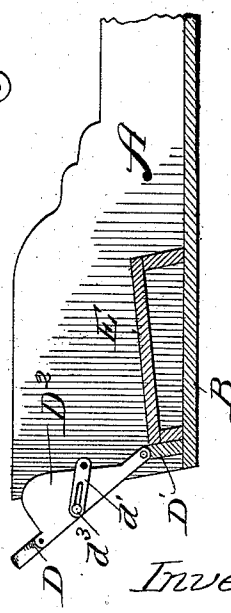
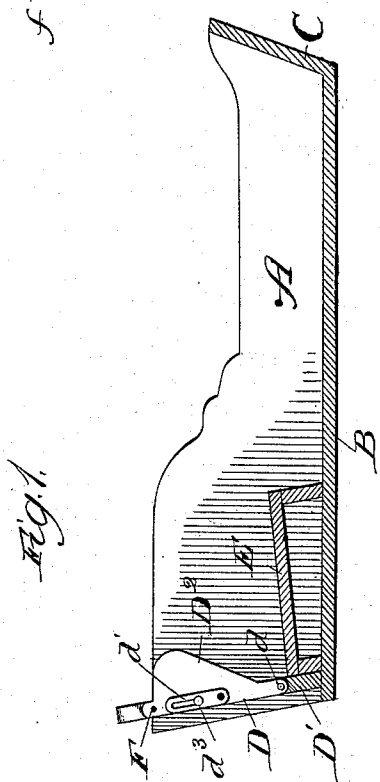
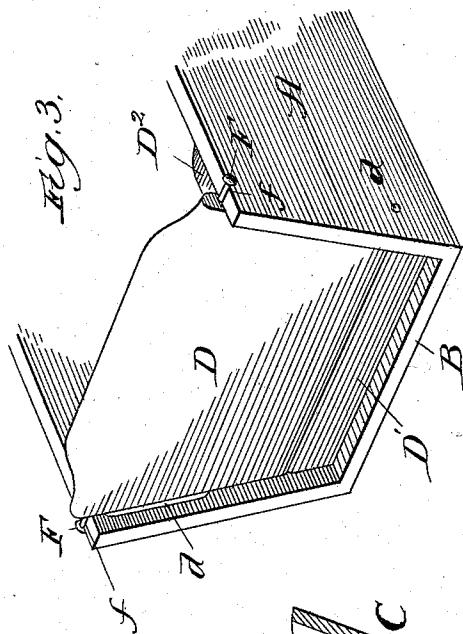


(No Model.)

A. F. C. GARBEN.
BABY CARRIAGE.

No. 558,062.

Patented Apr. 14, 1896.



Witnesses:
Edw. B. Gaylord,
Jno. A. Christanson.

Inventor:
Adolph F. C. Garben,
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Attys.

UNITED STATES PATENT OFFICE.

ADOLPH F. C. GARBEN, OF CHICAGO, ILLINOIS.

BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 558,062, dated April 14, 1896.

Application filed September 9, 1892. Serial No. 445,400. (No model.)

To all whom it may concern:

Be it known that I, ADOLPH F. C. GARBEN, a citizen of the United States, residing at Chicago, Cook county, Illinois, have invented certain new and useful Improvements in Baby-Carriages, of which the following is a specification.

With baby-carriages as frequently constructed there is a difficulty of insuring the infant's comfortable position under all circumstances. If the back of the carriage be substantially vertical, it will be satisfactory so long as the child is awake; but when it goes to sleep it is liable to be made uncomfortable or become choked by its head falling forward and its body getting into an uncomfortable position. If, on the other hand, the back be made inclined, this, while comfortable so long as the child is asleep, will not afford it the proper support while awake.

A carriage has heretofore been desired so constructed as to render it adjustable in various positions to suit the various conditions; but, so far as I am aware, the carriages previously constructed with this object in view have been defective in one way or another. The object, therefore, of my invention is to construct a carriage which shall be free from the defects of those preceding and which shall be capable of simple and ready adjustment in any desired position. Speaking generally, I accomplish this by making the back of the carriage adjustable into various positions and further improving in various particulars upon the construction of the carriage, so as to render it more easily operative.

My invention consists in the features, details, and combinations hereinafter described and claimed.

In the drawings; Figure 1 is a vertical longitudinal section of the body of a carriage embodying my improvements; Fig. 2, a similar view with the parts in different position; Fig. 3, a perspective view of the rear end of the carriage, showing the fastening device; Fig. 4, a detail view.

When constructed as shown in Figs. 1 to 3 of the drawings, the sides A, bottom B, and front end C of the carriage may be made of any suitable form and dimensions, none of these particulars performing any function in my invention.

The back of the carriage, D, is made separate from the rest of the body and is pivotally secured to the sides thereof, as shown at *d*. The movable back preferably does not extend to the bottom of the carriage, there being a stationary strip *D'*, of any desired height, which is fastened across the body and immediately above which the movable back is pivoted.

To prevent the back from being moved out too far, I provide links *d'*, secured at one end to the sides of the body of the carriage by means of suitable pins and secured to the back by means of pin-and-slot connections, as shown in the drawings. If desired, the slots in these links may be provided with notches or recesses *d²*, as shown in Fig. 4, adapted to engage with the pins *d³*, attached to the back, whereby the back can be adjusted at any desired position. The back is also provided with wings *D²*, adapted, when the back is extended, to form a continuation of the sides.

The seat E is made of any suitable height, its rear end being, preferably, of substantially the same height as the strip *D'*, this seat preferably merely resting on the bottom of the carriage in such manner as to be free to be moved back and forth thereon and to be removed, if desired.

In order to secure the back in place when closed, I prefer to provide it with spring-pins F, adapted to engage with grooves or recesses *f*, formed in the sides A, though any other suitable form of lock may be used in place of these pins, if desired.

This carriage is operated as follows: It is shown in the normal position in Fig. 1. If now the child goes to sleep, or for any other reason the nurse or attendant desires to change its position, the pins F may be released from the grooves and the back tilted backward (or toward the left, as shown in Fig. 2) at any desired angle, where it can be held by means of the notches in the links *d'*, provided these notched links can be used. If they are not used, the back will of course tilt until the pins *d³* strike against the ends of the slots in the links. The seat can be slid back and forth, as desired, to act in combination with the back.

In my construction it will thus be seen that

the back is pivoted at a point above the bottom and when lowered forms a continuation of the seat and not of the bottom. In this way a flat comfortable bed can easily be arranged for the child, for there will thus be no space or drop immediately behind the seat portion into which the child is liable to fall or be made uncomfortable.

Although I have shown more or less precise forms, it is not my intention to limit myself unduly thereto; but I contemplate all proper changes in form, proportions, and the substitution of equivalent members, as may be necessary or desirable.

I claim—

In a baby-carriage, the combination of a body portion provided with a flat bottom and a stationary back portion, D', extending up substantially the height of the seat portion, a removable seat in such body portion, a pivoted back in the body portion pivotally secured thereto at a point where it intersects the seat portion at the top of the stationary strip, and adjustable mechanism for holding the back in any of its various positions, substantially as described.

ADOLPH F. C. GARBEN.

Witnesses:

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