G. W. PEARCE.

Children's Carriage.

No. 201,043. Patented March 5, 1878.

Fig 1

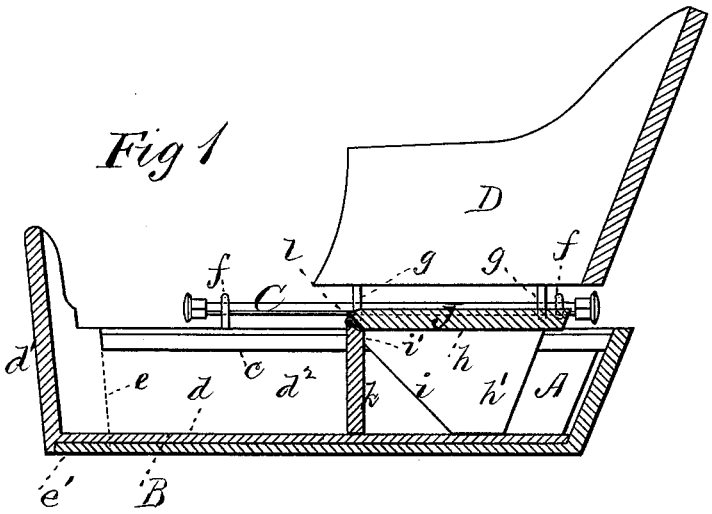



Fig 2

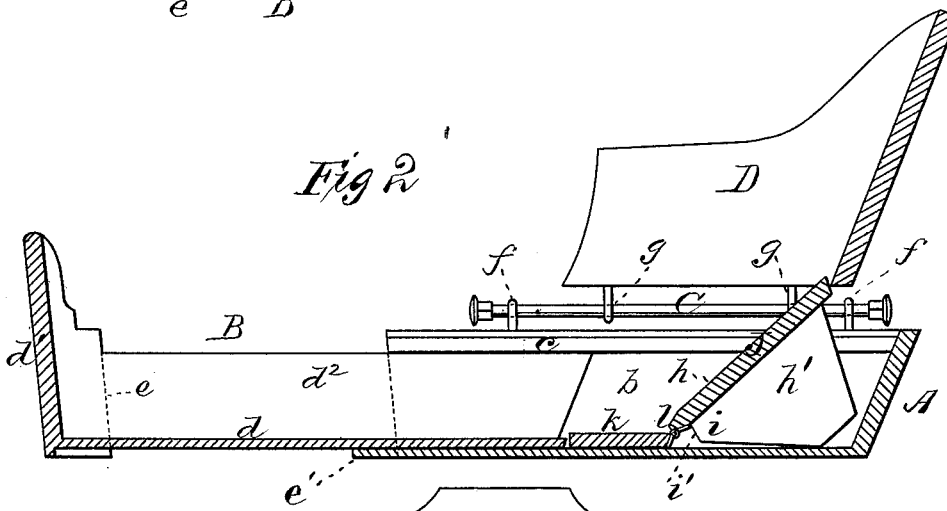
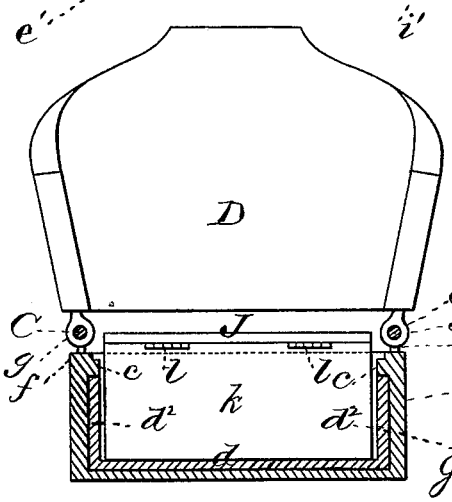



Fig 3




WITNESSES

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# UNITED STATES PATENT OFFICE.

GEORGE W. PEARCE, OF PHILADELPHIA, PENNSYLVANIA.

## IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **201,043**, dated March 5, 1878; application filed August 4, 1877.

*To all whom it may concern:*

Be it known that I, GEORGE W. PEARCE, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and valuable Improvement in Baby-Carriages; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a longitudinal section of my improved baby-carriage with its front unextended. Fig. 2 is a similar section with the front extended, and Fig. 3 is a vertical cross-section of the carriage.

This invention has relation to improvements in children's carriages; and the nature of the invention consists in a child's carriage having a sliding seat-back, which can be moved to the front or rear of the body, combined with a falling seat and a front extension of the said body, whereby means are provided for lengthening the carriage, so that the occupant may lie down therein, the seat-back having been pushed to the rear for shortening the same, thereby converting the carriage into a miniature buggy, and for forming a head-rest for said occupant, as will be hereinafter more fully set forth.

In the annexed drawings, the letter A designates the main portion of the carriage, and B its extensible front portion. The section A may have an inclined rear end connected with the sides *b* by rounded corners.

*c* designates inside edge-strips, rigidly secured in any suitable manner to the sides *b* at or near their upper edges.

The section B has an independent bottom, dash-board, and sides, lettered, respectively, *d* $d^1$ $d^2$. The sides of this section fit snugly between those of the section A, under the edge-strips *c;* and when it is telescoped into the said section the ends of its sides abut against the rear end thereof, the dash-board also abutting against the front ends of the sides *b* aforesaid. In this position the dash-board $d^1$, being shouldered, as shown at *e*, forms a smooth flush joint with the sides *b*.

The front extension B is capable of being drawn out like a drawer, the edge-strips *c* serving as guides. In practice, when the extension is fully drawn out, a stop of any known form adapted for the purpose will prevent the casual disengagement thereof from the section A.

At the upper edge of the sides of section A are arranged metallic rods C, spaced from the said sides and supported thereon by arms *f*. To these rods is secured, by eyebolts *g*, the sliding seat-back D, that is of any known form or material. The rods C pass through the eye of bolts *g*, and the latter being secured to the seat-back, the said seat-back is capable of sliding to the front or rear of the said section.

When the front section is extended the seat-back is thrust back, leaving the entire body of the carriage exposed, and the child may be placed therein lying at full length; but if it is within the said section, as shown in Fig. 1, the said seat-back is thrust forward about half-way of the section A, and causes the latter to present the appearance of a miniature buggy.

The seat is altogether disconnected from the body and seat-back, and is composed of a seat-bottom, *h*, supported at each end by upright standards *h'*, having a beveled or inclined front edge, *i*, and a front board, *k*, hinged at *l* to the seat-bottom at its front edge, and abutting, when in a vertical position, against shoulders *i'*, formed at the front upper edge of the said standards.

When the front section of the carriage-body is extended and the seat D pushed to the rear, an inclined head-rest may be formed, if desired, by placing the seat at the rear end of section A, swinging the front board *k* outward, and vibrating the seat-bottom forward until its inclined edge *i* bears upon the bottom of the section A aforesaid.

As shown in Fig. 2, the board *k* lies flat upon the bottom of section A, and is flush, or nearly so, with the corresponding part of section B when the seat-bottom *h* is inclined, as above set forth.

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

1. The combination, with the body-section A, having the spaced edge-rail C and the extensible telescope section B, of the adjustable

seat-back D, having eyebolts *g*, receiving said rod, and the removable seat J, having a hinged front board, *k*, substantially as specified.

2. The seat J, having the side standards *h'*, with inclined front edges *i* and front board *k*, hinged to the front edge of the seat, in combination with a carriage-body, A, an extensible section, B, and a seat-back, D, adjustable to the front or rear, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

GEORGE W. PEARCE.

Witnesses:
ALLEN H. GANGEWER,
DE LANCEY G. WALKER.