

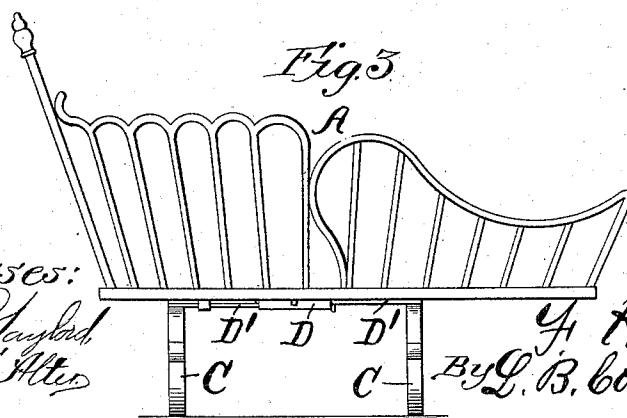
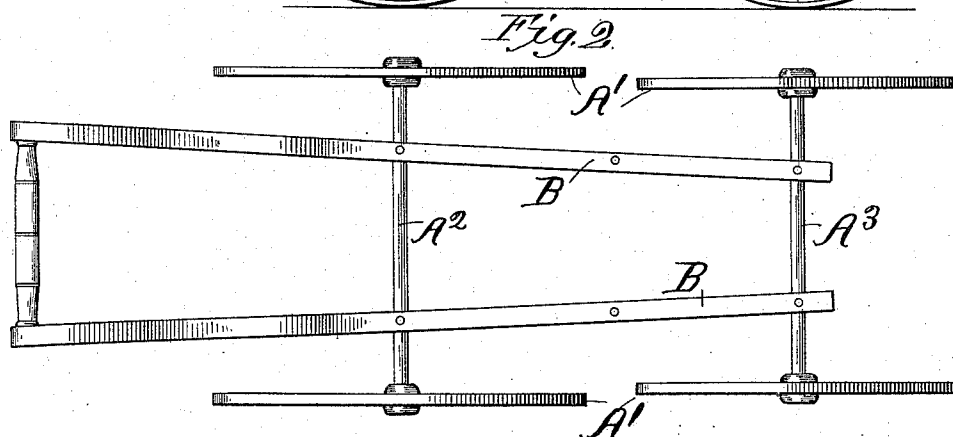
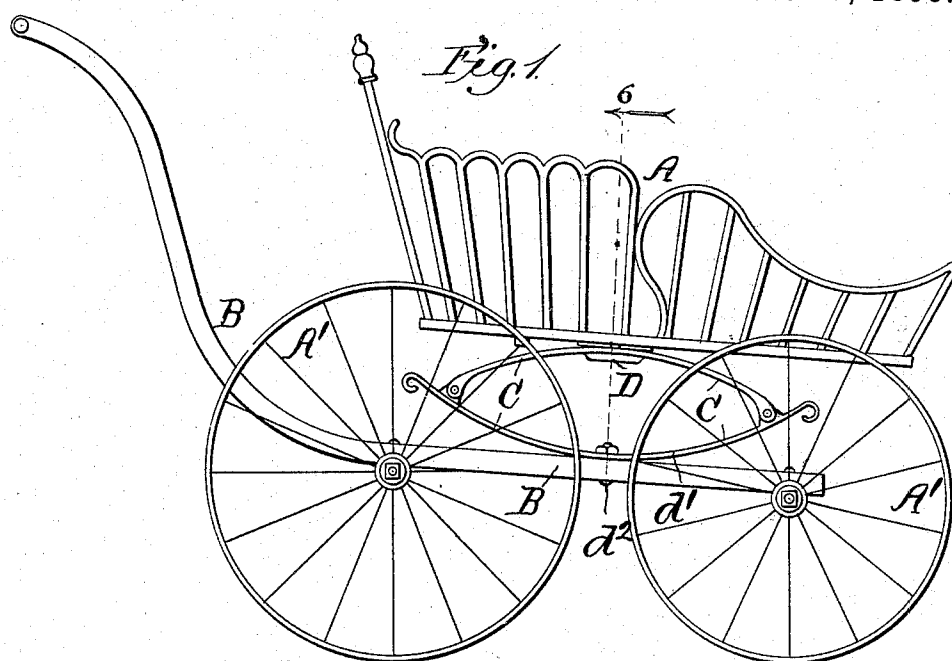
(No Model.)

2 Sheets—Sheet 1.

F. H. DE TRAY.
COMBINED BABY CARRIAGE, CRADLE, AND SLED.

No. 535,943.

Patented Mar. 19, 1895.



Witnesses:
Carl E. Gaylord
Lute J. Altier

Inventor:
F. H. De Tray
By *L. B. Coupland* & Co
Attys.

(No Model.)

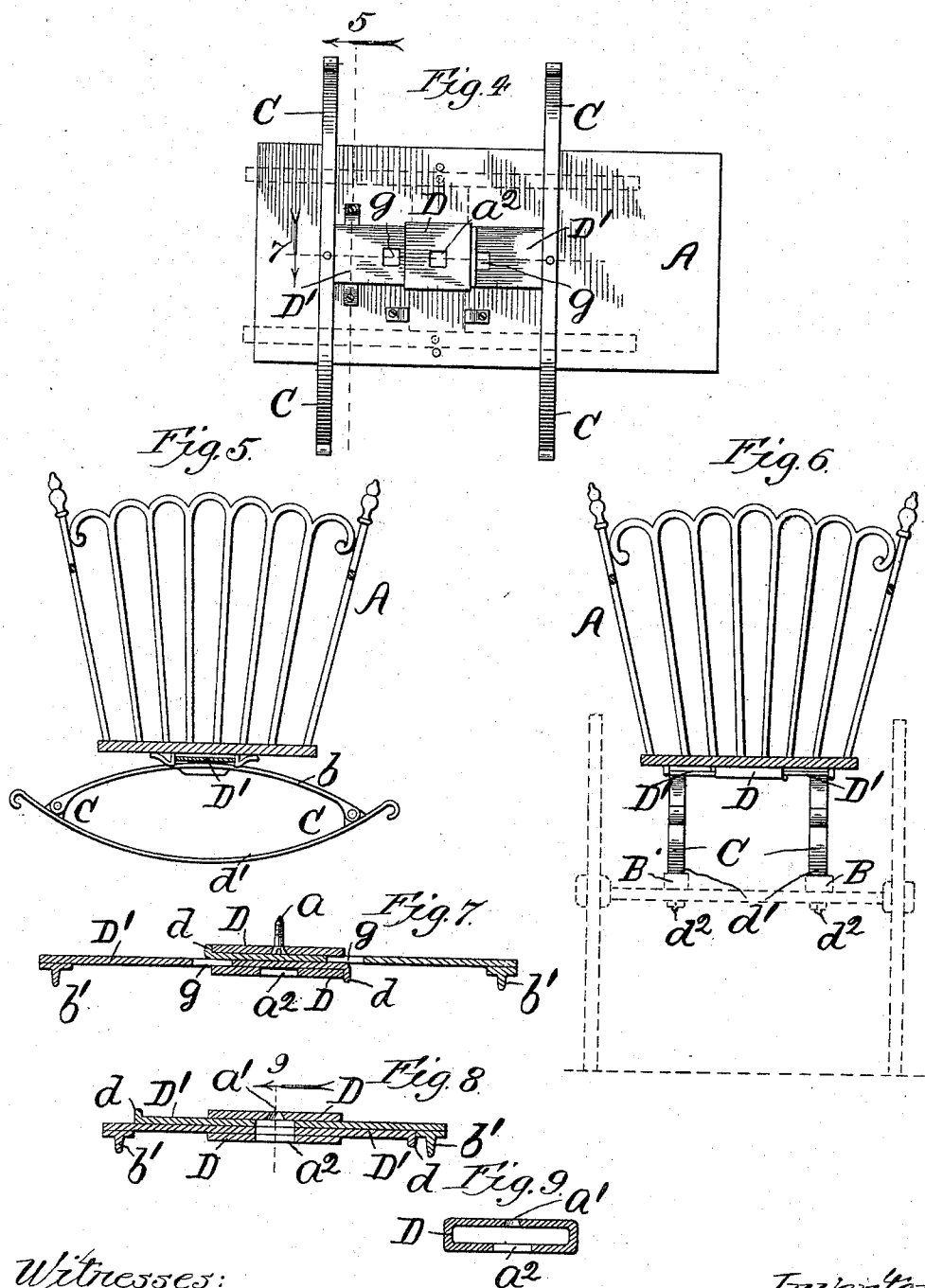
2 Sheets—Sheet 2.

F. H. DE TRAY.

COMBINED BABY CARRIAGE, CRADLE, AND SLED.

No. 535,943.

Patented Mar. 19, 1895.



Witnesses:
E. C. Clayford,
Lute J. Altier

Inventor:
F. H. De Tray.
By L. B. Coupland & Co
Attys.

UNITED STATES PATENT OFFICE.

FRANK H. DE TRAY, OF CHICAGO, ILLINOIS.

COMBINED BABY-CARRIAGE, CRADLE, AND SLED.

SPECIFICATION forming part of Letters Patent No. 535,943, dated March 19, 1895.

Application filed October 9, 1894. Serial No. 525,378. (No model.)

To all whom it may concern:

Be it known that I, FRANK H. DE TRAY, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in a Combined Baby-Carriage, Cradle, and Sled; 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.

This invention relates to an improved vehicle or carriage that may readily be converted into a cradle or sled; thus combining three useful articles in one, as will be hereinafter set forth.

In the drawings:—Figure 1 is a side elevation; Fig. 2, a plan of the running-gear. Fig. 3 is a side elevation showing the cradle feature; Fig. 4, a plan of the under side of the body; Fig. 5, a vertical transverse section of the cradle feature on line 5, Fig. 4, looking in the direction indicated by the arrow; Fig. 6, a vertical transverse section on line 6, Fig. 1; Fig. 7, a longitudinal section of the adjusting-plates, on line 7, Fig. 4, showing them in their extended position; Fig. 8, a similar view, showing the plates in their opposite or closed position, and Fig. 9 a transverse section on line 9, Fig. 8.

A is the vehicle body, which is the same when converted into a cradle or sled; A', the wheels; A² A³, the axles, and B B reach-bars, connecting the axles and turning upwardly at the rear ends to form a handle, as shown in Fig. 1.

The body-part is mounted on the elliptical springs C C. A flat band D (Fig. 9) is loosely secured to the under side of the body by means of a screw *a*, inserted through an aperture *a'* in the inner side. The outer side of the band is also provided with an aperture *a*² to permit of the insertion of the fastening-screw. In this band are placed two sliding plates D' D', the inner ends of which overlap each other (Figs. 7 and 8) and are adapted to have an endwise adjustment. The outer ends of these plates are rigidly secured to the upper part *b* of the springs C C. The stops *b'*, secured to the respective outer ends of the sliding-plates, and one inner end are turned at right angles, as at *d*, to prevent

their being entirely withdrawn from their inclosing-band D.

The lower part *d'* of the springs is removably secured to the reach-bars of the running-gear by bolts *d*² *d*³.

The article as a carriage is illustrated in Fig. 1. By simply removing the bolts *d*³, securing the springs to the reach-bars, the springs and body may be removed from the running-gear and placed on the ground; the lower parts of the springs forming runners and thus converting the article into a sled.

The article is converted into a cradle by turning the sliding-plates and band at right angles to the position shown in Fig. 1. That brings them into the longitudinal position with reference to the body-part, as shown in Fig. 4. This movement brings the springs into a transverse position with reference to the body, and which now form the rockers of the cradle feature, as shown in Figs. 3, 4 and 5.

When converted into a cradle, the sliding-plates are drawn out so as to increase the distance between the springs or rockers and bring the same into proper position to balance and properly support the body. When the article is to be converted into a carriage or sled, the plates are drawn inwardly to their normal position so as to bring the springs into place under the respective bottom edges of the body.

The apertures *g* in the sliding-plates register with the apertures in the inclosing-band when in their inner or normal position so as to give access to the screw securing the band to the body so that it may be tightened or loosened in providing a pivotal movement for the springs.

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

1. In a vehicle of the kind described, the combination with the body-part, of the running-gear, the companion elliptical springs, interposed therebetween and adjustably secured to the body and adapted to be detached from the running-gear, and means for effecting the adjustment of said springs with reference to the body, whereby the springs may be arranged in two or more working positions, substantially as described.

2. In a combined carriage, cradle and sled, the combination with the body-part, of a band, adjustably secured to the under side thereof, the companion sliding-plates, having an end-
5 wise movement in said band, the elliptical springs secured to the outer ends of said plates, whereby said springs may be set at right-angles with reference to the body when disengaged from the running-gear and con-
10 verted into a cradle, the springs forming rock-ers, substantially as described.

3. In a convertible article of the kind described, the body-part, of a band, movably se-
cured to the under side thereof, the sliding-

plates, inclosed by, and having an endwise 15 movement in, said band, and the elliptical springs, secured to the outer ends of said plates, whereby the space between said springs may be increased or diminished and adapted to be adjusted to two or more posi- 20 tions with reference to the body-part, substantially as and for the purpose described.

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

FRANK H. DE TRAY.

Witnesses:

L. M. FREEMAN,
L. B. COUPLAND.