

(No Model.)

G. P. STEINBACH.
CHILD'S CARRIAGE.

No. 466,584.

Patented Jan. 5, 1892.

Fig. 1.

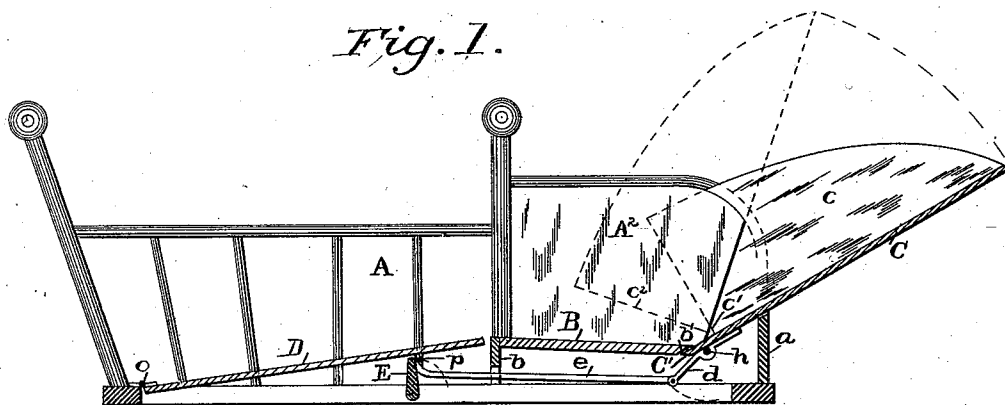


Fig. 2.

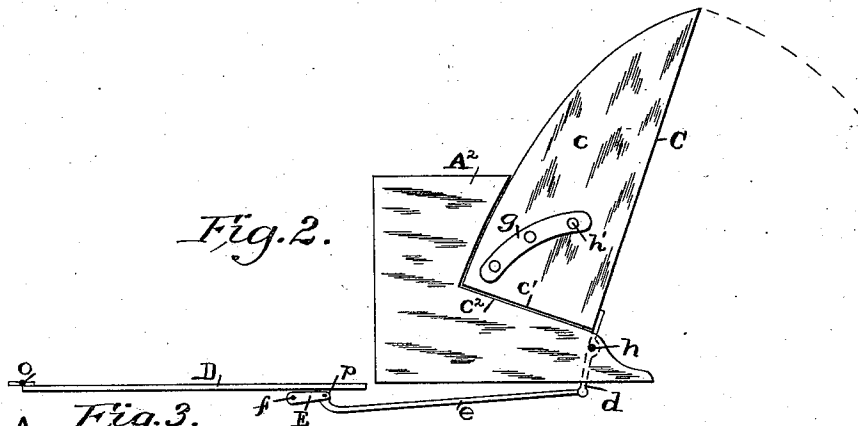


Fig. 3.

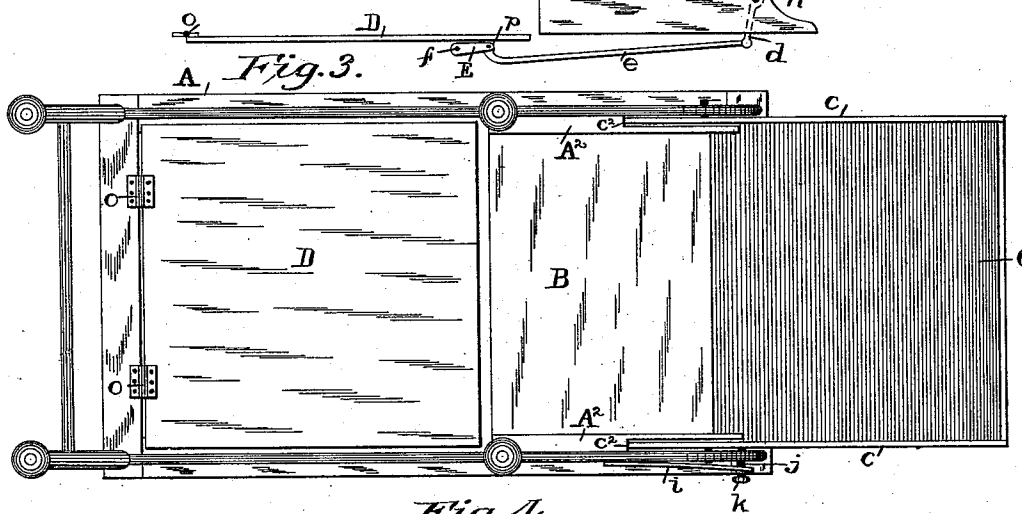


Fig. 4.



WITNESSES:

Otto W. Ehlers.
J. P. Davis.

INVENTOR:

George P. Steinbach.

BY Chas B. Mann
ATTORNEY.

UNITED STATES PATENT OFFICE.

GEORGE P. STEINBACH, OF BALTIMORE, MARYLAND.

CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 466,584, dated January 5, 1892.

Application filed June 5, 1891. Serial No. 395,247. (No model.)

To all whom it may concern:

Be it known that I, GEORGE P. STEINBACH, a citizen of the United States, residing at Baltimore city, in the State of Maryland, have invented certain new and useful Improvements in Children's Carriages, of which the following is a specification.

This invention relates to that class of children's carriages which are arranged to be converted into sleeping-coaches by lowering the back.

The object I have in view is to improve upon the carriages of this class heretofore in use and provide a more simple and practical construction.

To this end the invention consists in the novel features of construction and combinations of parts hereinafter described and claimed.

In the accompanying drawings illustrating the invention, Figure 1 shows a longitudinal section with the parts lowered in the positions they occupy when the carriage is used as a sleeping-coach. Fig. 2 shows the parts embodying my improvements detached from the carriage-body; Fig. 3, a top view of the carriage-body; Fig. 4, a detail of the rock-bar for supporting the foot-board in its elevated or inclined position.

The letter A designates the frame of an ordinary carriage-body which has at its rear end and at the lower part a cross-bar *a*, on which the hinged back C rests when in its lowered position; B, the seat, which has below it a front bar *b*; C, the back, which is pivoted or hinged at a suitable point *h* in the rear of the seat and has a downwardly-extending part *C'* below said pivot, which bears against the rear edge *b'* of the seat when the back is lowered, and thereby assists in sustaining the back. In the present instance the pivoting of the back is effected by means of a rod *h*, which extends across the back and journals in the carriage sides. Any other pivoting means, however, may be employed.

The back C has sides *c*, which overlap and slide alongside of the upright sides *A'* of the body, and when the back is raised the front edges *c'* of said back sides abut against stop-shoulders *c''* on said body sides. It will be observed that when the back is lowered its sides

c are continuous with the body sides and no open space is left between the body sides and the back. Thus the carriage is rendered perfectly safe for a child while reclining.

The bottom or foot board D has its forward end secured by hinges *o* to the carriage-body, and its rear end, which adjoins the seat, is free to be raised and lowered. This free end of the bottom D is supported on a rock-bar E, which extends across the carriage-body frame, and has journals or trunnions *f*, which have bearing in the opposite side pieces of the frame A beneath the foot-board.

A rigid arm *d* is secured to the back C and projects downward below the lower edge of the same. A horizontal rod *e* is jointed at one end to this rigid arm and extends therefrom forward beneath the seat and is jointed to the said rock-bar E.

When the carriage is used for a child in a sitting posture, the back C is of course raised and the bottom D lowered. In this adjustment of the parts, as shown in Fig. 2, the rock-bar E has a horizontal position or is turned down between the side pieces of the body-frame A with its free edge *p* toward the rear of the carriage-body. Upon lowering the back on its pivot *h*, its downwardly-extending part *C'* and rigid arm *d* are thrown forward and the connecting-rod *e* turns the rock-bar E to a vertical position, which elevates the bottom D to an inclined position, where its rear end is even with the front edge of the seat B, as shown in Fig. 1. The carriage is now converted into a sleeping-coach.

A plate *g* is secured to one of the sides of the back and has a number of holes *h'*, and a plate-spring *i* is secured to the side rail of the carriage and has a pin *j* to engage in the holes of the said plate and a suitable thumb-piece *k* for releasing it. By means of this spring-catch the back is held at its different positions and can be inclined more or less, as desired.

It will be observed that the bottom or foot board is supported in its elevated position by the rock-bar E, which has a bearing thereon entirely across the same.

One advantage of my construction is that the adjustable parts, including the hinged back, seat, and adjustable bottom or foot

board, can be readily fitted into an ordinary carriage-body without materially changing the construction of the latter.

Having thus described my invention, what
5 I claim as new, and desire to secure by Letters Patent, is—

1. In a child's carriage, a seat, a pivoted back, a hinged bottom or foot board, a rock-bar across the carriage-body beneath said bot-
10 tom or foot board and bearing against the same, and a connecting-rod between the pivoted back and the said rock-bar.

2. In a child's carriage, the combination of
15 the body having sides A^2 , provided with stop-shoulders c^2 , the pivoted back having sides c , which overlap and slide alongside of the sides

of the body and the front edges of which when the back is raised abut against the said stop-shoulders, and a cross-bar a at the rear end and lower part of the body.

3. In a child's carriage, a back hinged at
20 the rear end of the seat and provided with side pieces overlapping those of the carriage-body, and a spring-actuated pin to engage holes in one of the side pieces of said back to
25 hold the latter in position.

In testimony whereof I affix my signature in the presence of two witnesses.

GEORGE P. STEINBACH.

Witnesses:

F. P. DAVIS,

JNO. T. MADDOX.