(No Model.) 3 Sheets—Sheet 1.

A. H. LOEBS.

COMBINATION BABY CARRIAGE AND CHAIR.

No. 594,027. Patented Nov. 23, 1897.

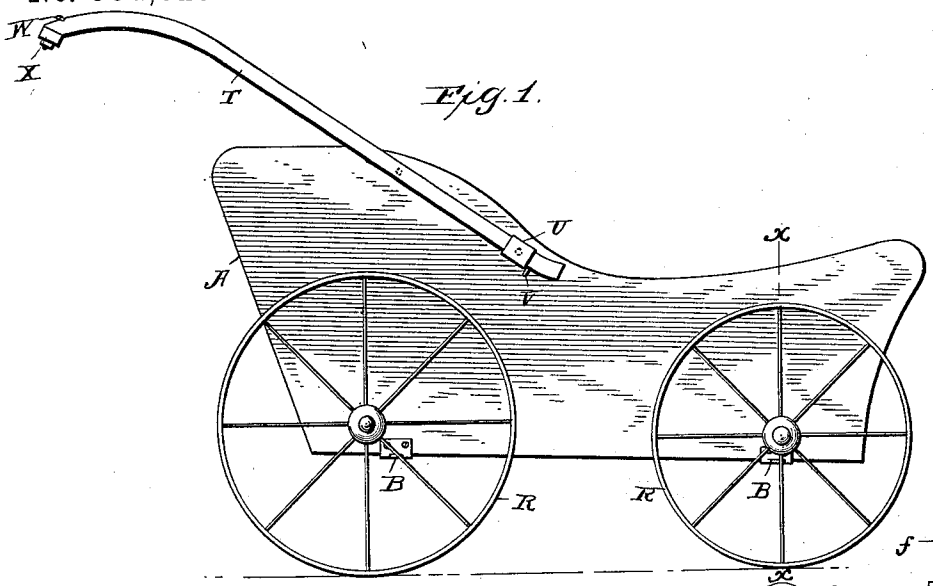


Fig. 1.

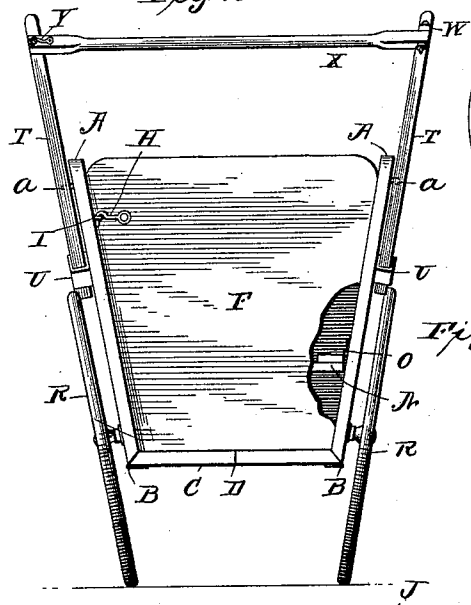


Fig. 2.

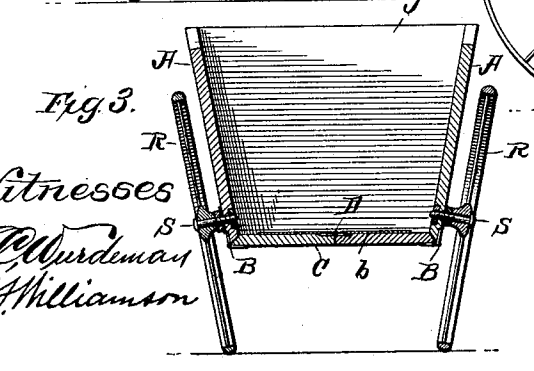


Fig. 3.

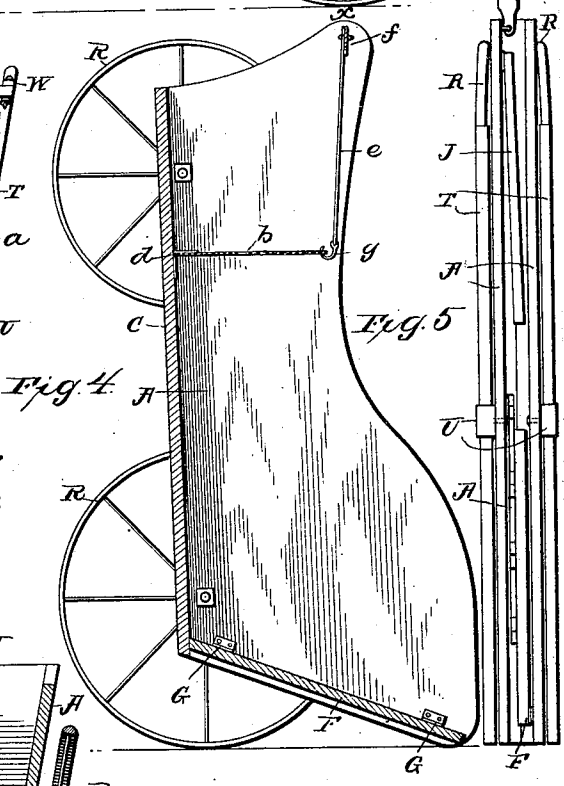


Fig. 4.

Fig. 5.

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(No Model.) 3 Sheets—Sheet 2.

A. H. LOEBS.

COMBINATION BABY CARRIAGE AND CHAIR.

No. 594,027. Patented Nov. 23, 1897.

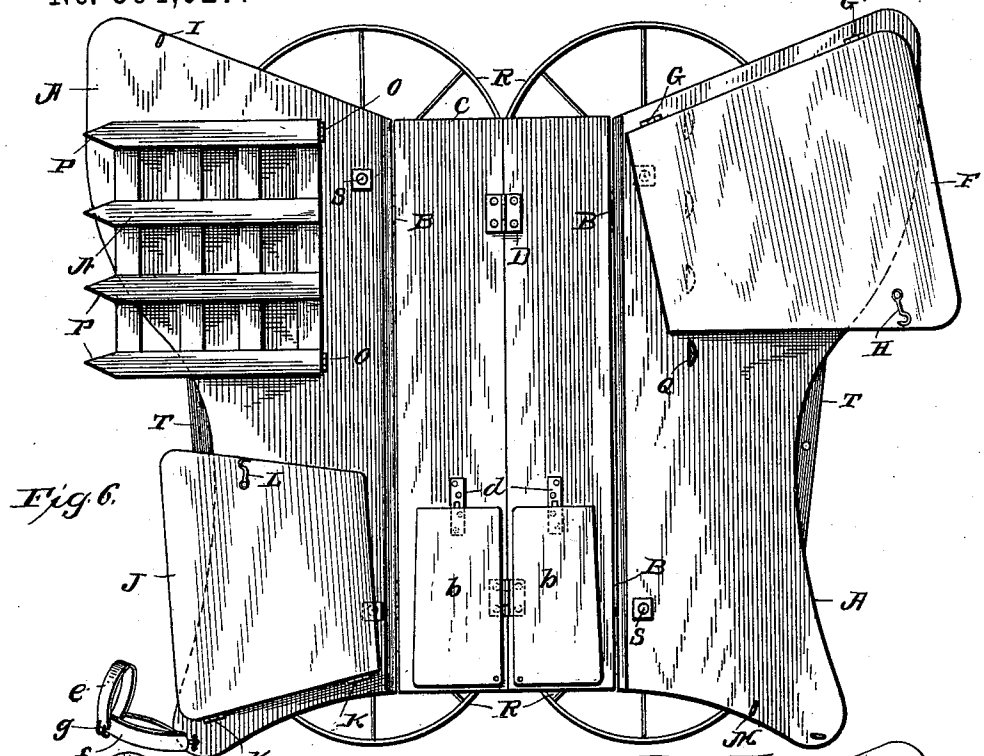


Fig. 6.

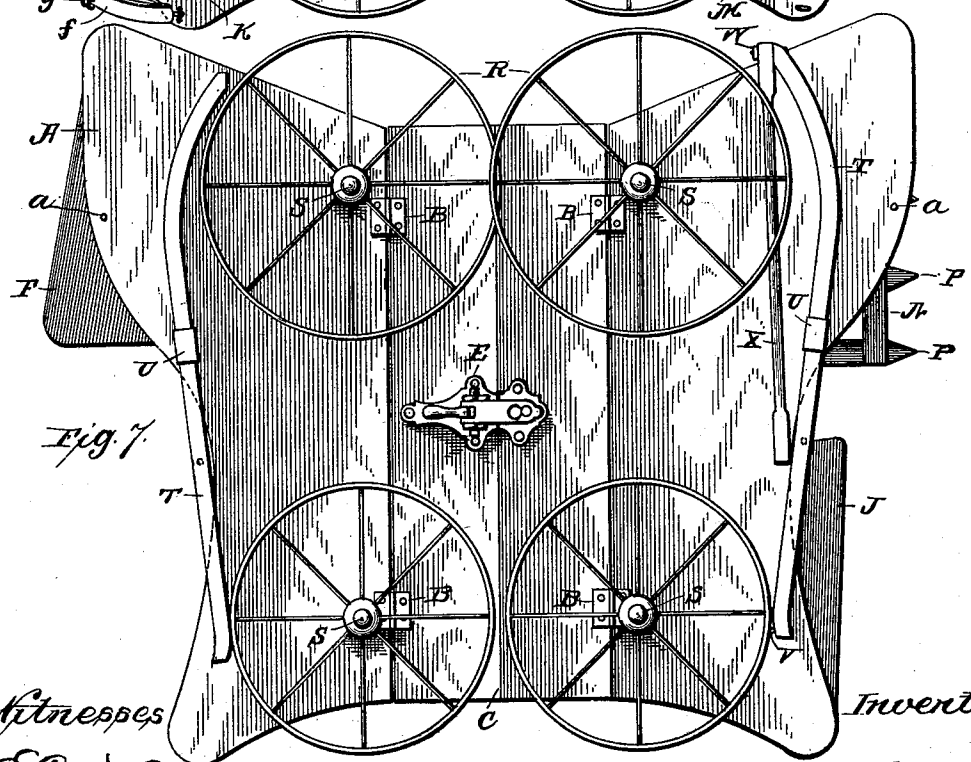


Fig. 7.

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COMBINATION BABY CARRIAGE AND CHAIR.

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Fig. 8.

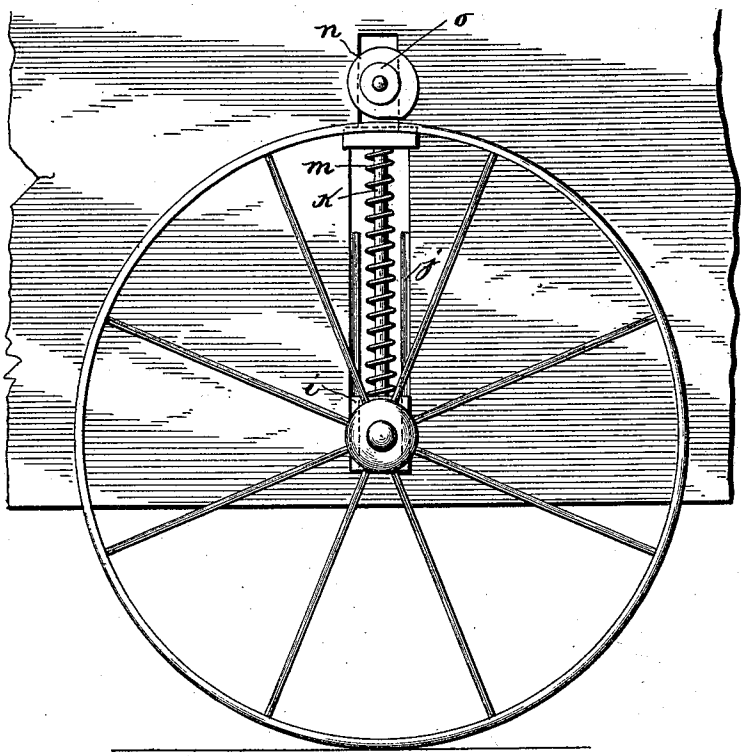
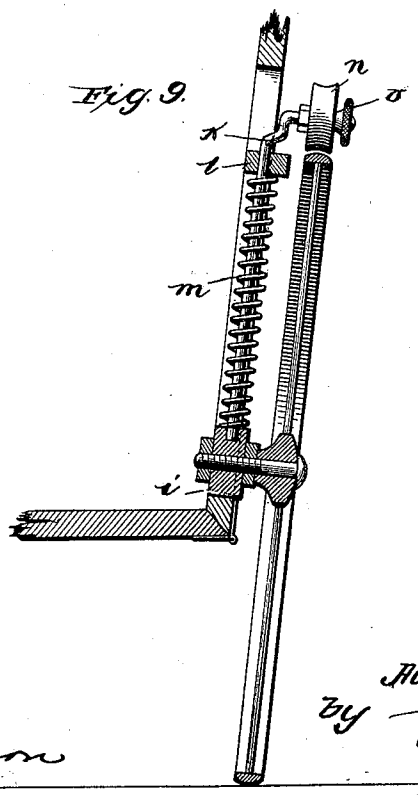


Fig. 9.



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UNITED STATES PATENT OFFICE.

ALBERT H. LOEBS, OF ROCHESTER, NEW YORK.

COMBINATION BABY-CARRIAGE AND CHAIR.

SPECIFICATION forming part of Letters Patent No. 594,027, dated November 23, 1897.

Application filed February 2, 1897. Renewed October 26, 1897. Serial No. 656,480. (No model.)

To all whom it may concern:

Be it known that I, ALBERT H. LOEBS, a citizen of the United States, residing at Rochester, in the county of Monroe and State of New York, have invented a certain new and useful Improvement in a Combination Collapsible Baby-Coach and High Chair, of which the following is a specification.

My invention relates to a new and useful improvement in combined collapsible baby-coaches and high chairs, and has for its object to so construct a device of this description as to permit of the holding within a small compass for transportation or storage and yet when it is desired to use the same as a carriage to quickly adjust it into its operative form, after which it will be as rigid and effective as though it were not collapsible; and a further object is to permit the conversion of the carriage into a high chair which may be used by a child with perfect safety.

It is often very desirable for a person having a child when traveling or attending places of amusement, such as picnics, to use a perambulator or carriage at said place; but carriages of ordinary construction cannot be utilized for this purpose under usual circumstances, since they occupy so much space relative to their weight and are so awkward to handle that the transportation charges thereon are considerable and sometimes are prohibitory; but these disadvantages are entirely overcome by my improvement and a carriage is provided which is as substantial in all respects as those of ordinary construction and may be of as pleasing design, and yet, when desired, may be folded into an exceedingly small compass for either transportation or storage.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, its construction and operation will now be described in detail, referring to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side elevation of a carriage made in accordance with my improvement adjusted for use; Fig. 2, a rear view thereof; Fig. 3, a section at the line *x x* of Fig. 1; Fig. 4, a central longitudinal section of the carriage when adjusted and utilized as a high chair; Fig. 5, an edge view of the device when collapsed for transportation or storage; Fig. 6, a plan view with the several parts lying in a horizontal plane, and Fig. 7 a bottom plan of the same. Fig. 8 is a detail side view of a portion of the body, showing the wheel attached thereto by a spring arrangement and a device for locking said wheel against rotation; and Fig. 9, a vertical section thereof.

In carrying out my invention as here embodied I provide the sides A, which may be of any suitable design, and hinged thereto at B is a bottom C, composed of two sections, which are hinged together longitudinally, as indicated at D, in such manner that these sections at their meeting edges will fold downward when the carriage is being collapsed, but when adjusted to their active position are held against such a downward movement by the lock E, which is clearly shown in Fig. 7, and is located upon the under side of the bottom and is of sufficient strength to withstand whatever downward pressure is likely to be placed upon the upper side of the bottom by the weight of the occupant of the carriage.

F is the backboard, which is hinged at G to one of the sides and so arranged that it will fold against the inner surface of said side when being collapsed or extend from one side to the other when in active position and there be secured by the engagement of the hook H with the eye I. A similar board J serves as the foot-board of the carriage and is hinged at K to the opposite side of the carriage and provided with a hook L for engagement with the eye M, so that it will be seen that when these two boards are in position and the bottom locked against downward movement the sides will also be firmly held in place, thereby completing the body of the carriage and rendering it as rigid and secure as though it were not collapsible.

A seat N is hinged at O to one of the sides of the body and is composed of slots having their opposite ends pointed, as indicated at P, so that when the body is adjusted for use and the seat swung downward into a horizontal position these pointed ends will enter the notches Q in such manner as to be supported thereby, thus rendering the seat capable of supporting the occupant of the carriage, and

any form of cushion may be placed thereon. Instead of providing a running-gear, as is usual in carriages of this description, I journal the wheels R upon the short studs S, which are secured directly to the sides of the carriage, and this has not only the advantage of economy and simplicity of construction, but also causes the wheels to swing into parallelism with the sections of the bottom when the latter are in alinement with the sides, as shown in Fig. 5.

Handle-bars T are secured to the sides of the body by means of the clips U, through which said bars pass, and are prevented from withdrawal therefrom by the pins V, and one of these bars has pivoted thereto at W the cross-bar X, which may be connected to the opposite bar by means of the hook Y engaging with a suitable eye, as clearly shown. This arrangement permits of the handle-bars and cross-bars being folded and slid inward, as shown in Figs. 6 and 7, so as to lie within the outline of the sides, in order that when said sides are folded in the collapsing of the carriage these bars will be out of the way.

From this description it is obvious that a carriage thus constructed may be quickly folded or collapsed into a small compass for either shipping or storage, and yet when it is desired to use the same for ordinary purposes it may be adjusted and rendered firm, the handle-bars being drawn outward and secured against accidental retraction by the engagement thereof with the pins *a*.

It sometimes becomes very desirable to provide a high chair for a child when at places of amusement, and this is accomplished in my improvement by hinging to the bottom sections of the carriage the plates *b* at *d*, so that they may be swung upward and secured in this adjustment by the strap *e*, which in turn is supported by the strap *f*, attached to eyes or rings carried by the sides of the carriage, and the first-named strap carries upon its lower end hooks *g*, adapted to engage with suitable holes formed in the plates, and when thus engaged it will be seen that the plates will be held, as clearly shown in Fig. 4, against swinging downward, and when this adjustment has been accomplished the carriage is tipped upon its end, as shown in this figure, so that the rear wheels serve to support a portion of the body, while the upper edge of the backboard serves to support the remainder, it being understood that the foot-board has been swung inward against the side of the body before the plates were adjusted in place. A chair thus provided will be as secure for use as a chair of ordinary construction, and yet when not desired for use occupies no room, since the several parts thereof fold within the body.

Figs. 8 and 9 illustrate an arrangement by which the rear wheels of the carriage may be given a spring action and a brake be provided for the locking of these wheels when it is desired to cause the carriage to remain in a fixed position, thereby facilitating the use of said carriage as a cradle or rendering it safe to leave the same upon the street, since when locked it cannot be moved by the motion of the child, and this construction consists of a block *i*, fitted within the ways *j*, so as to slide vertically, and a rod *k* is attached to this block and, extending upward, passes through the bridge *l*, a spring *m* being coiled about said rod between the block and bridge, so as to normally hold the former in its lowest position. The wheel is journaled to the block *i*, and therefore the weight of the carriage and its occupant is sustained by the spring *m*, thus giving to the body of the carriage an elastic movement for the well-known purpose.

The upper end of the rod *k* is bent outward and has pivoted thereon a cam *n* of such design as to be adapted to lock the wheel by being turned upon the rod, and when so turned the cam may be held against further rotation by the thumb-nut *o*, from which it will be obvious that the rear wheels of the carriage may be locked, so as to prevent their rotation, in which case the carriage may be used as a cradle or left in any location without liability of its being accidentally moved.

I am aware that modifications might be made in the design here shown and described, and I therefore do not wish to be limited to this exact construction, since my invention rests in the broad idea of providing a collapsing baby-carriage and high chair which when adjusted for use will be as rigid and serviceable as though of ordinary construction.

Having thus fully described my invention, what I claim as new and useful is—

1. In combination, a body, consisting of two sides, a sectional bottom hinged thereto and a head and foot board hinged to the sides, and wheels journaled upon studs projecting from the sides, as specified.

2. A collapsible carriage, consisting of a bottom composed of two sides, a sectional bottom hinged thereto, a head and foot board also hinged thereto and a seat hinged to one of the sides, means for securing the several parts in adjustment, studs projecting from the sides of the body, and wheels journaled upon said studs, as specified.

3. The herein-described combination of the sides, a bottom hinged thereto, said bottom composed of two sections hinged together, a head and foot board hinged to the sides, means for securing the several parts in their adjusted positions, a seat hinged to one of the sides and adapted to be supported by the opposite side when in place, studs projecting from the sides, wheels journaled upon said studs, handle-bars adjustably secured to the sides, and a cross-bar for connecting the two handle-bars when in position, substantially as and for the purpose set forth.

4. In combination with the body of a collapsible carriage of the character described, two plates hinged to the bottom of said body,

and a strap or other means for supporting said plates in their adjusted position whereby a high chair is provided, as specified.

5. In combination with the body of a collapsible carriage of the character described, a block fitted to slide within guideways carried by said body, a rod connected with said block and passing through a bridge, a spring coiled about said rod between said block and bridge, and a cam pivoted upon the upper end of the rod and adapted to lock the wheel against rotation, as specified.

6. The herein-described combination of a block fitted to slide within suitable guideways carried by the body of the carriage, a wheel journaled upon said block, a rod attached to the block and extending upward through a bridge, a spring coiled about said rod, a cam pivoted upon the outer end of the rod, and a thumb-nut for holding said cam in any adjustment whereby the wheel is prevented from rotation, as specified.

In testimony whereof I have hereunto affixed my signature in the presence of two subscribing witnesses.

ALBERT H. LOEBS.

Witnesses:
S. S. WILLIAMSON,
C. HENRY AMSDEN.