No. 732,023. PATENTED JUNE 23, 1903.

H. YSSKIN.

CONVERTIBLE BABY CARRIAGE.

APPLICATION FILED AUG. 14, 1902.

NO MODEL. 4 SHEETS—SHEET 1.

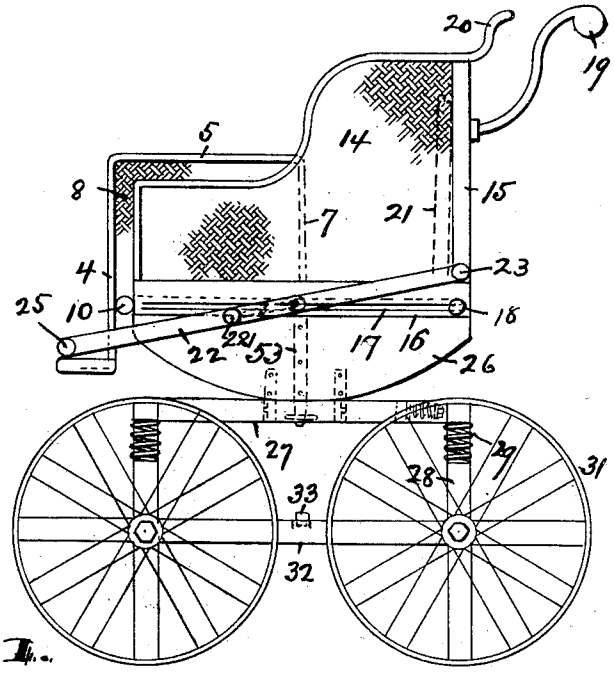


Fig. 1.

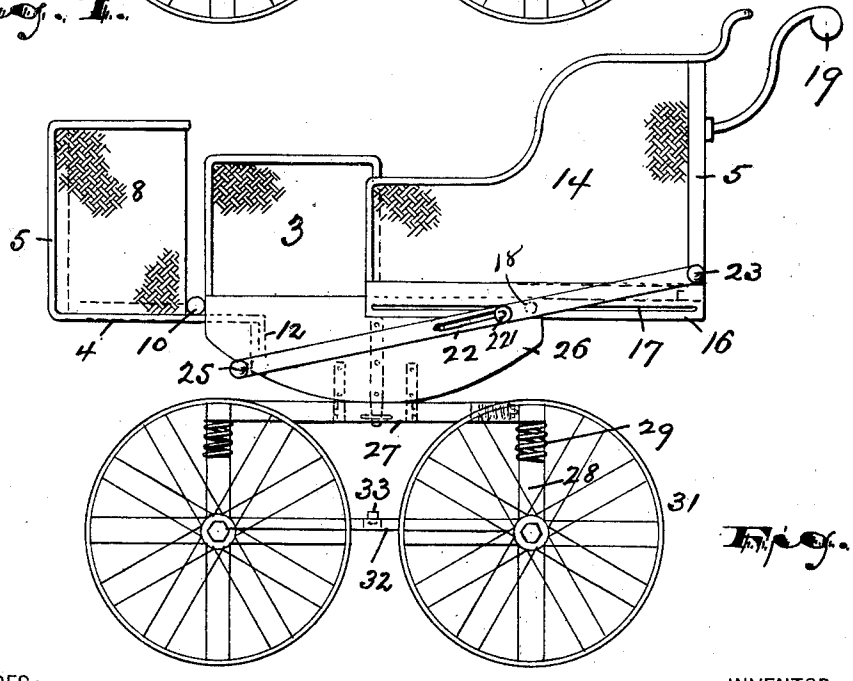


Fig. 2.

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NO MODEL. 4 SHEETS—SHEET 2.

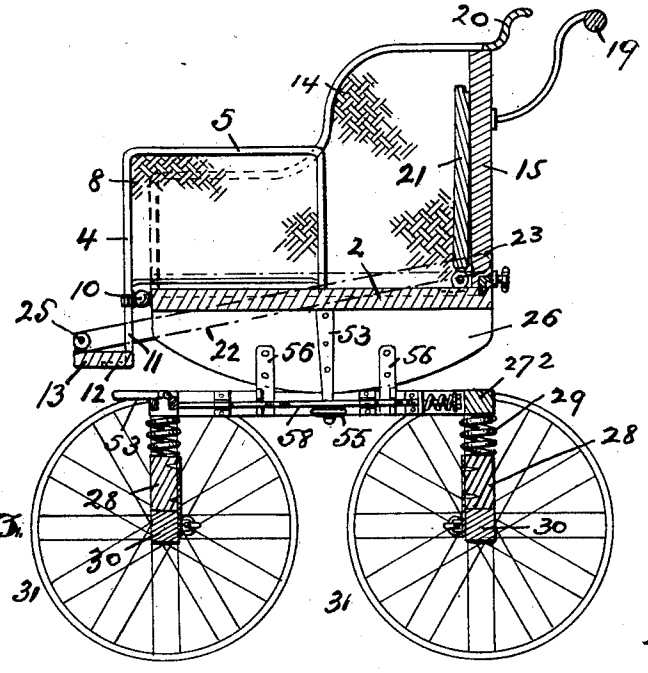


Fig. 3.

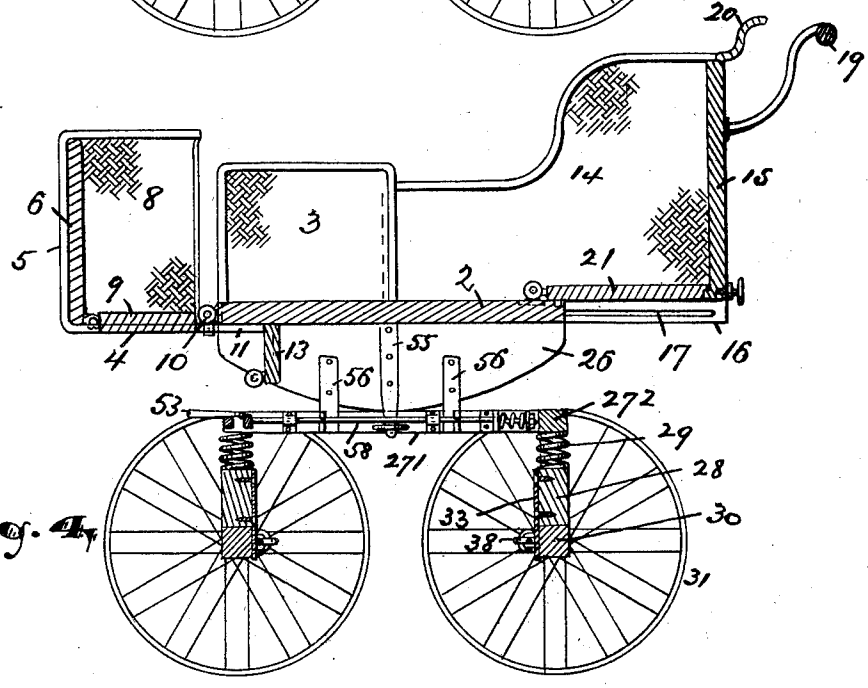


Fig. 4.

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NO MODEL. 4 SHEETS—SHEET 3.

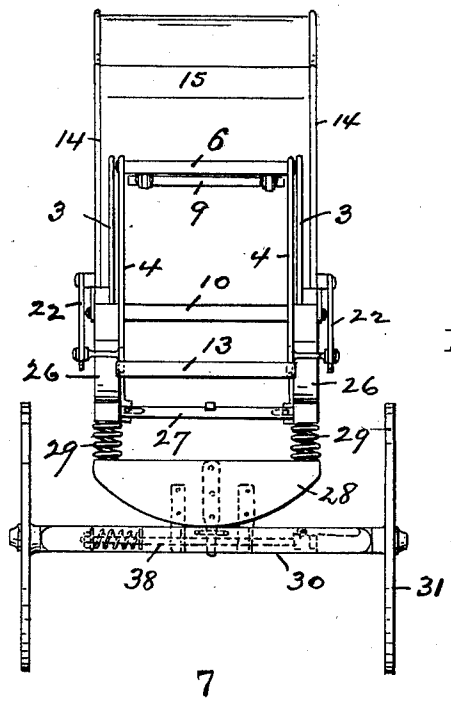


Fig. 5.

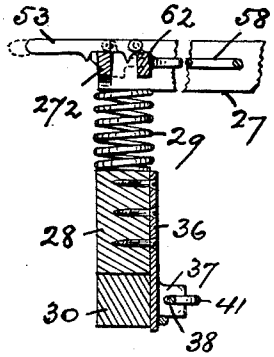


Fig. 7.

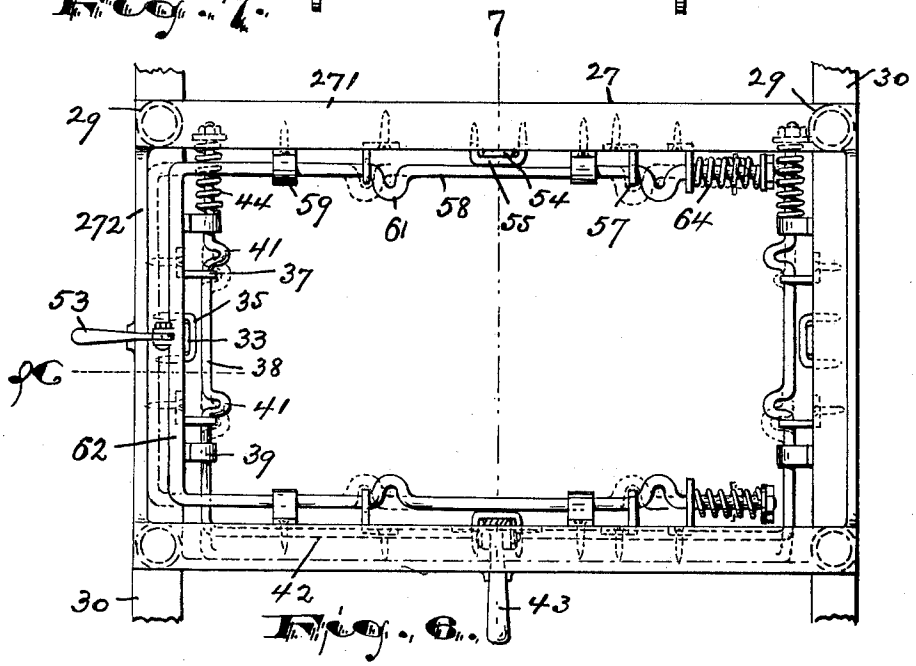


Fig. 6.

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NO MODEL. 4 SHEETS—SHEET 4.

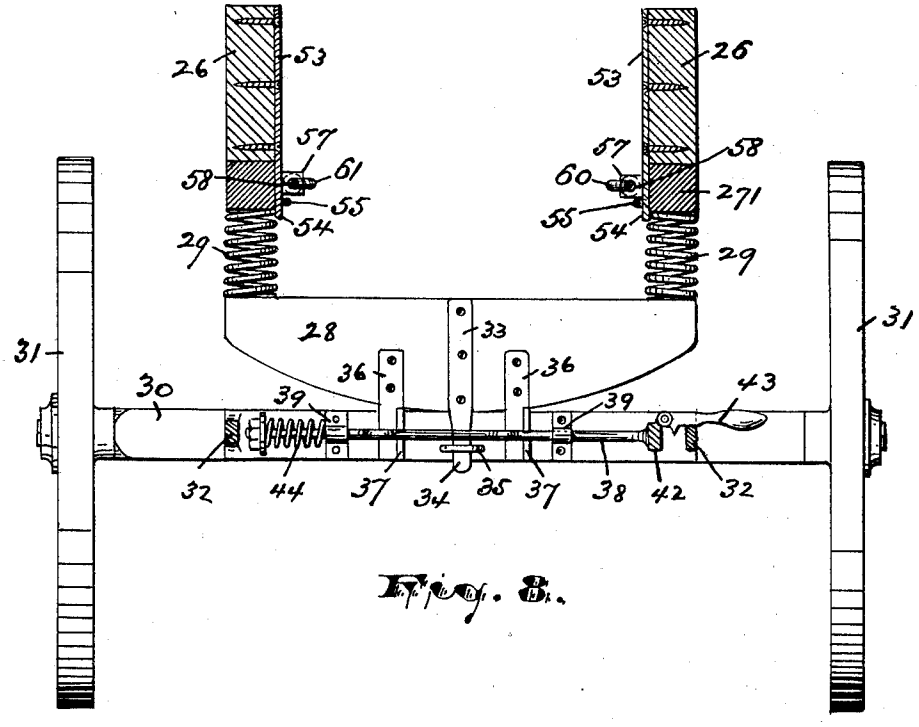


Fig. 8.

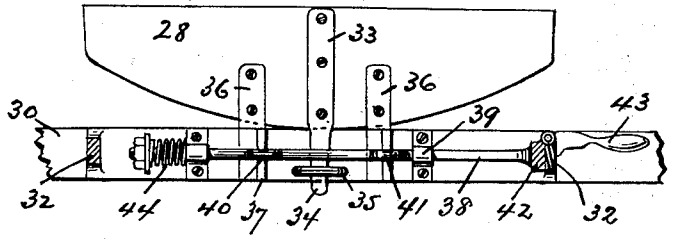
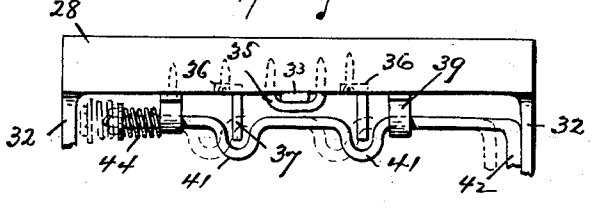


Fig. 9.

Fig. 10.



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No. 732,023. Patented June 23, 1903.

UNITED STATES PATENT OFFICE.

HERMAN YSSKIN, OF NEWARK, NEW JERSEY.

CONVERTIBLE BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 732,023, dated June 23, 1903.

Application filed August 14, 1902. Serial No. 119,602. (No model.)

To all whom it may concern:

Be it known that I, HERMAN YSSKIN, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Convertible Baby-Carriages; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to numerals of reference marked thereon, which form a part of this specification.

The objects of this invention are to provide a baby-carriage having a body which can be closed from its extended position to form a chair-like seat with a tray for the child, to thus enable the carriage to be used as a chair, a go-cart, or a full-sized carriage in which the infant can lie down, to provide such a body mounted upon longitudinal and transverse sets of rockers provided with locking means by which either set can be independently brought into play when desired, to thus enable the carriage-body when closed to serve as a rocking-chair or when extended as a cradle, and to secure other advantages and results, some of which may be referred to hereinafter in connection with the description of the working parts.

The invention consists in the improved convertible baby-carriage and in the arrangements and combinations of parts of the same, all substantially as will be hereinafter set forth and finally embraced in the clauses of the claim.

Referring to the accompanying drawings, in which like numerals of reference indicate corresponding parts in each of the several figures, Figures 1 and 2 are side elevations of my improved carriage, showing the body closed and extended, respectively. Figs. 3 and 4 are corresponding longitudinal sections of the same. Fig. 5 is a front end view of the carriage. Fig. 6 is a plan of the frame of the carriage with the body removed, and Fig. 7 is a detail section of the same on line x. Fig. 8 is a vertical cross-section on line y, Fig. 6, showing the rockers locked in position. Fig. 9 is a detail of one of the transverse rockers released and free to act, and Fig. 10 is a plan of the same.

In said drawings the body of my improved carriage is shown having a floor 2, with fixed upright side portions 3 3 near its forward end. To the front end of said floor are hinged at opposite sides of the carriage arms 4 4, which extend upward (when in closed position) and then bend rearward, as at 5, and support a tray 6 parallel to the floor 2. Beyond said tray the arms 4 4 bend downward, as at 7, and the space between said ends 7, portions 5, and the main part of the arms is closed by ratan-work 8 or the like. To the normally under side of the tray 6 is hinged at its forward edge a leaf 9, which may be normally held folded against the tray by any suitable means.

When the arms 4 4 and connected parts are tipped forward on their hinges 10 through ninety degrees, the tray 6 becomes the front closed end of the carriage-body, and the leaf 9 is turned into horizontal position to close the space between the floor 2 and said tray, all as shown in Figs. 1, 2, 3, and 4.

The arms 4 4 are extended beyond their points of pivoting downward in normal closed position of the same, as at 11, and then bent horizontally forward, as at 12, to carry a foot-rest 13. Said foot-rest when the arms are tipped forward assumes an idle position beneath the floor of the carriage-body, as shown in Figs. 2 and 4.

The sides 14 14 and back 15 of the carriage are rigidly connected and adapted to slide longitudinally upon the floor 2 by means of flanges 16, overlapping from said sides 14 down over the edges of the floor 2 and being slotted, as at 17, to receive studs 18 on the floor. The carriage-handle 19 and parasol-support 20 are preferably supported on the back 15 of the carriage and are of any suitable construction. Obviously when the said sides and back are slid rearward, as shown in Figs. 2 and 4, it greatly lengthens the body of the carriage, so that a child can be laid down therein to sleep, if desired. A leaf 21, hinged to the rear end of the floor 2, falls rearwardly downward into horizontal posi-

tion as the back 15 is slid outward and fills the space between the floor 2 and said back when extended.

As it is seldom desired to extend one end of the carriage-body without the other, I prefer to connect the two ends, so that the movement of one will operate the other, and this I have shown done by bars or rods 22, one at each side of the carriage-body and pivoted at one end to the back 15, as at 23, and slotted at the other end to the foot-rest 13, as at 24. To allow for the greater movement of the sliding back 15, said rods 22 are each made in relatively slidable sections having overlapping slotted ends to take a bolt or pin 221.

The body of my carriage thus described is mounted directly upon rockers 26, longitudinally disposed one at each side, and these rockers in turn rest upon the side pieces 271 of a horizontal rectangular frame 27. This frame 27 is supported by transversely-disposed rockers 28 beneath, one at each end of the frame, and upright spiral springs 29 are interposed one at each corner of said frame, between it and the rockers. Any other common form of spring might be substituted for the spiral, however. The lower or transverse rockers 28 I have shown resting directly upon the axles 30 in alinement therewith and upon which the running-wheels 31 are pivoted. Reaches 32 serve to connect said axles longitudinally of the carriage. To control the action of said sets of rockers, precisely similar means are used for each set. It will therefore be necessary to describe only one, and the lower one will be taken, as being better illustrated in the drawings.

Referring then more especially to Figs. 6 to 10, 33 indicates a flat strip bolted vertically to the middle of a rocker 28 at its inner side and having a slightly-tapering end 34 projecting down by the side of the axle 30 and through a socket or clasp 35 thereon. This serves to connect the rocker and axle, while permitting the freedom of movement required for action. At each side of said strip or tongue 33 is bolted to the rocker a strip or piece of metal 36, which projects at its lower end down by the side of the axle and is for such projecting portion either angle-iron or of other suitable construction to present a vertically-disposed edge 37, standing out from the axle. Along the side of the axle extends a rod 38, adapted to slide in bearings 39 thereon. The edges 37 are slotted, as at 40, to receive said rod and are evidently held thereby, so that the rocker cannot rock. At points normally at one side of said edges 37 the said rod 38 is curved or bent outward from the axle, forming loops 41, which will receive the edges 37 and permit their free movement when brought into alinement. Hence to release the rockers it is only necessary to shift the rods 38 longitudinally a short distance. This shifting is preferably done for both rods 38 simultaneously by means of a connecting-bar 42, to the middle of which a handle 43, adapted to hook over the reach 32, is pivoted. Spiral springs 44 at the opposite ends of the rods 38 serve to hold said rods normally in locking position.

Of the controlling means for the longitudinal rockers 26 reference-numerals 53 to 64 indicate parts corresponding to those just described and numbered 33 to 44, and the handle or lever 63 instead of hooking over a reach hooks over an end piece 272 of the frame 27.

Having thus described the invention, what I claim as new is—

1. A baby-carriage having a body mounted upon independent sets of rockers disposed at right angles to each other, and means for locking and releasing said sets of rockers independently of each other.

2. A baby-carriage having a body mounted upon a set of rockers, a frame beneath said rockers, a set of rockers beneath said frame and being disposed at right angles to the first-mentioned set of rockers, springs between said frame and last-mentioned set of rockers, and independent locking means for each set of rockers.

3. A baby-carriage having a body mounted upon independent sets of rockers disposed at right angles to each other, a horizontal frame supporting said rockers, means for connecting said rockers and frame while permitting a rocking motion, and means for independently locking each set of rockers in fixed position against rocking.

4. A baby-carriage having a body mounted upon independent sets of rockers disposed at right angles to each other, a supporting-frame beneath said rockers, and running-wheels upon said frame.

5. In a baby-carriage, the combination with a body mounted upon rockers, and a frame mounted upon wheels and adapted to support said rockers, of a tongue or strip projecting downward from each rocker at its side, clasps or sockets on the frame adapted to loosely receive said tongues, and means at opposite sides of each tongue for locking the rockers temporarily in fixed position.

6. In a baby-carriage, the combination with a body mounted upon rockers, and a frame mounted upon wheels and adapted to support said rockers, of means for locking said rockers comprising pieces 36, projecting downward from a rocker on opposite sides of its lowest point and providing notched edges standing out from the frame, and a rod arranged upon the frame to slide longitudinally through said notches and having bent or out-curved portions adapted to be brought into lines with the said projecting edges to permit them to pass up and down.

7. In a baby-carriage, the combination with a supporting-frame mounted upon rockers and a body having rockers mounted upon said

frame, of means preventing displacement of said rockers upon said frame, and locking means comprising notched arms projecting from said rockers downward at the sides of said frame, rods sliding longitudinally at the sides of said frame and through said notches and having bends or curves adapted to clear said arms, springs normally holding said rods in locking position, and means for connecting and simultaneously operating said rods.

8. In a baby-carriage, a body having at its front end arms pivoted upon a horizontal hinge-pin, said arms being adapted to extend at one end upwardly and inwardly over the main portion of the body and at the other end downwardly outward, a foot-rest upon said downwardly-outward end of the arms, a board upon the inwardly-extending portions of the arm adapted to form a tray in that position of the arms and when the arms are tipped forward to constitute the dash-board of the carriage, and a leaf hinged to said board and adapted to extend the floor of the carriage-body when the arms are tipped forward.

9. In a baby-carriage, a body having a fixed floor, a back and sides rigidly connected, means for slidably connecting said sides and floor, and a leaf hinged to the rear end of said floor and adapted to lie in upright position flatwise against the back of the carriage when said back is pushed in and to fall into horizontal position to extend the floor when said back is drawn out.

10. In a baby-carriage, a body having an adjustable rear portion adapted to slide longitudinally to extend said body, a hinged front end portion adapted to tip into horizontal position to also extend the body, and connecting-rods at either side comprising relatively slidable sections pivoted at their opposite ends one to each of said parts.

11. In a baby-carriage, the combination with a body, of a front end portion hinged to said body and having normally open front and rear ends and a closed top parallel to the body-bottom, said hinged portion being adapted to be tipped forward through substantially a right angle, and having a leaf hinged to said closed top and adapted to close the said open end when the latter is tipped forward into horizontal position.

In testimony that I claim the foregoing I have hereunto set my hand this 12th day of August, 1902.

HERMAN YSSKIN.

Witnesses:
CHARLES H. PELL,
RUSSELL M. EVERETT.