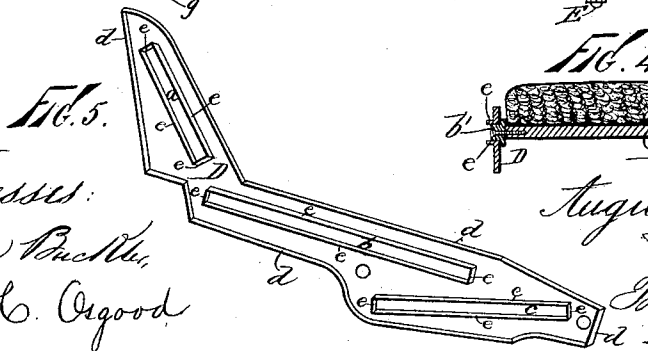
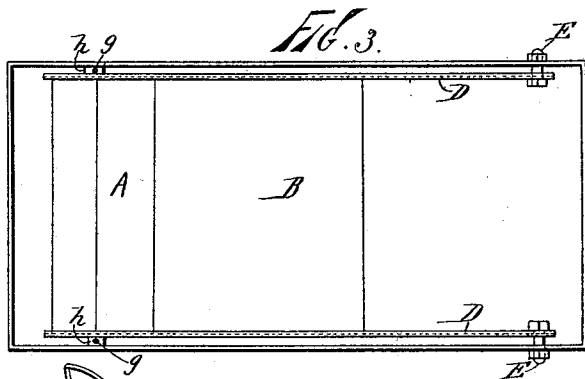
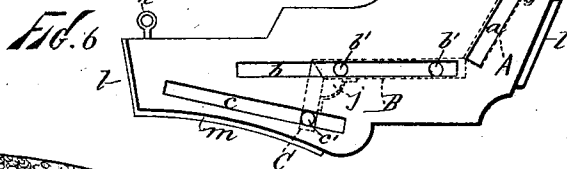
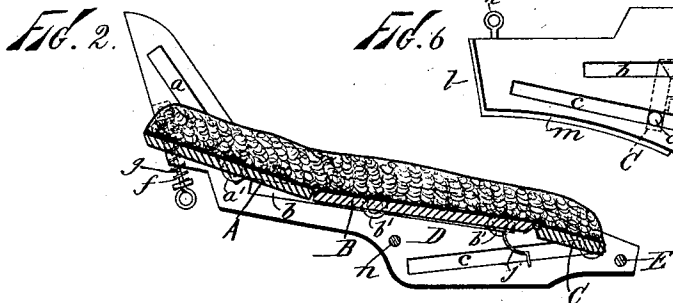
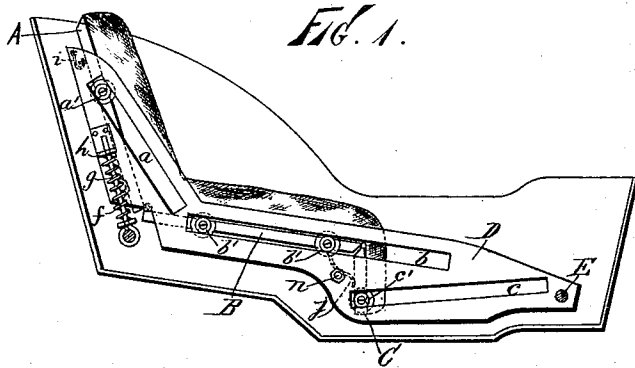


(No Model.)

A. SANDS.
BABY CARRIAGE.

No. 366,741.

Patented July 19, 1887.



Witnesses:
John Buckle,
L. H. Osgood.

Augustine Sands,
Inventor:
By North Osgood
Attorney.

UNITED STATES PATENT OFFICE.

AUGUSTINE SANDS, OF BROOKLYN, NEW YORK, ASSIGNOR OF ONE-HALF
TO JOHN J. LAUGHLIN, OF SAME PLACE.

BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 366,741, dated July 19, 1887.

Application filed November 30, 1886. Serial No. 220,237. (No model.)

To all whom it may concern:

Be it known that I, AUGUSTINE SANDS, of Brooklyn, county of Kings, and State of New York, have invented certain new and useful
5 Improvements in Movable Seats for Baby-Carriages, &c., of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

10 My invention has relation particularly to the seats and bottoms of baby carriages and swings or scups; the object of my said invention being to produce a simple, cheap, and convenient seat or bottom which may be
15 quickly and easily adjusted, so as to assume the form of a seat with back, or be extended so as to form a practically flat bed-bottom, and this without unnecessarily disturbing the occupant or disarranging the coverings, and to
20 secure other advantages, as will hereinafter appear. To accomplish all of this my improvements involve certain new and useful peculiarities of construction and relative arrangements or combinations of parts, as will
25 be herein first fully described, and then pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a view in side elevation of the body of a baby-carriage having my improved seat and bottom applied therein in a movable frame, one side of the carriage box or body being removed. Fig. 2 is a sectional elevation, showing the seat extended in the frame to form a bed-bottom, the
35 parts being detached from the carriage box or body. Fig. 3 is a plan view showing the frame hinged to the box. Fig. 4 is a cross section showing the rollers or spools connected with the movable bottom and located in the slots
40 of the frame. Fig. 5 is a perspective view of one of the side pieces of the frame, showing the manner in which it is stiffened when made of metal. Fig. 6 is a side elevation showing the manner of arranging the parts so as to constitute a scup or child's swing.

In all the figures like letters of reference, wherever they occur, indicate corresponding parts.

In accordance with my invention the bottom
50 or bed is divided into three parts, as A, B, and C, which parts are hinged together so

that they may assume the relative positions indicated in Fig. 1, the part A constituting the back, the part B the seat, and the part C a vertical extension thereof, or so that they
55 may be extended in line with each other, as indicated in Fig. 2, the parts being properly proportioned.

In Fig. 1 the parts constitute a seat; in Fig. 2 a bed-bottom.

The sections are upholstered in any suitable way. They are mounted between two side pieces, as D D, which constitute a frame for holding and guiding them. Both sides of the frame are slotted, as at *a b c*, which slots receive rollers mounted upon and movable with
65 the sections of the bottom, and thus compel the sections to assume their proper relative positions.

The section A has a single roller, *a'*, section B has two rollers, *b' b'*, and section C has a single roller, *c'*, all movable in their corresponding slots. The slots *a* and *b* have an inclination downward toward the foot of the frame, while the slot *c* is inclined upwardly, as shown, the last-named slot being so inclined
75 in order to compel the section C to move upwardly when the bottom is being extended, or to a vertical position when the seat is to be formed.

The frame is preferably made of sheet metal, so as to occupy but little room, while affording all necessary strength and lightness. It is made stiff by use of the border-flanges *d d*, formed by turning the edges at right angles
85 to the face, and the slots are bordered by flanges, as *e e*, which also contribute to the required stiffness, as well as afford an extended bearing-surface for the rollers or spools; but the frame might be made of wood in some
90 cases. The rollers have flanges, as shown in Fig. 4, which prevents the bottom pieces from coming in contact with the frame, and they may be easily mounted in proper place by use of simple screws or bolts entering the material of the bottom, as shown, or in any other preferred manner, their purpose being to enable the parts to be moved easily, smoothly, and noiselessly. When employed in carriages, the frame is hinged or pivoted to the side-boards at or near the lower end of the frame
95 and the upper end allowed to move up and

down. The bolts E E, passing through the frame and the side-boards, constitute the hinges or pivots.

At the rear of the frame is a spring, *f*, of any suitable pattern and of strength sufficient to sustain the weight of the frame and bottom and the occupant and afford an elastic bearing for the free end of the frame, so that it may rock up and down as the carriage is moved, affording a comfortable seat or bed for the occupant. The rod *g* is pivoted to the side of the carriage-box and passes up through the spring and through a slotted lug, *h*, upon the frame.

Any simple form of hook or catch, as *i*, connects the frame with the section A, so that when the latter is elevated it may be held in proper position.

A spring, *j*, connected with section B, bears against C when the latter is in vertical position, the purpose of this spring being to start the lower end of section C, so that it may move freely and easily as soon as the upper section is lowered.

Upon releasing the top section and pushing down gently, the seat is converted into a bed-bottom, and then by drawing the top section up the parts assume the form of a seat. The device thus constructed and arranged may be easily applied to any of the ordinary forms of carriages. For use in the scup or swing the sides of the frame, instead of being pivoted in a box or body, are arranged to receive the swing-ropes and be sustained thereby.

In Fig. 6 the screw-eyes *k k* indicate the points of application of the ropes. End pieces, as *l l*, and a narrow bottom strip, *m*, hold the sides in proper relation.

In Figs. 1 and 2 the sides of the frame are braced one to the other by a cross-rod, as at *n*, and there may be any desired number of cross-rods employed.

When constructed and arranged as above explained, the device is well calculated to answer the purpose or object of the invention, as previously set forth.

Having now fully described my invention,

what I claim as new herein, and desire to secure by Letters Patent, is—

1. The combination, with the frame having the slotted side pieces, of the three sections of the bottom hinged together at their adjacent edges, each section carrying rollers which enter the slots in the frame and the three sections arranged to move together, substantially as shown and described.

2. In combination with the carriage box or body, the separate slotted frame hinged therein, the three sections of the bottom hinged together and made adjustable, as explained, and the spring applied between the hinged frame and box or body, substantially as shown and described, and for the purposes set forth.

3. The herein-described frame composed of the two slotted side pieces braced together, the slots and margins having the marginal stiffening pieces or projections, said frame being arranged to receive the three hinged sections of the bottom and to guide the same, and adapted to be hinged within the box or body, substantially as and for the purposes set forth.

4. The combination of the three sections connected at their adjacent margins by hinges, the slotted frame sustaining the same, and the starting-spring applied upon the middle section and arranged to bear against the lower section, substantially as and for the purposes set forth.

5. The combination of the three hinged sections connected at their adjacent margins and each carrying friction-rollers, the slotted frame sustaining the same, and the catch or hook connected with the frame and arranged to engage with the upper section and hold the same, substantially in the manner and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand in the presence of two witnesses.

AUGUSTINE SANDS.

Witnesses:

JOHN BUCKLER,
WORTH OSGOOD.