

(No Model.)

H. H. HEMELRIGHT & G. W. STONE.

COMBINED CARRIAGE AND CRADLE.

No. 321,219.

Patented June 30, 1885.

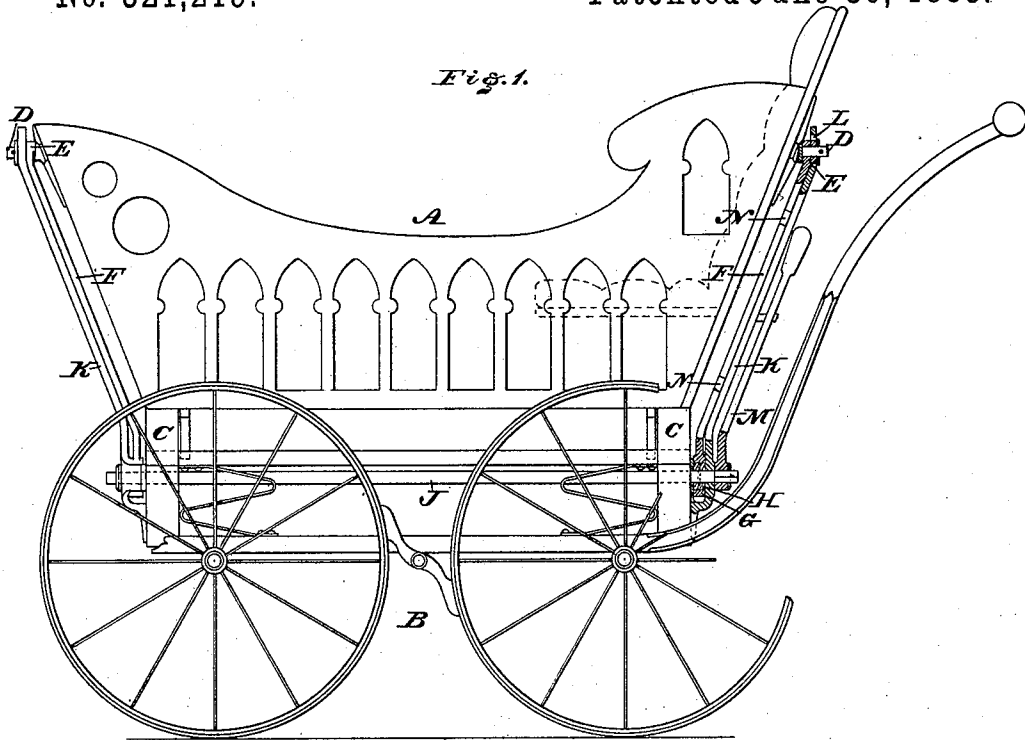


Fig. 2.

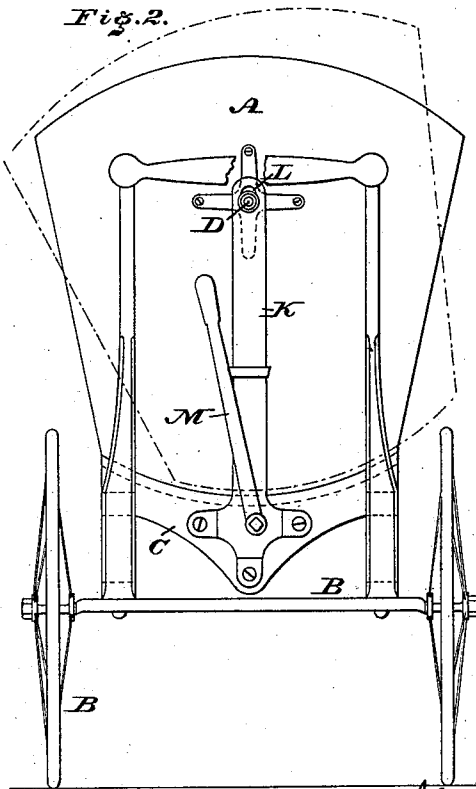


Fig. 3.

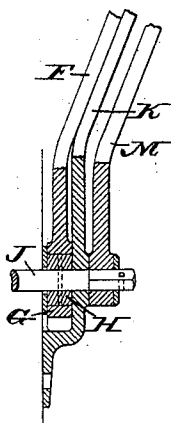
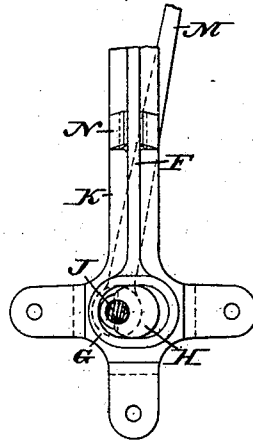


Fig. 4.



WITNESSES:

Th. Rolle
W. F. Fischer

INVENTORS:

H. H. Hemelright
George W. Stone

BY *Paul Diederichsen* ATTORNEY.

UNITED STATES PATENT OFFICE.

HENRY H. HEMELRIGHT AND GEORGE W. STONE, OF POTTSTOWN, PA.

COMBINED CARRIAGE AND CRADLE.

SPECIFICATION forming part of Letters Patent No. 321,219, dated June 30, 1885.

Application filed May 11, 1885. (No model.)

To all whom it may concern:

Be it known that we, HENRY H. HEMELRIGHT and GEORGE W. STONE, both citizens of the United States, residing at Pottstown, in the county of Montgomery, State of Pennsylvania, have invented a new and useful Improvement in Combined Carriages and Cradles, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 represents a partial side elevation and partial vertical section of a carriage and cradle embodying our invention. Fig. 2 represents a rear view thereof. Fig. 3 represents a view of a portion of Fig. 1 on an enlarged scale. Fig. 4 represents a front view of the portion shown in Fig. 3.

Similar letters of reference indicate corresponding parts in the several figures.

Our invention consists of a combined carriage and cradle in which either member may render service, as desired.

Referring to the drawings, A represents the body of a child's carriage, and B the running-gear thereof, the bottom of the body A being convex, and the upper face of the sills C of the running gear on which said bottom rests being concave.

Projecting outwardly from the front and rear of the body A, and secured thereto, are journals D, which extend horizontally and are fitted in bosses or bearings E, which are formed with or attached to the upper ends of rising and falling arms F, the lower ends whereof are provided with yokes G, within which are fitted eccentrics or cranks H for the purpose of operating said arms.

J represent a shaft which extends horizontally and longitudinally through the running-gear B, and is mounted on standards K at the front and rear of the body A, the same being properly secured to the sills C, and each having at its lower end an opening for the shaft J, and at its upper end a vertical slot, L, to receive the boss or bearing E and permit the same to rise and fall therein. It will be seen that when the cradle is required the lever M attached to the shaft J is properly moved,

whereby said shaft is turned, thus operating the eccentrics H and raising the arms F, the effect of which is the elevation of the body of the carriage clear of the sills or running-gear, as shown by the dotted lines, Fig. 2. The body A is that of a cradle, and may be rocked on the journals D without interference of the running-gear. The standards K are provided with guides N, for steadying the arms F and preventing lateral displacement thereof. By operating the lever in reverse direction, the shaft J and eccentrics H are so rotated that the arms F lower, the effect of which is the restoration of the body to its normal position on the running-gear, within the sills of which it seats itself, whereby it again renders service for carriage purposes.

The brake of the carriage may be connected with the shaft J, in order to lock the wheels when the body is elevated for cradle purposes.

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

1. A carriage provided with a body having the journals at its ends pivotally supported in bearings having a rising and falling motion, substantially as and for the purpose set forth.

2. A carriage having its body provided with journals which are mounted on rising and falling supports, in combination with means for raising said supports, substantially as described.

3. The body A, with journals D, in combination with the rising and falling supports F, the yokes G on said supports, the eccentric H within said yokes, and the operating-shaft J, to which said eccentrics are secured, substantially as described.

4. The rising and falling arms or rods F on which the carriage-body is hung, in combination with standards K, on which said arms are guided, substantially as and for the purpose set forth.

HENRY H. HEMELRIGHT.
GEORGE W. STONE.

Witnesses:

T. W. FEGER,
JOHN B. BOYER.