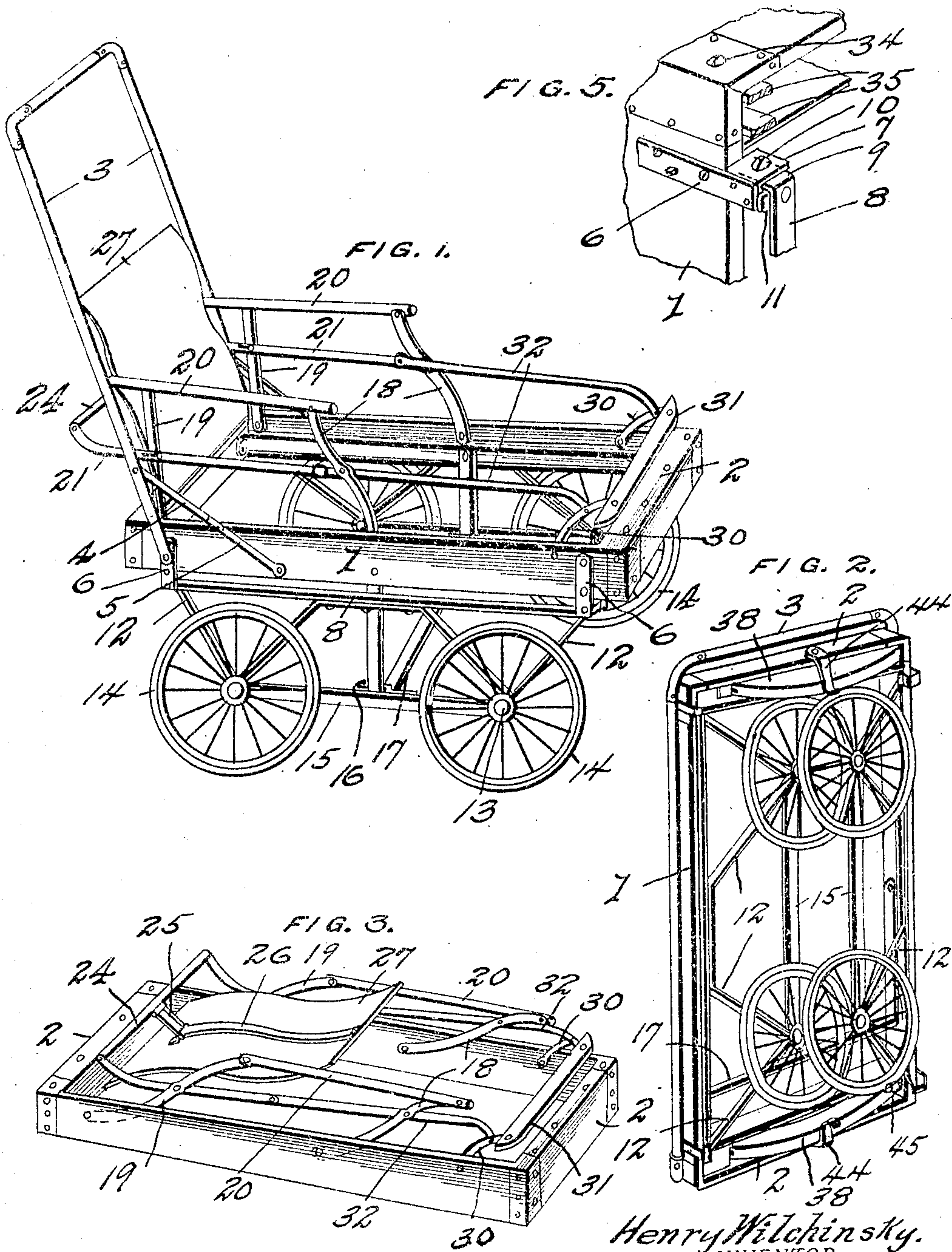


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 CONVERTIBLE CARRIAGE AND CRADLE.
 APPLICATION FILED AUG. 19, 1908.

913,082.

Patented Feb. 23, 1909.

2 SHEETS—SHEET 1.



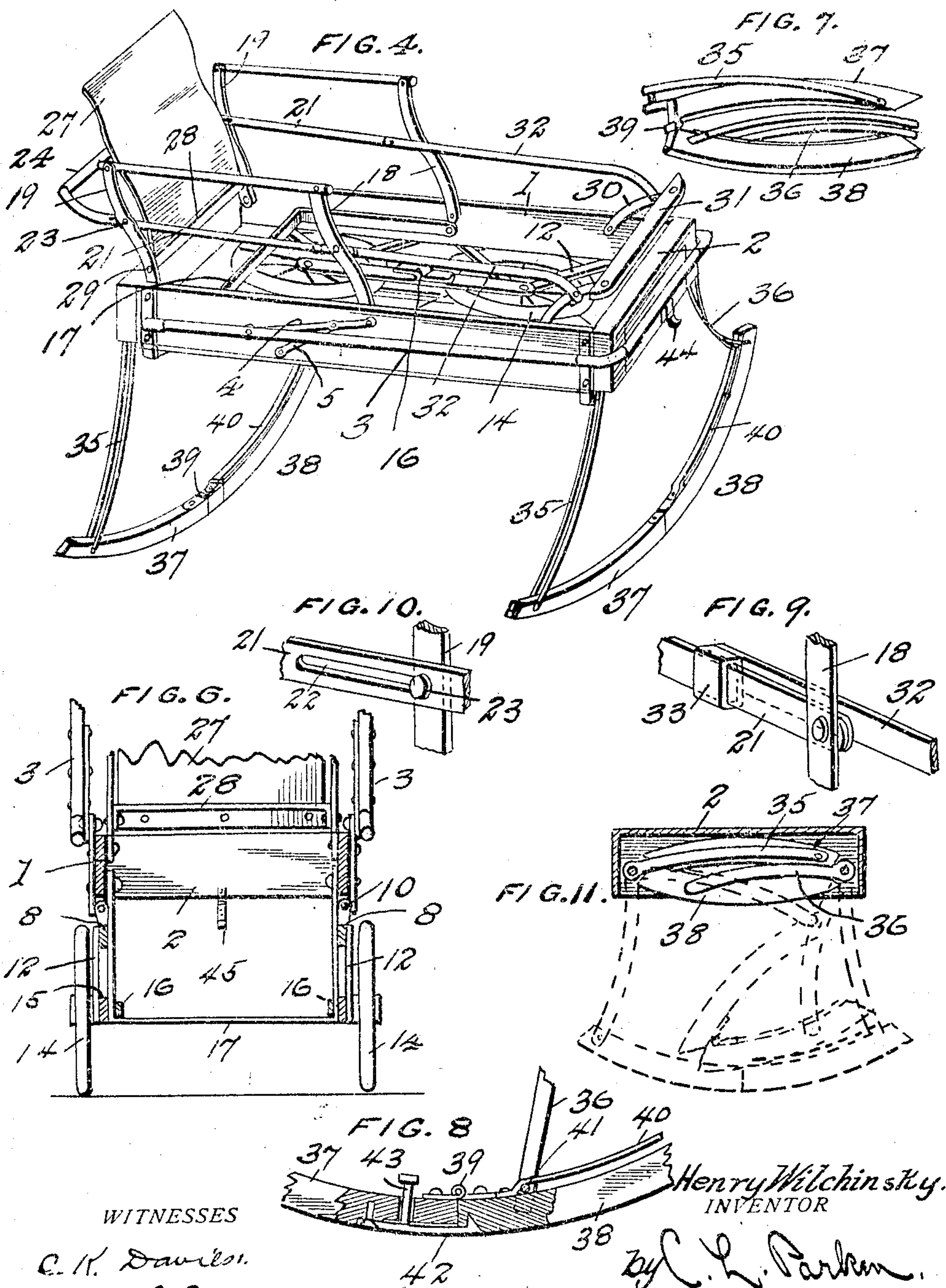
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UNITED STATES PATENT OFFICE.

HENRY WILCHINSKY, OF NEW YORK, N. Y.

CONVERTIBLE CARRIAGE AND CRADLE.

No. 913,082.

Specification of Letters Patent.

Patented Feb. 23, 1909.

Application filed August 19, 1908. Serial No. 449,357.

To all whom it may concern.

Be it known that I, HENRY WILCHINSKY, citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Convertible Carriages and Cradles, of which the following is a specification.

My invention relates to a combination child's carriage or go-cart, and more particularly to a carriage or go-cart embodying foldable elements and means whereby the same may be readily and quickly converted into a rocking cradle, and the object of my invention is to provide such a device, which will be inexpensive in its manufacture, simple in its operation, and which will be strong and durable in use.

In the accompanying drawings, which illustrate my invention, and form a part of this specification, and wherein like numerals are used to designate like parts throughout the several figures, Figure 1 is a perspective view of my improved device as a carriage or go-cart, and in the open position. Fig. 2 is a similar view of the entire device in the folded position. Fig. 3 is a perspective view of the supporting frame, and of that portion of the mechanism operating when the same is converted into a cradle, and in the folded position, the rockers being hidden from view. Fig. 4 is a similar view to Fig. 3, with the parts in the open position. Fig. 5 is a fragmentary perspective view of a portion of the supporting frame illustrating the connection of the wheel supporting bars thereto, and on an enlarged scale. Fig. 6 is a vertical transverse sectional view through the device, opened to operate as a carriage. Fig. 7 is a detail perspective view of one of the cradle rockers removed, and in the folded position. Fig. 8 is a fragmentary detail sectional view on an enlarged scale, of a portion of one of the rockers shown in Fig. 7. Fig. 9 is a perspective view of a portion of one of the side frames. Fig. 10 is a similar view of another portion of the said side frames, and. Fig. 11 is a vertical sectional view taken through one of the end pieces of the supporting frame, and illustrating the cradle rockers.

In the practical embodiment of my invention, I provide a rectangular supporting frame comprising longitudinal side strips 1, and transverse end pieces 2, of a special construction to be hereinafter described.

Pivotally secured at the ends of its extensions, upon the outer surface of the side strips 1, adjacent the rear ends thereof, is a U-shaped handle frame 3, arranged to swing forwardly with its extensions lying along and outside of the said strips 1, and its central transverse section beyond the short end piece 2, as shown in Fig. 2. The said handle frame 3 is supported in the open position shown in Fig. 1, by means of brace rods 4 and 5, pivotally connected at their outer ends to the said frame 3, a short distance above its connection upon the side strips 1, and to the said side strip forwardly of the connection thereto of said frame 3, respectively, and pivotally connected to one another at their inner ends.

Longitudinal side strips 1 are provided adjacent their forward and rear ends, and upon the outer surface thereof, with securing strips 6, having their ends extending below the lower longitudinal edge of said strips 1, and provided with L-shaped pivoted pieces 7, having one portion thereof secured to said lower projecting ends, in such manner that the other portion thereof extends inwardly and transversely to said strips 1, as shown in Fig. 5. Extending longitudinally beneath side strips 1, and parallel therewith, are the wheel supporting bars 8, provided with angular ends 9, extending upwardly between the pivot pieces 7 at each end of the said strips 1, and pivotally connected thereto at 10, to swing inwardly of said strips 1, said bars 8 being provided with upwardly projecting tongues 11, to engage against projecting ends of the securing strips 6, when said supporting bars are swung below said strips 1 as shown in Fig. 5. Diagonal brace rods 12 extend downwardly from the supporting bars 8, and carry at their lower ends, the individual wheel axles 13, upon which wheels 14 are rotatively mounted, in alined pairs at each side of the supporting frame. Each of the alined forward and rear wheels, are connected by longitudinal connecting bars 15, extending between the axles 13 thereof, and provided with inwardly offset clips 16, centrally thereof, and projecting toward the rear of the frame. Mounted centrally of the side strips 1, and having the ends of its extensions pivotally secured to the inner surface thereof, is a U-shaped locking frame 17, adapted for engagement within each of the offset clips 16, as shown in Fig. 1, to rigidly

support the wheel-carrying frames embodying bars 8, 12 and 15 in the open operative position.

Pivotally connected at their lower ends, upon the inner surface of the side strips 1 of the supporting frame, and extending upwardly therefrom, centrally of and adjacent the rear end of said side rails, respectively, are forward and rear transversely aligned pairs of upper side bars 18 and 19, pivotally connected at their upper ends, by side rails 20. The side bars 18 and 19 at each side of the frame, are further connected by intermediate side bars 21, parallel with the side rails 20, the said bars 21 being pivotally connected at their forward ends to the forward bars 18, and extending rearwardly of the rear bars 19. The intermediate bars 21 are also provided with longitudinal slots 22 therein, to slidably receive a pin 23 extending from the rear bars 19, as shown in Fig. 10, and in order that the said side bars 18 and 19 may be simultaneously swung forwardly and downwardly within the supporting frame.

The rear ends of the intermediate bars 21, are connected by a transverse connecting bar 24, centrally from which extends a supporting bracket loop 25, shown in Fig. 3, which loop 25 engages an offset strip 26 secured centrally and vertically upon the rear surface of a back-board 27 provided with a strip 28 extending along its lower transverse edge, and pivotally secured at the ends thereof at 29 to the lower portion of the rear side bars 19, below their pins 23. Thus, by adjusting the loop 25, vertically within the offset strip 26, the angle of the back-board 27 may be varied to support the occupant of the carriage in an upright or a reclining position. Pivotally secured to the inner surface of the side strips 1, adjacent the forward ends thereof, and extending upwardly therefrom, are transversely aligned foot-piece bars 30, between the upper ends of which, and transversely of the supporting frame, is supported a foot-piece 31. The foot-piece bars 30 are provided with longitudinal rearwardly extending bars 32, pivotally secured at their forward ends thereto, and extending rearwardly in alignment with, and slidably connected to the intermediate connecting bars 21 of the side frame, by means of sleeves 33, secured upon the rear ends thereof, and surrounding said intermediate bars 21 as shown in Fig. 9. Thus, by swinging the foot-piece bars 30 upon their pivots on the side strips 1, the foot-piece 31 may be adjusted up or down, the connection of their bars 32 to the side frame bars 21, being such as to permit of this movement. Thus, also with the side frames in the position shown in Fig. 1, the side frames and foot-piece 31 may be swung forwardly and downwardly against

the supporting frame, by forward pressure upon the rear transverse connecting bar 24.

As before intimated, the front and rear end pieces 2 of the supporting frame, are of a special construction, in the form of a rectangular box closed upon three sides and opening downwardly as shown in Figs. 2, 5 and 11. Pivotally mounted within box-like end pieces 2, by transverse bolts 34, at each end thereof, are levers 35 and 36, forming the rocker standards. The rockers are formed in two sections 37 and 38, of equal length, hingedly connected at their inner abutting ends by hinges 39 upon the upper edges thereof, in order that the same may fold upwardly and together. The lower ends of the parallel bars forming lever 35, straddle the rocker section 37 adjacent the outer end thereof, and are pivotally connected thereto by a transverse bolt connecting the same and passing through the material of said rocker section. The other rocker section 38 is provided upon its upper face, and extending for substantially the entire length thereof, with a spaced parallel strip 40, secured thereto, and between which and said rocker section 38, is mounted to slide a transverse bolt 41 connecting the lower ends of the parallel bars forming lever 36, which straddle the rocker section 38 as shown in Fig. 8. The rocker sections 37 and 38 are locked in their operative position by a curved leaf spring 42, secured within a cut out portion in the lower curved face of the section 37, adjacent the inner end thereof, and adapted for interlocking engagement within an aligned cut out portion of the section 38, said spring being provided with a push pin 43 extending upwardly through a transverse opening of said section 37, whereby the same may be pressed outwardly to release said section 38.

With the rockers in their operative position, the spring 42 must be released as just described prior to the folding of the rocker sections in their levers or standards within the box-like end portions 2, in the manner illustrated in dotted and full lines in Fig. 11. The hinged inner ends of the rocker sections 27 and 28 are first forced outwardly a short distance, in order to allow the outer end of the rocker section 37 to be swung upwardly and inwardly to project its standard 35 longitudinally within the box-like end portion 2. The inner end of the section 37 is then swung upwardly therein, after which the lower end of the standard 36 of section 38 is forced longitudinally thereof to the inner end of the strip 40, and the section 38 may then be swung upwardly and longitudinally within said end portion 2 beneath section 37 as shown in full lines in Fig. 11. Spring clips 44, extending beneath the box-like end portions 2, from the forward portion thereof, as shown in Fig. 2,

engage and hold the wheel frames in their folded position therein, while a spring clip 45 extends from the inner side of the rear end portion 2, as shown in Fig. 2, serves to

engage and hold the wheel frames in their folded position within the supporting frame.

From the foregoing description, the operation of my improved device will be readily and perfectly understood. It should be stated however, that I may, if I so desire, eliminate the wheel frames, and the handle frame 3, and use only the supporting and side frames, and the rockers, and that I may also eliminate the rockers and use only the wheeled-carriage, or I may use both of the foregoing in combination.

Having fully described my invention, I claim:

1. In a combination device of the character described, a main frame embodying box-like portions, opening downwardly, wheeled frames carried by said main frame, to fold upwardly therein, and foldable supports mounted wholly within said box-like frame portions, substantially as described.

2. In a combination device of the character described, a main frame, rectangular in shape and embodying box-like end pieces opening downwardly, wheel frames carried

by said main frame to fold upwardly therein, and foldable supports mounted within said end pieces, substantially as described.

3. In a combination device of the character described, a main rectangular frame, embodying box-like end pieces opening downwardly, wheel frames carried by said main frame to fold upwardly therein, wholly between said end pieces thereof, and foldable supports mounted within said end pieces, substantially as described.

4. In a device of the character described, the combination of wheeled supporting frame, levers pivotally secured to and extending upwardly from said supporting frame, side rails, a back rest, and a foot rest secured to respective ones of said levers, and connections between said levers for simultaneously swinging the same downwardly upon said supporting frame, by pressure applied to any portion thereof, adapted to permit the independent adjustment of said back rest, and said foot rest, substantially as described.

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

HENRY WILCHINSKY.

Witnesses:

MAX DIAMOND,

ABRAHAM GOLDSTEIN.