

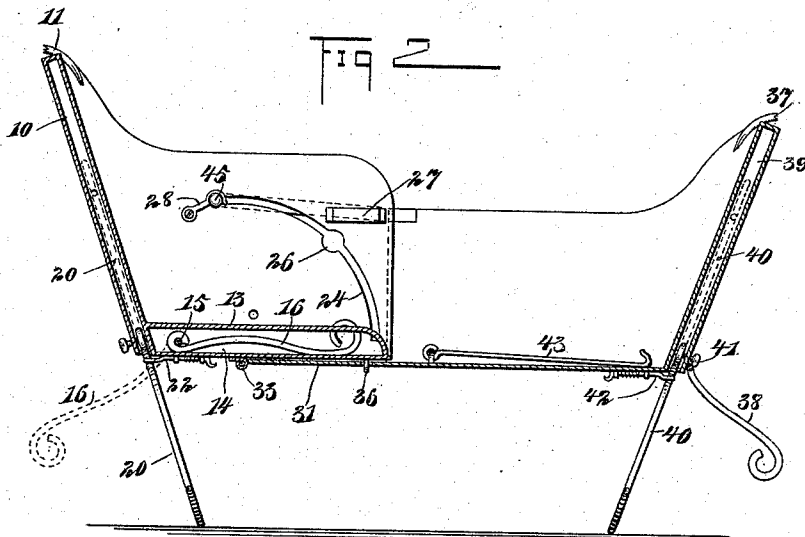
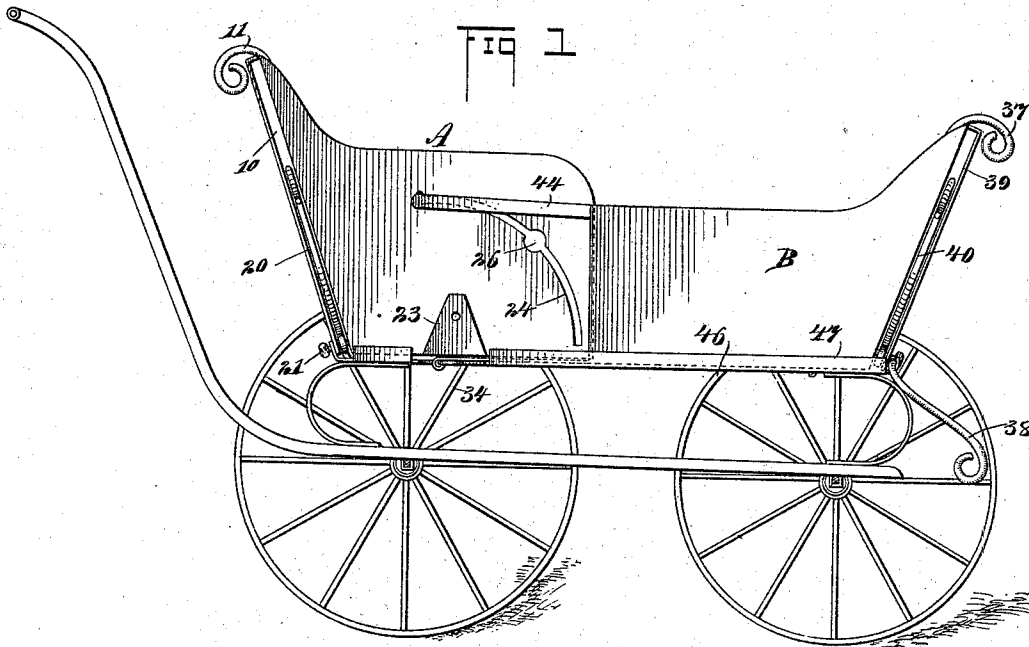
(No Model.)

J. A. JOHNSON.
BABY CARRIAGE.

2 Sheets—Sheet 1.

No. 570,407.

Patented Oct. 27, 1896.



WITNESSES:

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(No Model.)

J. A. JOHNSON.
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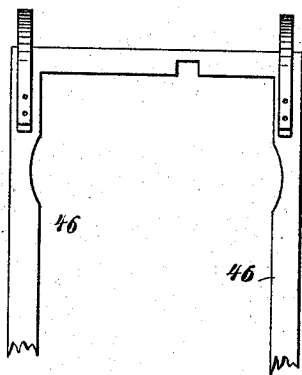
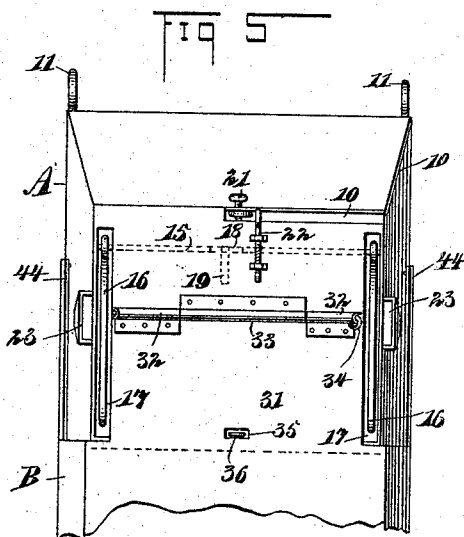
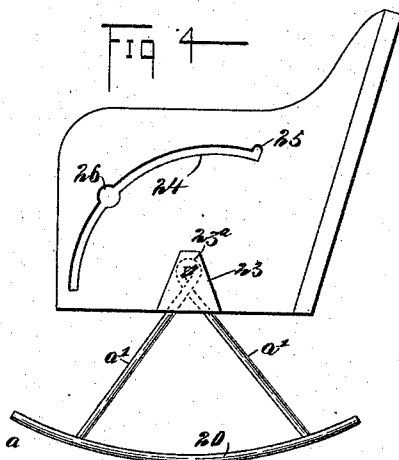
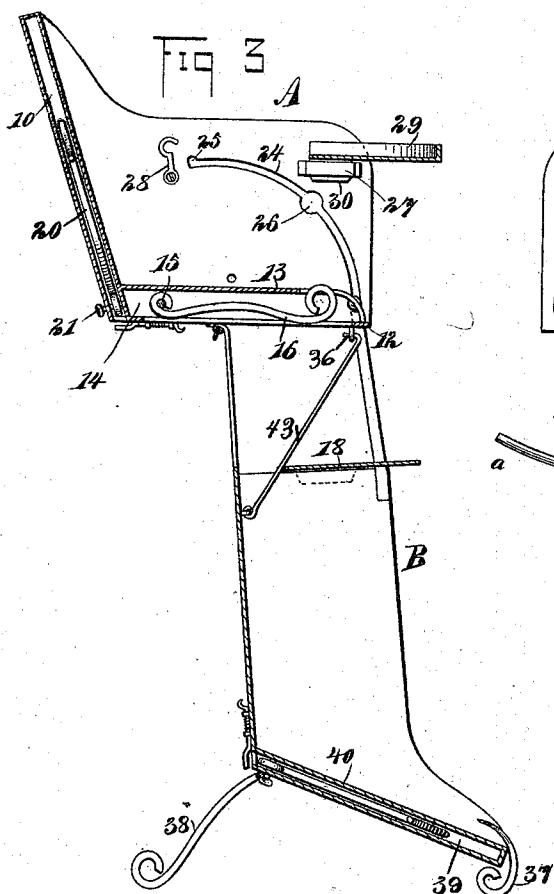
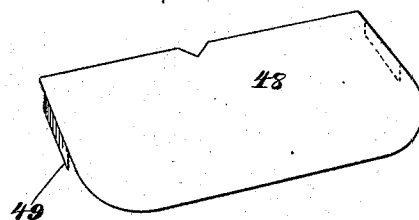


FIG 6

FIG 7



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UNITED STATES PATENT OFFICE.

JOHN ALFRED JOHNSON, OF HOQUIAM, WASHINGTON.

BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 570,407, dated October 27, 1896.

Application filed June 2, 1896. Serial No. 593,973. (No model.)

To all whom it may concern:

Be it known that I, JOHN ALFRED JOHNSON, of Hoquiam, in the county of Chehalis and State of Washington, have invented a new and useful Improvement in Baby-Carriages, of which the following is a full, clear, and exact description.

The object of the invention is to construct a baby-carriage which may be expeditiously and conveniently converted into a cradle, rockers being provided for the entire body portion of the carriage, and which may also be converted into a crib, a high chair, or a rocking seat, thereby admitting of one article being employed for a number of purposes; and a further object of the invention is to so construct the carriage that the various changes may be expeditiously and conveniently made by any person of ordinary intelligence, and whereby also the carriage may be made practically as light and as durable as an ordinary carriage.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the improved carriage in position for use as such. Fig. 2 is a longitudinal vertical section through the body portion of the carriage, illustrating its adaptability as a cradle and also showing its adaptability for use as a crib. Fig. 3 is a longitudinal vertical section through the carriage, its parts being in position for use as a high chair. Fig. 4 is a side elevation of the seat-section of the carriage mounted on rockers. Fig. 5 is a bottom plan view of the seat-section of the carriage and a portion of the foot-section. Fig. 6 is a plan view of one end portion of the frame in which the body of the carriage is to fit and to which the running-gear is attached, and Fig. 7 is a perspective view of the foot-board used in connection with the carriage when it is converted into the shape of a high chair.

In carrying out the invention the body of the carriage is divided into sections, a seat-

section A, and a foot-section B. The seat-section is made double at the back, so as to form a chamber 10 at said point, which chamber is open at one side of the seat-section and likewise partially at the bottom, as shown in Fig. 5.

At each side of the top back portion of the seat-section an ornament 11 is placed, which is in the nature of a rod curled over at the back, and between the bottom 12 of the seat-section and a seat-support 13, placed above the said bottom, a chamber 14 is formed, and at the back portion of this chamber a pivot-rod 15 is mounted to turn, and a leg 16 is secured near each end of the said pivot-rod, the said legs being adapted to normally close upward in the aforesaid bottom chamber 14 of the seat-section, as shown in Fig. 3; but these legs may be carried to a position beneath the seat-section, as shown in dotted lines in Fig. 2, since slots 17 are made in the bottom of the seat-section to admit of the downward passage of the said legs, and the seat-platform 13 is cut away at the front to expose the bottom portions of the legs 16 when in the chamber 14, as shown in Fig. 3, in order that a purchase may be readily obtained on the said legs to throw them downward to their lower position. The legs are held in their upper position in any suitable or approved manner, as, for example, a crank-arm 18 may be made in the pivot-rod 15, as shown in Fig. 5, against which a spring 19 will have constant bearing.

A rocker 20 is located normally in the back chamber 10 of the seat-section, and this rocker consists of a lower arched bar *a*, as shown in Fig. 4, and side bars *a'*, which are ordinarily made from one piece of material bent upon itself where the material crosses to form an eye, and a set-screw 21 or its equivalent is passed through this eye and likewise through the outer wall of the chamber 10 and into the inner wall of the same, holding the rocker concealed in the aforesaid back chamber 10 when not in use. When the rocker is carried outward through the opening in the side of the chamber 10 down to its vertical position, (shown in Fig. 2,) it is held in this position by means of a spring-controlled bolt 22, (shown in Figs. 2 and 5,) or the equivalent of the said bolt, the bolt be-

ing mounted to slide on the bottom portion of the aforesaid seat-section.

A housing 23 is constructed upon the outer face of each side portion of the seat-section of the carriage, so that when the seat-section is entirely detached from the foot-section the rocker 20 of the seat-section and the corresponding rocker of the foot-section, to be hereinafter referred to, may be introduced into the said housing and secured by means of set-screws 23^a or their equivalents, enabling the seat-section therefore to be used as a child's rocking-chair.

In each side portion of the seat-section of the carriage a segmental slot 24 is formed, being provided with an upwardly-extending recess 25 at its rear end and a somewhat circular recess 26 at a point between its ends, and upon the inner face of each side portion of the seat-section near the front, and preferably near the top, a strap 27 is secured in any suitable or approved manner, while a hook 28, or equivalent form of fastening device, is pivoted upon the inner face of the seat-section of the carriage at or near the rear end of each of the slots 24, as shown in Fig. 3. The straps 27 are adapted to receive legs 30, projected downwardly from a table 29, when the entire carriage is converted into shape for use as a high chair, as illustrated in Fig. 3.

The foot-section of the carriage is provided with a rear bottom extension 31, (shown in Fig. 5,) which extends over the bottom of the seat-section when the two sections are brought together, and the bottom extension of the body-section is provided near each side at its rear end with a knuckle 32, coinciding with a knuckle 33, formed upon the bottom of the seat-section, and a removable pivot-pin 34 is passed through the knuckles 32 and 33, as shown in Fig. 5, serving to hold the two sections together. The rear bottom extension of the bottom section has an opening 35 made therein, through which a staple 36 extends, attached to the bottom of the seat-section and brought into use when the carriage is converted into a high chair.

At the forward upper end of the seat-section a forwardly-curved lug 37 is formed, which is ordinarily made to correspond in style with the ornament 11 at the side portion of the carriage, as shown in Fig. 1, and connected legs 38 are secured at the lower front portion of the foot-section, which legs extend downwardly and forwardly and are of a length corresponding to the length of the legs 16 in the seat-section when these legs are brought down to their lower position, so that when the running-gear of the carriage is removed from the body of said carriage said body may rest upon the legs 16 and 38, thereby converting the said body of the carriage into a crib or a bed.

A chamber 39 is formed in the front end of the foot-section of the carriage, and this chamber is open at the same side as the seat-chamber 10 to which it corresponds, and is

likewise proportionately open at the bottom. The chamber 39 in the foot-section of the carriage contains a rocker 40, which is pivoted therein by means of a set-screw 41, the rocker 40 being of the same construction as the rocker 20 of the seat-section above referred to; and when the seat-section is to be converted into a rocking-chair this rocker 40 is placed at one side of the seat-section and the rocker 20 at the opposite side. The rocker of the foot-section is held in its lower position by means of a spring-controlled bolt 42 or its equivalent, corresponding to the bolt 22 of the seat-section. A hook 43 is pivoted on the bottom of the foot-section of the carriage, and arms 44 are projected from the upper rear end portions of the sides of the foot-section and each arm is provided with a knob 45, the said knobs being entered into the segmental slots 24 in the seat-section through the recessed portions 26, and when the sections of the body are connected and said body is to be used as a carriage or as a bed these knobs will enter the upper extensions or recesses 25 in the said slots 24 and will be engaged by the hooks 28, or whatever equivalent that may be employed.

The entire body portion of the carriage is seated in a suitably-shaped skeleton frame 46, provided with a marginal flange 47, and this frame will effectually prevent the rockers 20 and 40 from dropping when attached to the body. This frame may be secured to the body by screws or in any other detachable manner, and to the said frame the running-gear of the carriage is attached, and said running-gear may be made of any approved construction.

When the carriage is to be used as a high chair, as shown in Fig. 3, the hooks 28 are disconnected from the knobs 45 of the arms of the foot-section and the foot-section is dropped downward at substantially a right angle to the seat-section, resting upon its fixed legs 37 and 38, and the hook 43 is then made to engage with the staple 36 in the seat-section, holding the two sections firmly together. The table 29 is then placed in position, as heretofore stated, and a foot-rest 48, provided with side lugs 49, is placed upon the upper or inner edge of the foot-section, the lugs 49 passing over the outer side faces of the said foot-section, and the foot board or piece 48 will extend beyond the front portion of the chair thus formed, as shown in Fig. 3.

It may here be remarked that the spring-controlled bolts 22 and 42 at the bottom of the body of the carriage are preferably used for holding the frame 46 to the body. It will thus be observed that under this construction a carriage may be changed in character so as to provide various articles of furniture which are convenient if not necessary for the welfare of infants, necessitating but one piece of furniture to be moved from place to place to provide a crib, a carriage, a high chair, or a rocker.

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

1. A child's carriage the body of which is provided at front and rear with chambers, rockers located in the said chambers, and means for holding the rockers within the chambers or below the sections to which they are applied, as and for the purpose set forth.
2. In a child's carriage, a body provided with a chamber at the back, open at one side and partially at the bottom, being also provided with a chamber at the front open at one side and partially at the bottom, rockers pivotally located in the said chambers, and locking devices located on the body, arranged for engagement with the rockers when carried beneath the body, converting the body into a cradle, as and for the purpose specified.
3. A child's carriage the body of which is made in a seat and a foot section, the foot-section having a hinged connection at its bottom with the bottom portion of the seat-section, a brace attached to one section and adapted for engagement with the other section when the two sections are brought at angles to each other, legs secured upon the forward portion of the foot-section, and arms projected from the inner end portion of the foot-section, having sliding movement in segmental slideways made in the sides of the seat-section of the carriage-body, as and for the purpose set forth.
4. In a child's carriage, a body-section provided with fixed legs at the lower portion of its front end and having a chamber formed in its seat portion, and legs arranged to fold upward within the said chamber and drop downward through slots made in the bottom thereof, the legs being connected by a pivot-rod, as and for the purpose specified.
5. In a child's carriage, a body constructed in a hinge-connected seat and foot section, the foot-section being provided at its forward end with attached legs, guide-arms projected from the foot-section, having locking and sliding engagement with the head-section,

whereby the two sections may be brought at an angle to each other, forming a high chair, a table removably connected with the seat-section, and a foot-rest detachably supported by the foot-section of the body when the two sections are at an angle to one another, as and for the purpose set forth.

6. A baby-carriage having a seat-section, the sides of which are formed with curved slots, a foot-section pivotally connected to the head-section, two arms fixed to the foot-section and having knobs respectively sliding in the slots of the seat-section, a hook pivotally connected to the foot-section, and a staple fixed to the seat-section, the staple being capable of having the hook connected thereto and also of passing through an opening in the foot-section when the hook is disconnected with the staple, substantially as described.

7. A baby-carriage having a seat portion, a foot portion for the baby-carriage, a rear bottom extension for the foot portion, said bottom extension being rigid with the foot portion and pivoted to the under side of the seat portion and the length of the extension being equal to the distance between the front end of the seat portion and the pivot by which the extension is connected with the seat portion, an arm fixed to the foot portion and slidably connected with the seat portion, and means for holding the foot portion at right angles to or in alinement with the seat portion, substantially as described.

8. A baby-carriage having a seat and a foot portion pivotally connected to each other, means for holding the said portions at an angle to or in alinement with each other, the seat portion having its inner edges adapted to match with the inner edges of the foot portion, and a foot-rest adapted to rest on the inner edges of the foot portion when the same is held at an angle to the seat portion, substantially as described.

JOHN ALFRED JOHNSON.

Witnesses:

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W. C. PETTIT.