

No. 630,241.

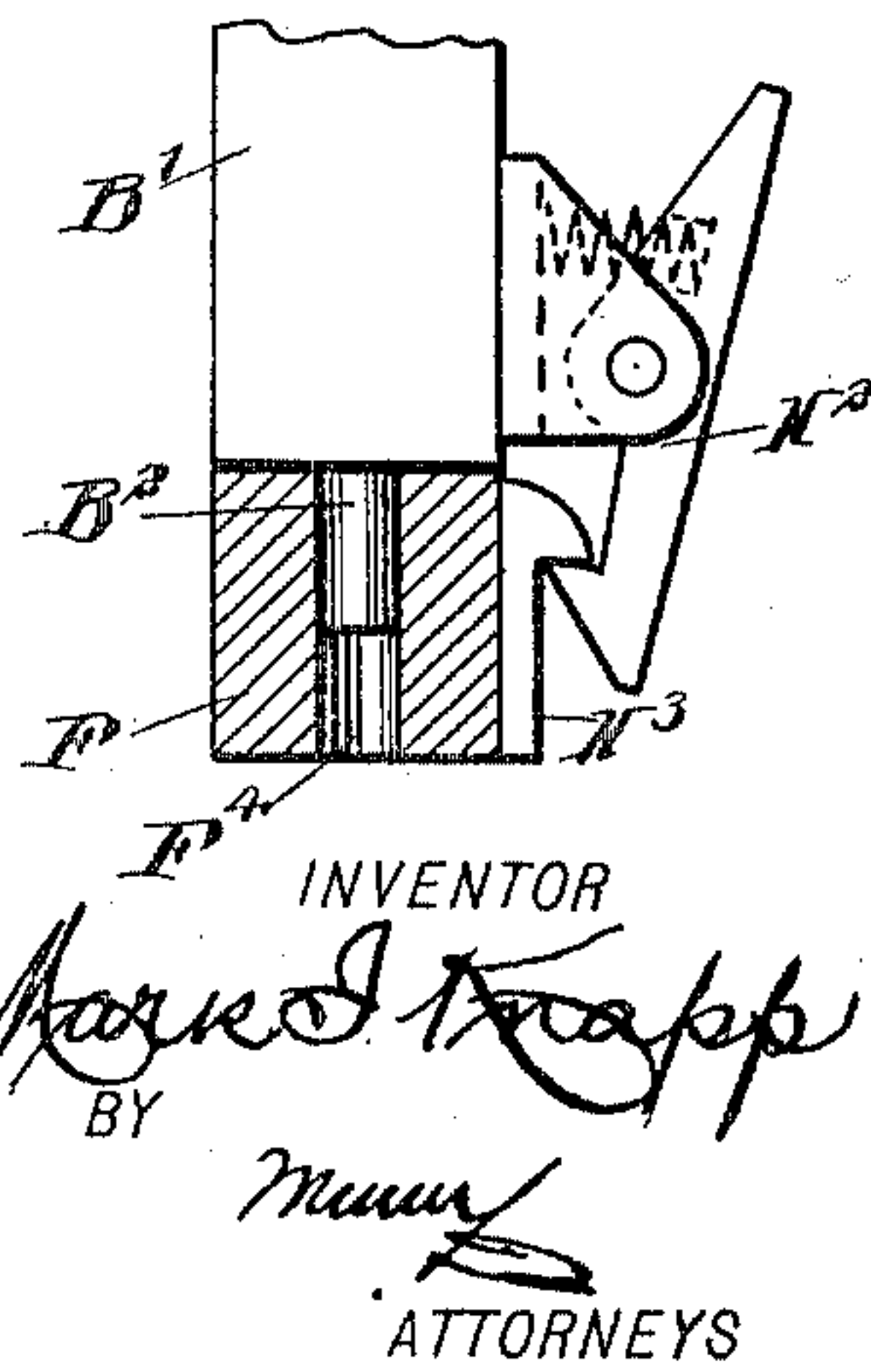
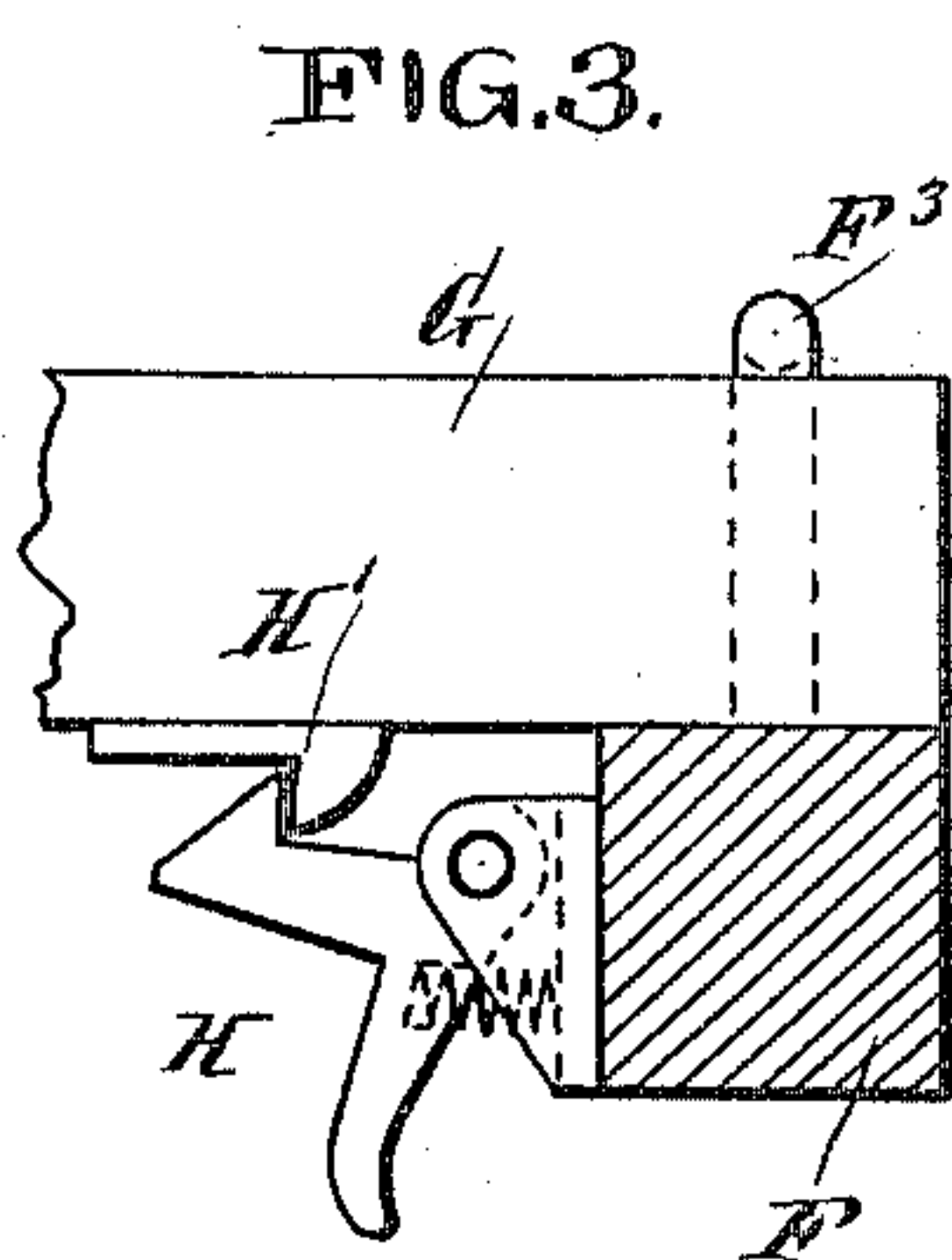
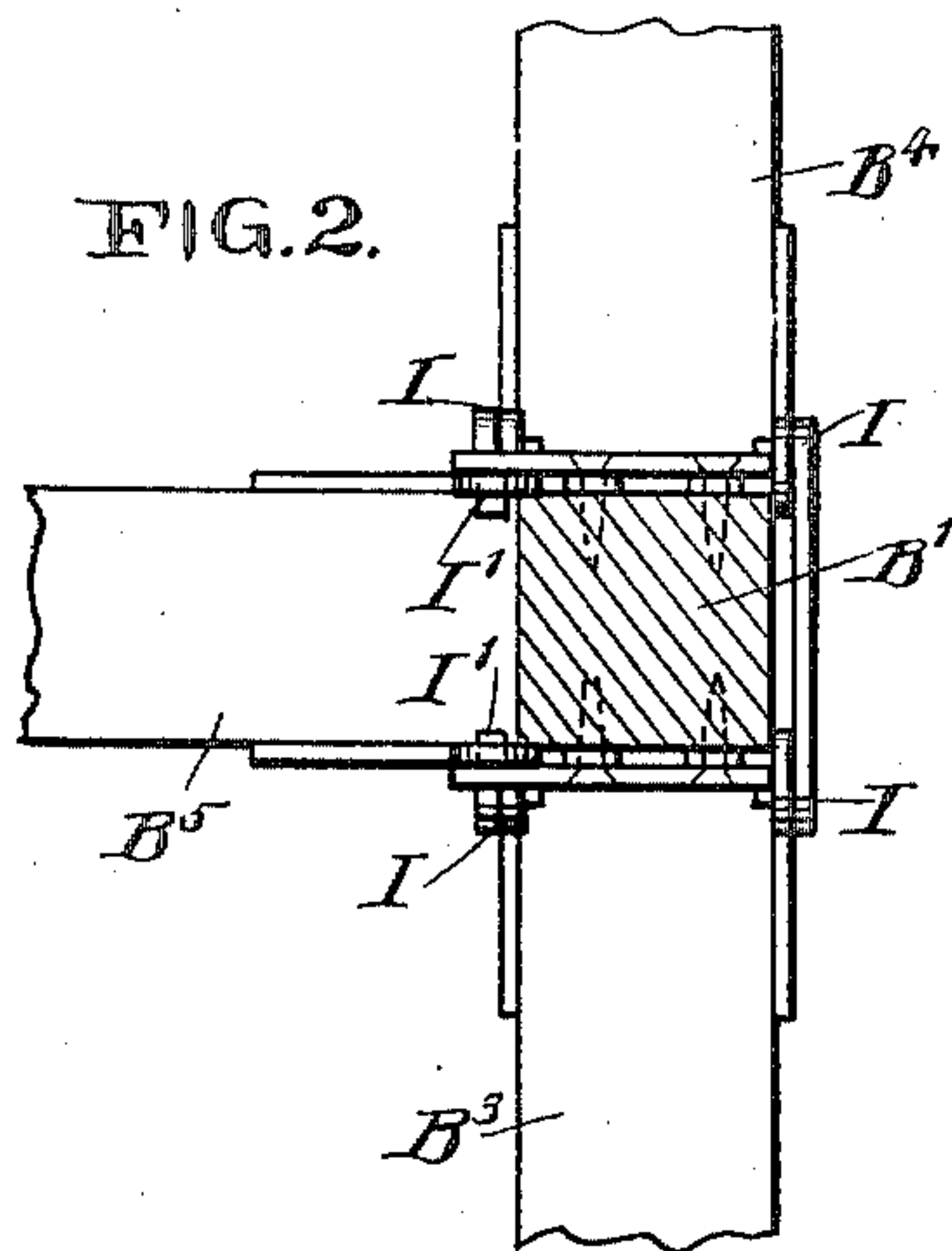
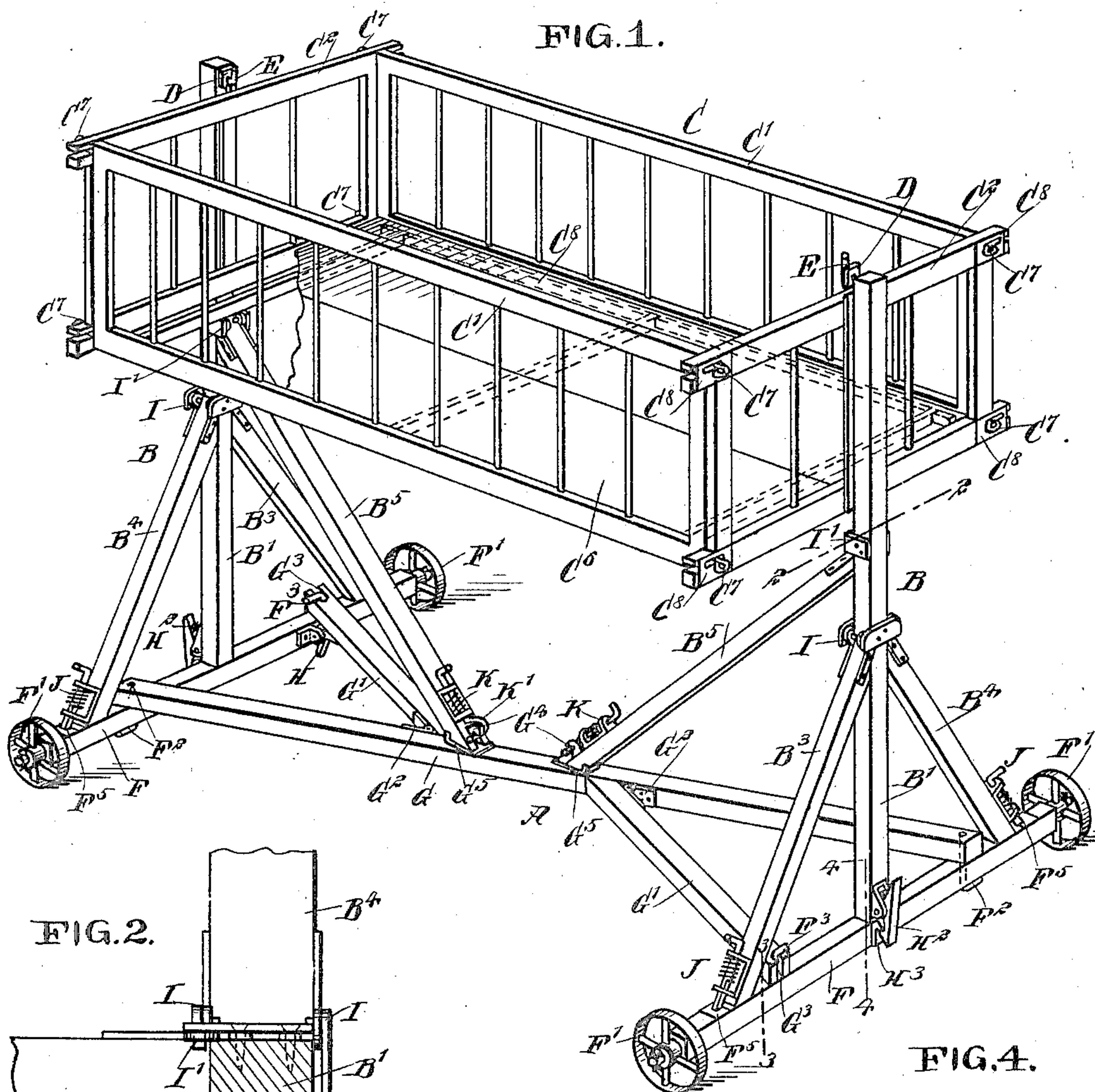
Patented Aug. 1, 1899.

M. I. KNAPP.
PORTABLE CRADLE AND CARRIAGE.

(Application filed June 7, 1899.)

(No Model.)

2 Sheets—Sheet 1.



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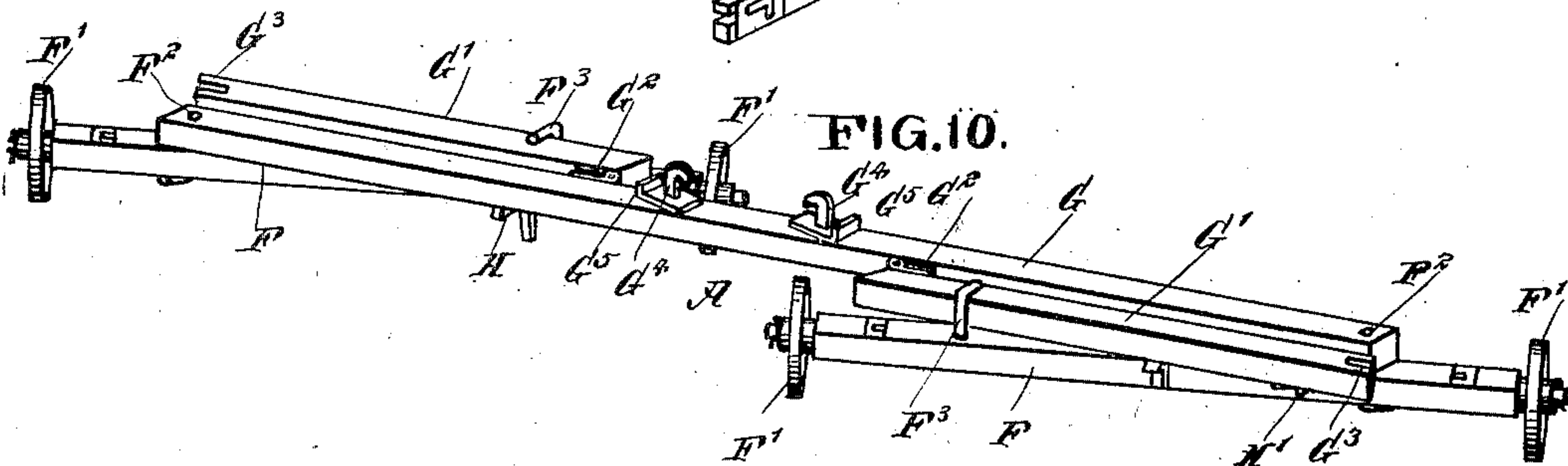
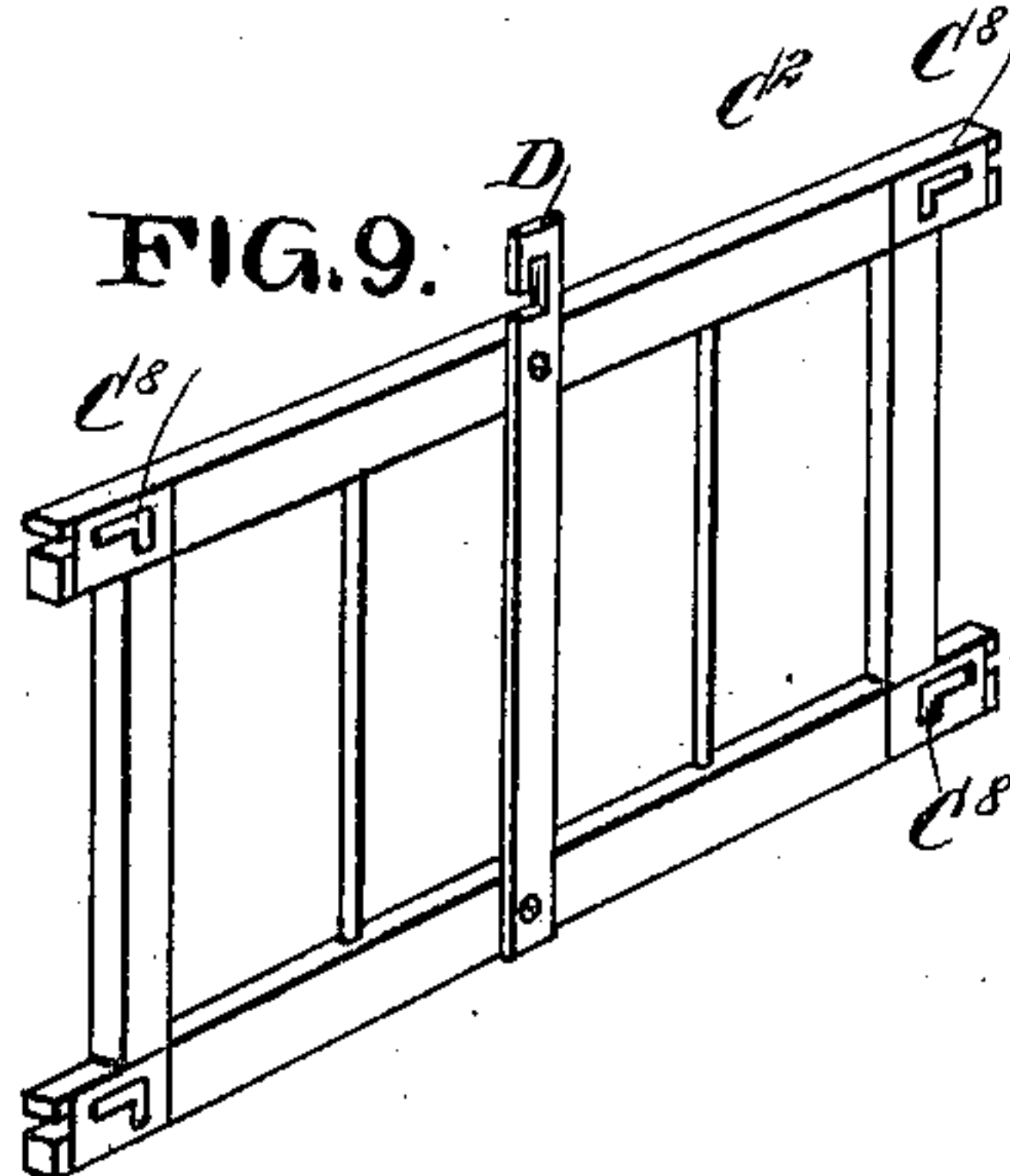
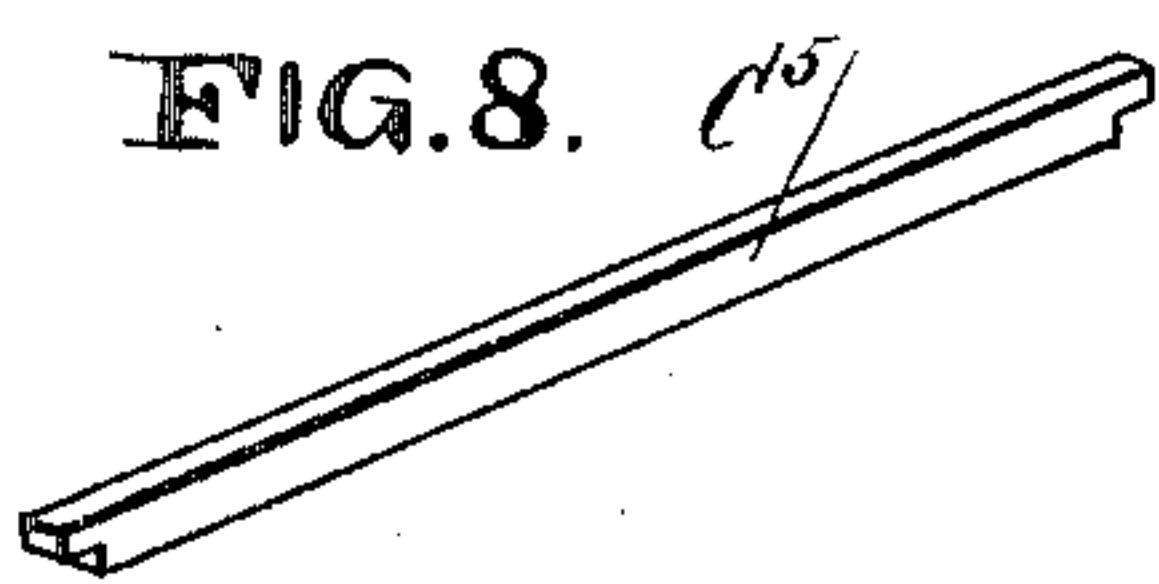
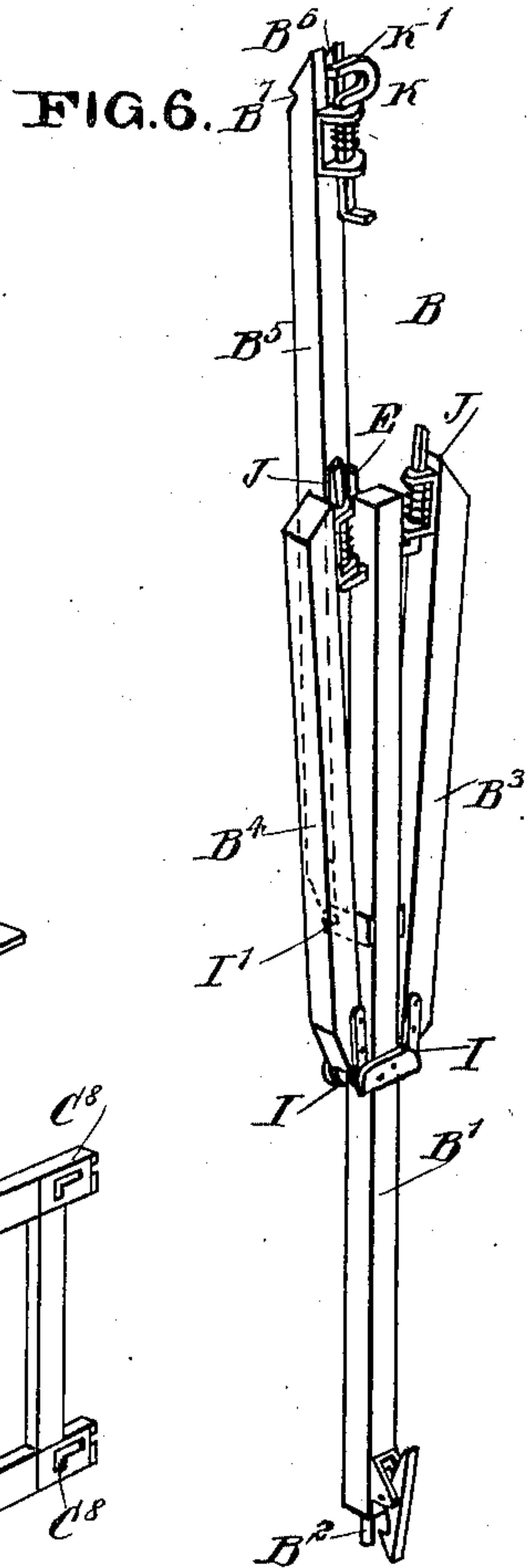
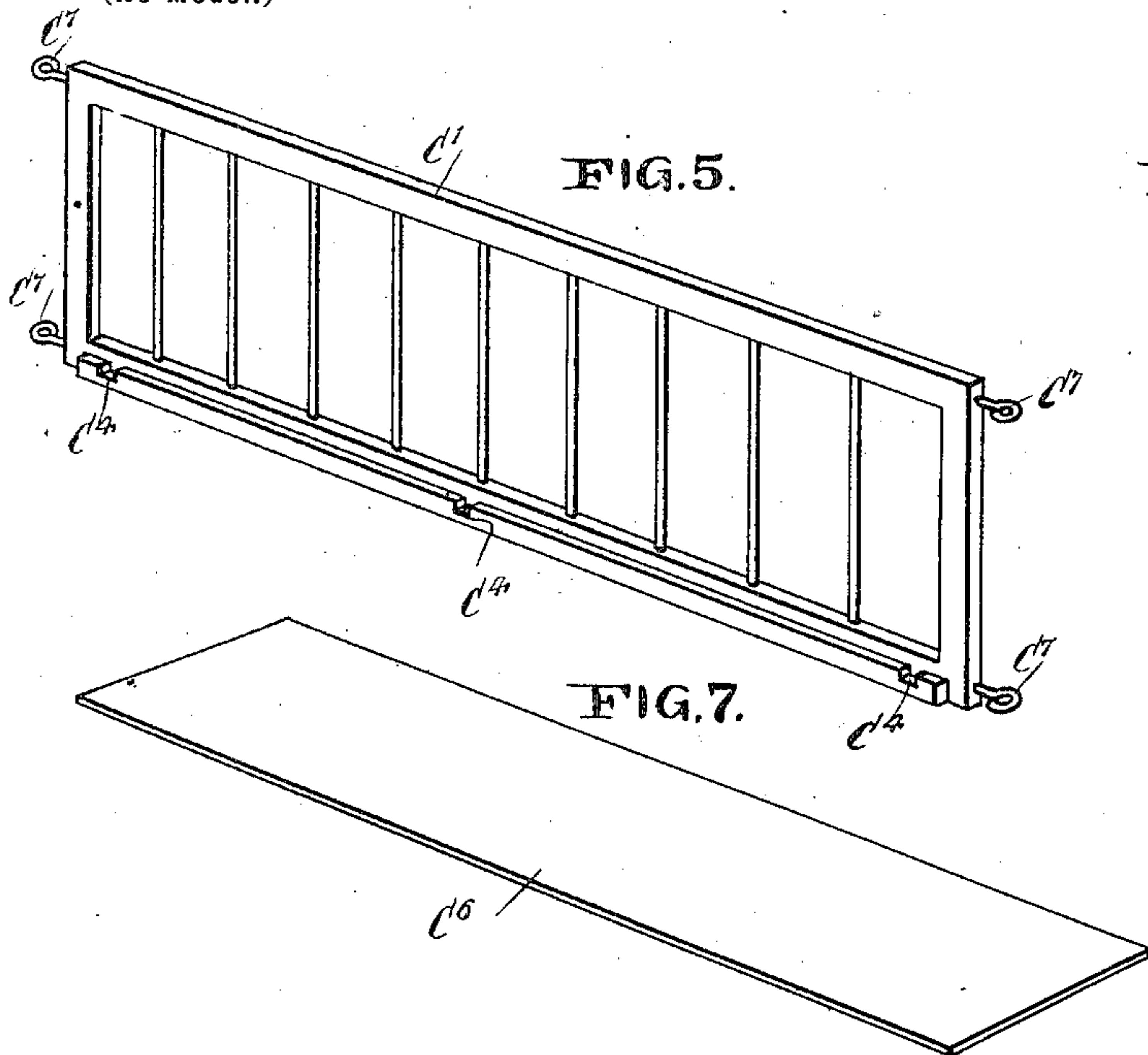
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2 Sheets—Sheet 2.

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UNITED STATES PATENT OFFICE.

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PORTABLE CRADLE AND CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 630,241, dated August 1, 1899.

Application filed June 7, 1899. Serial No. 719,660. (No model.)

To all whom it may concern:

Be it known that I, MARK I. KNAPP, of the city of New York, borough of Manhattan, in the county and State of New York, have invented a new and Improved Portable Cradle and Carriage, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved cradle and baby-carriage which is simple and durable in construction, arranged to be conveniently and readily knocked down to form a small package for storing or transportation purposes, and adapted to be quickly set up ready for use as a cradle or baby-carriage.

The invention consists of novel features and parts and combinations of the same, as will be fully described hereinafter and then pointed out in the claims.

A practical embodiment of my invention is represented in the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of the improvement. Fig. 2 is an enlarged plan view of one of the standards, the section being on the line 2 2 in Fig. 1. Fig. 3 is an enlarged sectional side elevation of part of the truck, the section being on the line 3 3 in Fig. 1. Fig. 4 is a similar view of part of the truck and standard, the section being on the line 4 4 in Fig. 1. Fig. 5 is a perspective view of one of the side rails for the cradle. Fig. 6 is a like view of the standards folded up. Fig. 7 is a perspective view of part of the cradle-bottom. Fig. 8 is a like view of one of the slats for the cradle. Fig. 9 is a perspective view of one of the cradle ends, and Fig. 10 is a perspective view of the truck in a folded position.

The combination cradle and baby-carriage consists, essentially, of a wheeled truck A, standards B B, alike in construction and removably secured on said truck, and a cradle-body C, removably hung on the upper ends of the standards to swing transversely, the body being provided for this purpose with bayonet-slotted plates D, engaging L-shaped pivot-pins E, secured to the upper ends of the posts B' of the standards B B. The truck A is provided with axles F, carrying on their

ends wheels F', and said axles are connected with each other by a diagonal reach G, removably connected with pivots F², held in said axles F. On opposite sides of the diagonal reach G are arranged branch reaches G', connected by hinges G² with the corresponding sides of the reach G, their outer ends being formed with vertically-disposed slots G³ for engaging pivot-pins F³, held on the axles F.

The ends of the reach G and the branch reaches G' extend an equal distance from the middle portions of the axles F, so that the two axles are rigidly connected with each other when the truck is to be used, and in order to securely lock the branch reaches in place on the axles I provide spring-catches H, pivoted to the axles and engaging keepers H' on the under side of the branch reaches near their outer ends, as will be readily understood by reference to Fig. 3. By this construction the reach G, with its branch reaches G', is locked against lateral or longitudinal displacement, and by having the heads of the pivot-pins F³ turned over one of the forks at the outer end of a branch reach it is evident that the said reaches are also locked against upward movement from the axles F. When the spring-catches H are released from the keepers H', then the branch reaches G' can be disengaged from the pivot-pins F³ and swung over and folded against the corresponding sides of the diagonal reach G, as is plainly illustrated in Fig. 10; and the axles F can then be swung on the pivots F² so as to bring the axles approximately in alinement with the folded-up reaches G G', as indicated in said Fig. 10. Thus the truck is folded up into a comparatively small space.

Each standard B is provided with a post B', carrying at its lower end a dowel-pin B², adapted to engage an aperture F⁴ in the corresponding axle F at the middle thereof. (See Fig. 4.) On the lower end of the post B' and at the outer face thereof is arranged a spring-pressed catch H², similar to the catch H and adapted to engage a keeper H³, secured to the outer face of the corresponding axle F. By this arrangement the post B' is locked against upward movement on the axle F, and the dowel-pin B² prevents lateral movement of the post. On the sides of each post are held by hinges I braces B³ B⁴, extending in opposite

directions and adapted to abut with their lower ends upon the top of the corresponding axle F outside of the ends of the reach G and the branch reaches G'. (See Fig. 1.) On the lower end of each brace B³ B⁴ is held a spring-bolt J, adapted to engage a keeper F⁵, secured to the top of the axle F. On the post B' a short distance above the hinges I is arranged a hinge I', connected with a brace B⁵, which extends inward and downward, resting at its lower end on a hook-plate G⁵, made L-shaped and carrying a hook G⁴, adapted to be engaged by the hook end K' of a spring-bolt K, mounted on the lower end of the brace B⁵. The lower end of this brace is formed with a slot B⁶ for straddling the hook G⁴, and the said lower end is also provided with a shoulder B⁷ for engagement with the upturned end of the plate G⁵, as will be readily understood by reference to Figs. 1 and 6. In the bolt J previously mentioned the spring thereof forces the bolt downward in engagement with the keeper F⁵, while in the bolt K the spring is arranged to force the bolt upward, so as to securely hold the hook K' thereof in engagement with the hook G⁴ of the plate G⁵. By the arrangement described each standard B can be readily secured to the truck to hold the standard against movement in any direction relatively to said truck, and if desired the standard can be readily removed from the truck by the operator manipulating the catches H² and the bolts J and K to disengage the same from the corresponding keepers. When this has been done, each standard can be folded up by swinging the brace B⁵ upward upon the upper portion of the post B' and then swinging the other braces B³ and B⁴ against the sides of the upper portion of said post to fold the latter in a comparatively small space, as will be readily understood by reference to Fig. 6.

The cradle C is provided with two side rails C' and ends C², of which the latter are provided with the slotted plates D for hanging the cradle on the pivots E, previously described. The rails C' are provided at their inside, near the bottom thereof, with notches C⁴ for receiving the slats C⁵, adapted to support the bottom C⁶, preferably made in the shape of one, two, or more boards placed on said slats and extending from one side to the other and from one end C² to the other end. Each of the ends C² is provided at the outer ends of its top and bottom rails with plates C⁸, having bayonet-slots for the passage of screws C⁷, having flat heads and screwing in the ends of the side rails C'. (See Fig. 5.) When the heads of the screws C⁷ extend horizontally, as shown in said Fig. 5, they can readily pass through the horizontal portions of the slots in the plates C⁸, and then the shanks of the screws can drop into the vertical parts of said slots. When this has been done, a quarter-turn is given to the screw, so as to swing the flat head at a right angle to the long horizontal slot portion to prevent accidental disconnection

of said screws with the plates C⁸. By the arrangement described the side rails C' and the ends C² can be readily disconnected from each other and folded up into a small bundle, together with the sectional bottom C⁶ and the slats C⁵, and when it is desired to make use of the device said rails can be readily connected with the ends of the slats C⁵, placed in position to receive the sectional bottom C⁶. The cradle-body thus assembled can readily be hung on the pivots E to permit of swinging the cradle-body on said pivots in a transverse direction.

From the foregoing it is evident that the device can be used as a cradle or as a carriage, as it can be readily pushed forward or backward, the wheels F' traveling on the ground or floor.

Instead of the cradle a hammock or other similar device may be hung on the pins E of the standards B, and a parasol or canopy may be attached to one or both standards to protect the child in the cradle from the rays of the sun, from insects, &c.

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

1. A portable cradle-carriage, provided with a truck, comprising axles carrying wheels, a diagonal reach pivotally connecting the axles with each other, and branch reaches hinged on said diagonal reach and spring-pressed locking devices for connecting the outer ends of said branch reaches to said axles, substantially as shown and described.

2. A portable cradle-carriage, provided with a truck comprising spaced axles carrying wheels, a diagonal reach pivotally connecting the axles with each other, branch reaches hinged at opposite sides of the diagonal reach, and locking devices for connecting the outer ends of said branch reaches to said axles, as set forth.

3. A portable cradle-carriage, provided with standards each comprising a post formed at its lower end with a dowel-pin for engagement with an axle, an automatic locking device on the post for locking it to the axle, and side braces hinged to said post and having spring-bolts for engagement with the axle, substantially as shown and described.

4. A portable cradle-carriage, comprising axles and a connecting-reach standards each comprising a post formed at its lower end with a dowel-pin for engagement with an axle, a locking device on the post for locking it to the axle, side braces hinged to said post and having spring-bolts for engagement with the axle, and longitudinally-extending braces hinged to the post and provided with a locking device for locking said brace to the reach of the truck, as set forth.

5. In a portable cradle-carriage, the combination with a truck having axles, and reaches for connecting the axles with each other, of standards each having a post, a dowel-pin on the post for engagement with

the axle, a locking device for the post for connecting the latter to the axle, transverse braces hinged to the post and adapted to be locked to the axle, and a longitudinal brace
5 on the post and adapted to be locked to the reach, substantially as shown and described.

6. A portable cradle-carriage, provided with a cradle-body, comprising side rails screws in the ends and extended parallel with
10 the side rails, and end sections formed with bayonet-slotted plates for receiving said screws, substantially as shown and described.

7. A portable cradle-carriage, provided with a cradle-body, comprising side rails screws in the ends and extended parallel with 15 the side rails, end sections formed with bayonet-slotted plates for receiving said screws, slats carried by said side rails, and a sectional bottom resting on said slats, as set forth.

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