(No Model.) 2 Sheets—Sheet 1.

J. W. BARTON.

CONVERTIBLE CRIB.

No. 258,694. Patented May 30, 1882.

Fig. 1.

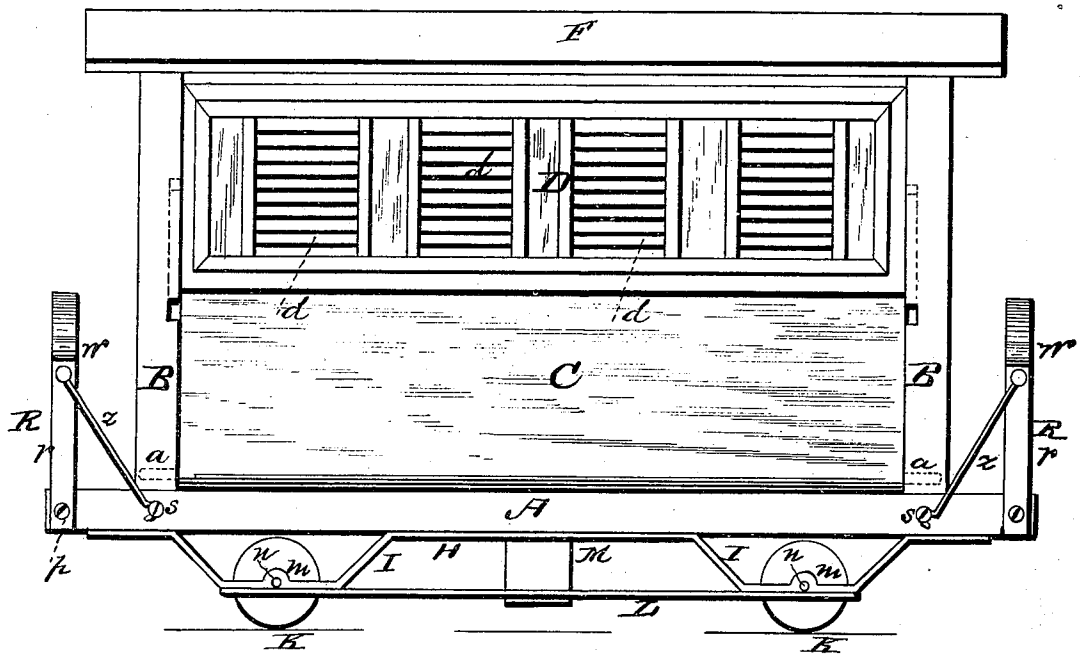
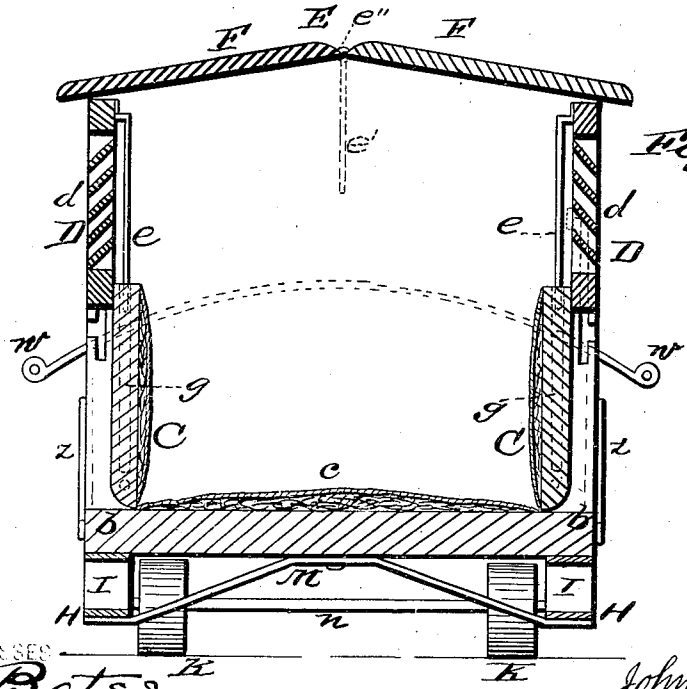


Fig. 2.



WITNESSES

E. H. Bates

Philip C. Masi.

INVENTOR

John W. Barton

by Anderson & Smith

his ATTORNEYS

N. PETERS. Photo-Lithographer. Washington, D. C.

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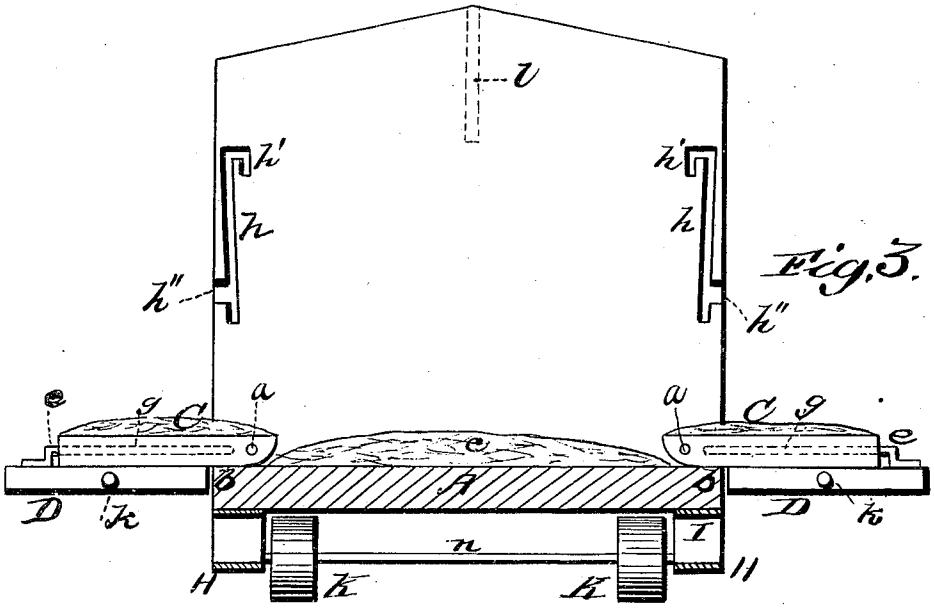


Fig. 3.

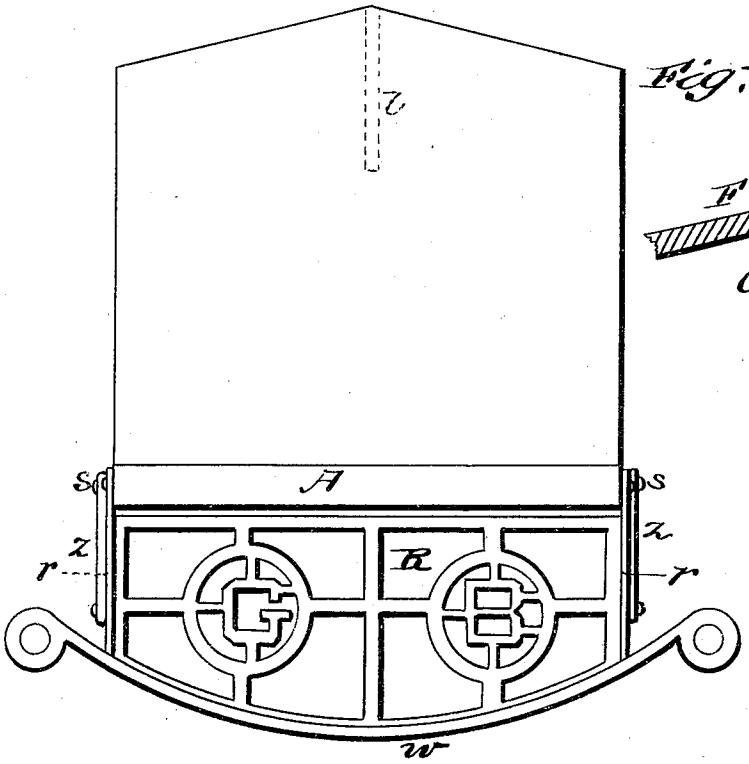


Fig. 4.

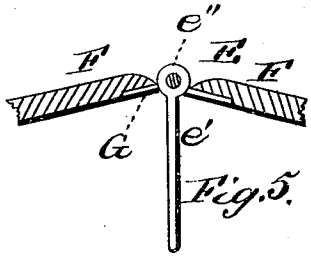


Fig. 5.

WITNESSES
E. H. Bates
Philip C. Masi.

INVENTOR
John W. Barton,
by Anderson & Smith
his ATTORNEYS

N. PETERS. Photo-Lithographer. Washington, D. C.

UNITED STATES PATENT OFFICE.

JOHN W. BARTON, OF EMPORIA, KANSAS.

CONVERTIBLE CRIB.

SPECIFICATION forming part of Letters Patent No. 258,694, dated May 30, 1882.

Application filed April 1, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. BARTON, a citizen of the United States, and a resident of Emporia, in the county of Lyon and State of Kansas, have invented a new and valuable Improvement in Convertible Cribs; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a side view of my crib. Fig. 2 is a cross-sectional view of the same. Fig. 3 is a similar view, showing the sides lowered. Fig. 4 is an end view, and Fig. 5 is a detail view.

This invention has relation to cribs; and it consists in the construction and novel arrangement, first, of the folding side walls, side sashes, roof, end railings, and under gear, giving the crib the form of a railway-car; second, of the removable hinged roof, having its sections connected by hinges carrying slide-rods to engage sockets in the end walls; third, of the grooves in the end walls, engaging the studs of the folding sides and holding the same in the closed position, and the openings in said grooves for the disengagement of said studs; fourth, of the slide-rods which are secured to the upper portions of the sashes and engage sockets in the lower parts or sections of the side walls; fifth, of the folding sides, their hinge-rods, and the projecting edges of the bottom, bracing the sides when folded down or open; sixth, of the reversible railings forming rockers, and the brace-rods therefor; and, seventh, in the braced straps forming the under gearing, which supports the convertible car and crib on the wheel-journals, all as hereinafter set forth.

In the accompanying drawings, the letter A designates the bottom of the crib, on which, near its ends, are secured the end walls, B, to the lower portions of which are pivoted the lower sections, C, of the side walls, the upper sections of the side walls being formed by the sashes D. The lower sections or side walls, C, are pivoted at *a* to the end walls, and are designed to fold downward and outward and when so folded to rest on exterior ledges or projections, *b*, at the sides of the bottom, which serve to hold and brace them in the horizontal position. When folded down in the manner described the side walls and raised central portions, *c*, of the bottom are designed to form a cot-bearing which will accomodate two children.

The sashes D are made with ventilating openings or windows, having slats *d*. To the upper edges of these sashes, which form the upper sections of the side walls, are secured the slide-rods *e*, which extend downward into vertical sockets *g*, made in the lower sections, C, so that the sash-sections D may be raised or lowered, as may be found desirable. The slide-rods also serve to hold the sash-sections and lower sections of the side walls in proper relative position.

In the side margins, on the inside of each end wall, are formed upright grooves *h*, to engage end studs, *k*, on the sash frames or sections D. These end studs, *k*, serve to hold the side walls in proper relation to the end walls when raised in the upright position, while they enable the sash-sections to be raised and lowered. When in the raised position the end studs or pins, *k*, engage angular offsets *h'* of the grooves *h*, which lock the pins in position, and therefore fasten the sashes up. Near the lower end of each groove an outlet-opening, *h''*, is made through the wall of the groove *h* to permit the passage of the stud or pin *k* when the side walls are let down or raised.

E represents the removable top, consisting of sections F, which are connected together by hinges G. These hinges are located over the end walls, B, and each hinge carries a slide-rod, *e'*, which is connected by means of an eye, *e''*, at its upper end to the hinge-pin. Sockets *l* are made vertically in the end walls to receive the slide-rods *e'*, and thereby connect the top or roof of the crib to said end walls in such a manner that it can be removed or that one of its sections can be raised.

The under gearing consists of the longitudinal straps H, attached to the under surface of the bottom, at its sides, said straps H being bent downward at I to form supports or pedestals, which are provided with bends *m*, forming bearings for the journals *n* of the wheels K.

L indicates a strap bar or tie, which is riveted to the ends of the pedestal portions I. This tie-strap L secures the journals in place and connects and braces the pedestals of the strap H.

M represents a transverse brace-strap, which is secured to the bottom A and extends to the tie-strap L on each side, and is fastened thereto, as shown in the drawings.

R indicates the end railings of the car-body, which are provided with feet *r*, extending downward at each edge of the bottom A, and pivoted thereto by means of pivot-screws *p*. The upper bar, *w*, of the railing is curved transversely in convex form, and the height of the railing is greater than the distance of the treads of the wheels from the bottom A, so that, when the railings are reversed in position, being turned downward, they will form rockers, and the crib will thereby be converted into a cradle.

Brace-hooks *z* are pivoted to the end uprights of the reversible railings and connect them, bearing-screws *s* or staples serving to hold the railings in position, whether above the bottom or serving in reversed position as rockers below it.

The hinge-rods *a* of the side walls extend through perforations in the end walls, as shown in the drawings.

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

1. In a crib having the form and gear resembling a car, the combination of the folding side walls, the side sashes, the roof, end railings, and the under gear, substantially as specified.

2. In a crib, the removable roof, having its sections connected by hinges, carrying slide-rods *e'* to engage sockets in the end walls of the crib, substantially as specified.

3. In a crib having folding side walls, the grooves *h* in the end walls engaging the studs *k* of the side walls and the openings *h''* in the outer walls of said grooves, substantially as specified.

4. In a crib, the lower side-wall sections, having sockets *g*, and the upper side-wall sections, having slide-rods *e*, engaging said sockets, substantially as specified.

5. In a crib, the folding sides, their hinge rods or journals *a*, and the projecting side edges of the bottom, forming brace-ledges *b* to support the sides when folded down or open, substantially as specified.

6. The reversible railings R, pivoted to the ends of the bottom, and forming, when reversed, rockers, and the braces *z*, securing the railing or rockers in position, substantially as specified.

7. In a crib, the bent straps H, forming, in connection with the tie-straps L and brace-strap M, the under gearing supporting the crib on the wheel-journals, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOHN W. BARTON.

Witnesses:
D. A. STAHL,
WM. F. EMERY.