Nov. 13, 1934. N. J. KROLL 1,980,210

BABY CARRIAGE

Filed Oct. 16, 1933

Fig. 1.

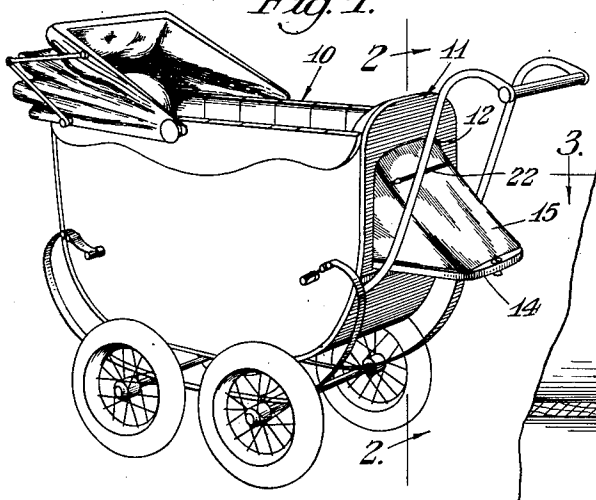


Fig. 2

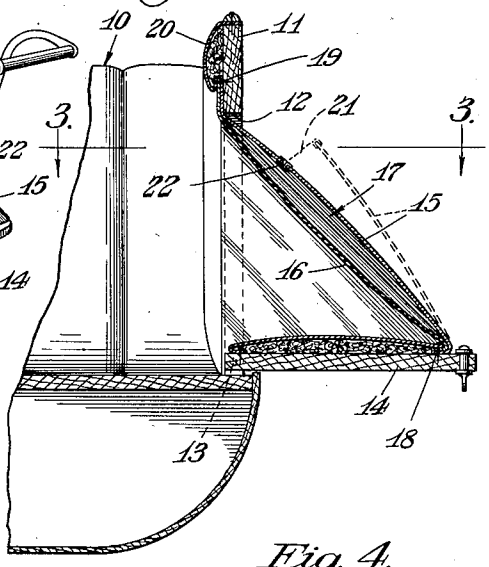
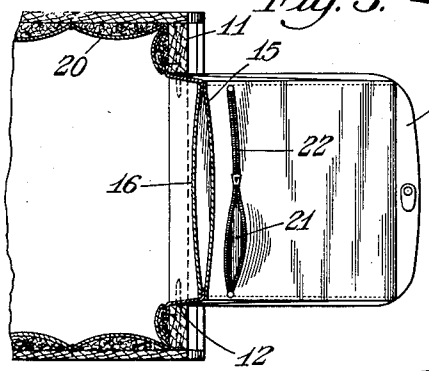


Fig. 3.



4.

Fig. 4.

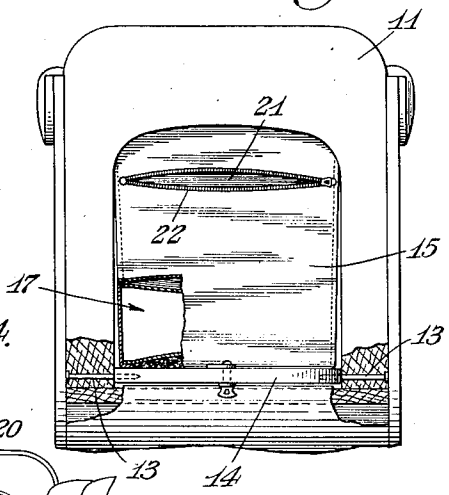


Fig. 5.

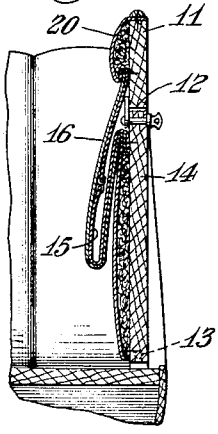
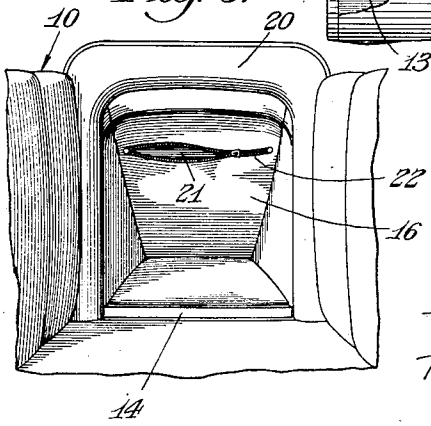


Fig. 6.



Nathan J. Kroll
Inventor

Threedy and Cannon
His Attorneys.

Patented Nov. 13, 1934 1,980,210

UNITED STATES PATENT OFFICE

1,980,210

BABY CARRIAGE

Nathan J. Kroll, Chicago, Ill.

Application October 16, 1933, Serial No. 693,778

1 Claim. (Cl. 296—37)

This invention relates to baby carriages.

It is an object of this invention to provide an improved baby carriage which is relatively simple and inexpensive in construction and efficient in use.

Another object of this invention is to provide in a baby carriage or coach the combination of: a carriage having an upright end wall provided with an opening; a drop or extension door hingedly mounted on the upright wall for movement into and out of the said opening so as to open and close the opening; this door in collapsed position providing an extension adapted to serve as a support or foot rest for the baby's feet when the baby or child is lying in reclining position in the coach; and there being associated with the said opening and drop door a flexible storage pocket formed by opposing spaced flexible walls or strips of material which are formed as continuations of the inner lining of the coach or carriage; these pocket-forming walls also functioning to support the other end of the drop door when the latter is lowered in horizontal position; and this pocket being useful to the mother, nurse or other person operating the coach as a storage space for various articles including articles of baby's wearing apparel.

Other objects will appear hereinafter.

The invention consists in the novel combination and arrangement of parts to be hereinafter described and claimed.

The invention will be best understood by reference to the accompanying drawing, showing the preferred form of construction and in which:

Fig. 1 is a perspective view of a typical baby carriage or coach showing the drop door and pocket in extended position;

Fig. 2 is a vertical sectional view on line 2—2 in Fig. 1;

Fig. 3 is a transverse horizontal view on line 3—3 in Fig. 2, partly in section and partly in plan;

Fig. 4 is an end elevational view on line 4—4 in Fig. 3;

Fig. 5 is a vertical sectional view, similar to Fig. 2, but showing the drop door and pocket in folded or closed position; and

Fig. 6 is a fragmentary view of the coach showing the drop or extension door and the storage pocket associated therewith as seen from the inside of the coach body.

A typical baby carriage or coach is illustrated in the drawing and the same includes a body, generally indicated at 10 and having an upstanding or vertical end wall 11 which is provided with a door opening 12.

Hingedly mounted on the wall 11, as at 13, for movement into and out of the door opening 12, and so as to open and close the latter, is a drop door 14 which in extended position, as in Figs. 1 and 2, provides a support or extension for supporting the baby's feet when the baby or child is lying in reclining position in the coach.

Associated with the drop door 14 and supporting or suspending the outer end of the same when in dropped position from the upstanding wall 12 of the coach body are two opposing pocket-forming walls or sheets 15 and 16 of flexible material which co-operate with each other to form therebetween a storage pocket 17 which provides a convenient place for the mother, nurse or other person operating the coach to store various articles including articles of baby's wearing apparel.

It will be noted that these two opposing flexible pocket-forming walls 15 and 16, in addition to providing the storage pocket 17 therebetween, also function to support or suspend the outer end of the door 14 from the end wall 11 of the coach body when the door 14 is in dropped or horizontal position, as in Figs. 1 and 2; both of these pocket-forming and door-supporting walls 15 and 16 being attached at their lower ends to the drop door 14, as at 18, and being attached at their upper ends, as at 19, to the upstanding or vertical end wall 11 of the coach body 10.

It will further be noted by a careful examination of Figs. 2 and 5 that both the inner and outer pocket-forming and door-supporting walls 15 and 16 are formed as continuations of the inner lining 20 of the coach body 10 so as to present a pleasing, attractive appearance both when the drop door 14 is in lowered position and in raised position and so that the pocket-forming and door-supporting walls 15 and 16 do function as a part of the inner lining 20 of the coach body 10, namely as the lining of the door 14, when the latter is in closed position, as seen in Fig. 5.

An opening 21 is formed in the outer pocket wall 15 (Figs. 3, 4 and 6) so as to provide a readily accessible mouth for the pocket 17. This mouth may be opened and closed by means of a suitable closure such, for example, as the sliding closure 22 shown and which is of the so-called "Zipper" type. The mouth 21 to the pocket 17 being thus formed in the outer wall 15 of the pocket is readily accessible at all times to the operator of the coach for inserting articles into and for taking the same out of the storage pocket 17.

While I have illustrated and described the pre-

ferred form of construction for carrying my invention into effect, this is capable of variation and modification, without departing from the spirit of the invention. I, therefore, do not wish to be limited to the precised details of construction set forth, but desire to avail myself of such variations and modifications as come within the scope of the appended claim.

Having thus described my invention what I claim as new and desire to protect by Letters Patent is:

In a baby carriage, the combination of: a carriage body including an upstanding wall having a door opening formed therein; a door hingedly mounted at its lower end or edge upon said carriage body for movement into and out of said door opening so as to open and close the latter; and flexible means for supporting the outer or upper end of said door, in extended position, from said wall; said flexible means being suspended at its inner or upper end from said wall and having attachment at its lower or outer end to the said outer or upper end of said door; said flexible means having an article storage pocket formed therein and being provided with an opening through which access may be had to said pocket from outside said carriage body; and said flexible means also functioning as a hood over said door when the latter is in lowered or extended position.

NATHAN J. KROLL.