(No Model.)

C. KLAUBERG.

CONVERTIBLE CARRIAGE BODY.

No. 525,908. Patented Sept. 11, 1894.

Fig. 1

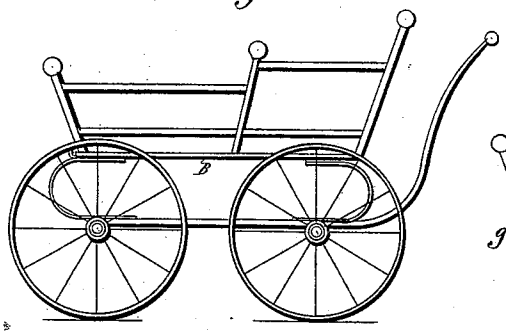


Fig. 2

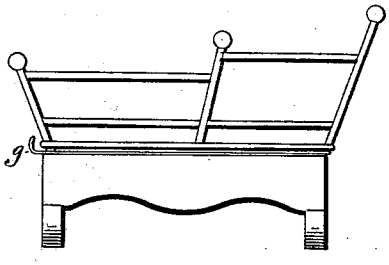


Fig. 3

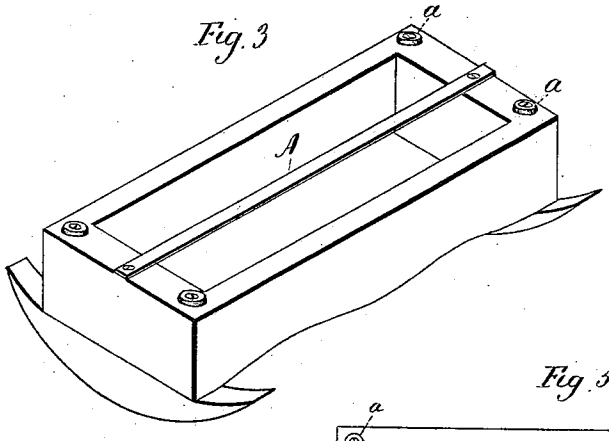


Fig. 7

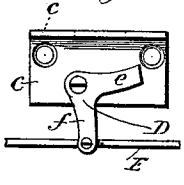


Fig. 5

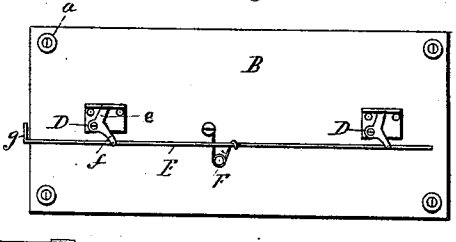


Fig. 6

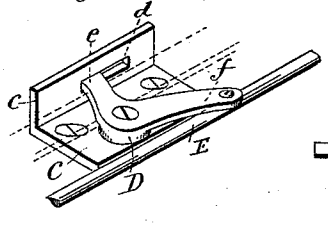
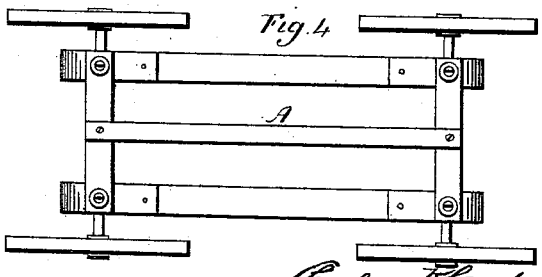


Fig. 4



Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES KLAUBERG, OF NEW HAVEN, CONNECTICUT.

CONVERTIBLE CARRIAGE-BODY.

SPECIFICATION forming part of Letters Patent No. 525,908, dated September 11, 1894.

Application filed June 15, 1894. Serial No. 514,707. (No model.)

To all whom it may concern:

Be it known that I, CHARLES KLAUBERG, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Improvement in Convertible Carriage-Bodies; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a side view of the body of a child's carriage applied to the running-gear; Fig. 2, a side view of the same body applied to rockers; Fig. 3, a perspective view of the rocker-frame; Fig. 4, a top view of the running-gear; Fig. 5, an under side view of the carriage body; Fig. 6, a perspective view of the latch mechanism enlarged; Fig. 7, a top view of the latch mechanism showing the bell crank lever in the open position.

This invention relates to an improvement in convertible carriage-bodies for children, the object being to adapt the carriage-body for attachment to running-gear or to rockers, as may be desired, thus enabling the same body to be used as a carriage or cradle, and the invention consists in the method of attaching the body to said parts as hereinafter described and particularly recited in the claims.

To the upper side of the running gear of the carriage, or to the upper side of the rockers, a longitudinal bar A is centrally secured, as shown in Figs. 3 and 4, and at each corner of the running gear or rockers, a washer or stud *a* is placed, the object of which will hereinafter appear. It will be understood that the running-gear or rocker may be of any approved design, it only being required that the cross-bars shall be arranged at each end to support the bar A. To the under side of the carriage-body B, two latches are secured, each consisting of a plate C, constructed with a depending flange *c*, said latches being secured to the under side of the wagon in such relation thereto that when placed upon the running-gear or rockers, the rod A will take a bearing on said latches, and against the flange *c*, as shown in Fig. 6, and so that the outer ends of the flanges of the latches will rest against the supports of the bar A, which form stops to prevent longitudinal movement of the body.

The flanges *c* are constructed with a longitudinal slot *d*, and to the plates C, bell-crank levers D are secured, one arm *e* extending through the slot *d*, the other arm *f* extending outward beyond the plate C. The arms of the lever D are raised above the surface of the plate C, so as to leave a clearance space beneath the arm *e* and the said plate for the bar A. The said arms *f* are connected by a rod E, which projects beyond the body B at one end, where it is provided with a suitable handle *g*, and whereby it may be moved to operate the two levers B. To hold the rod in the closed position, as shown in Fig. 5, a spring F is arranged, one end of which is secured to the body, and the other end to the rod E, the tendency of said spring being to hold the rod inward, yet yield to permit it to be drawn outward, and thereby move the levers D, as shown in Fig. 7. The bar A stands above the plane of the running-gear or rockers, and so that when the body is set thereon, and the bar resting on the plates C, a clearance space is made between the body and the gear or rockers for the movement of the rod E. The washers *a* before mentioned, support the body at the corners in this raised position, they corresponding in thickness to the thickness of the bar A.

The operation of the device is as follows: The rod E is drawn outward, thereby throwing the arms *e* of the levers out of the slots *b*, as shown in Fig. 7, which then permits the body B to be placed upon the running-gear or rockers, and so that the bar A will stand between the lever D and the flange *c* of the latch, as shown in broken lines Fig. 6. When in this position the rod E is released, which under the action of the spring F turns the lever to the closed position, as shown in Figs. 5 and 6, thus securely locking the body to the running-gear or rockers. This arrangement of latches adds very little to the cost of the carriages, and in no wise interferes with the use of a carriage, but readily permits the body to be removed and attached to the rockers for use as a cradle.

I am aware that carriage bodies have been provided with rockers and adapted to be se-

cured to and detached from a running gear and do not therefore wish to be understood as claiming such a combination broadly; but

What I do claim is—

1. The combination with a carriage body, provided with two latches secured to its under side, said latches consisting of a flanged plate, and a lever secured thereto, of a support for said body provided with a longitudinal bar with which said latches may engage, substantially as described.

2. The combination with a carriage body, provided with two latches on its under side, said latches consisting of a flanged plate and a bell-crank lever secured thereto, of a support for said body provided with a longitudinal bar, which is adapted to be engaged between said flanged plate and lever, and a rod connecting the outer ends of said bell-crank levers for operating the same, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

CHARLES KLAUBERG.

Witnesses:

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