to each arm of the carriage body, a series of protective sheets

applied between the said panels and the adjacent walls of the carriage body, substantially as set forth.

10. As an article of manufacture, a seat for a child's carriage, consisting of a frame and a double faced cushion mounted in said frame, as set forth.

11. As an article of manufacture, a seat for a child's carriage, consisting of a frame, and a double faced cushion swiveled in said frame, substantially as set forth.

12. As an article of manufacture, a seat for a child's carriage, consisting of a frame, a double faced cushion swiveled in said frame, and means for locking the cushion in either position of adjustment, substantially as set forth.

In testimony that I claim the foregoing as my invention I have hereunto signed my name this 11th day of April, A. D. 1892.

ROBERT F. H. WILLIAMS.

In presence of—

F. NORMAN DIXON,  
R. M. RUSSELL.