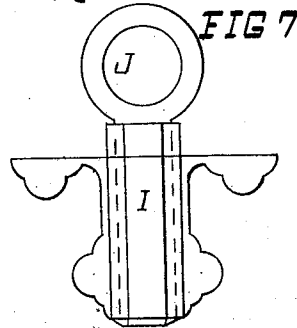
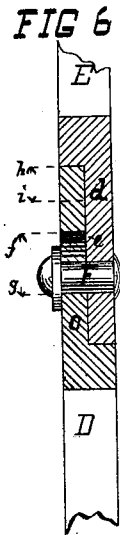
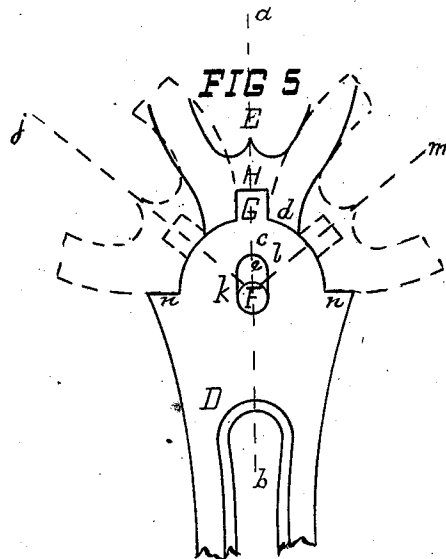
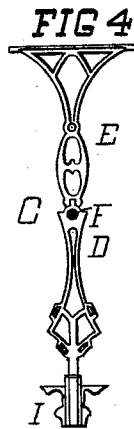
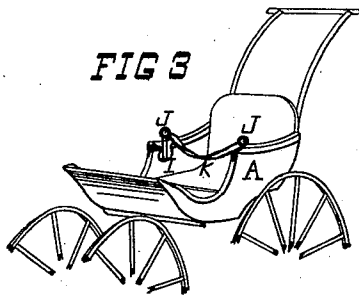
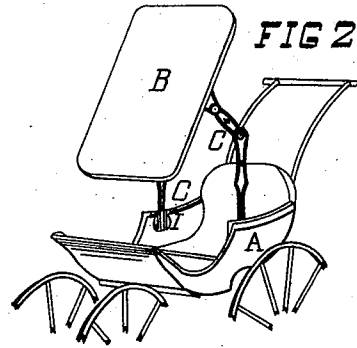
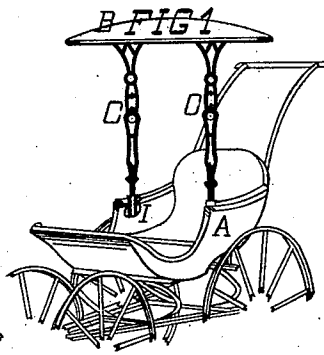


H. J. SHILL, Jr.
Childrens' Carriage.

No. 164,107.

Patented June 8, 1875.



WITNESSES
Chas. E. Tawford

INVENTOR
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Atty

UNITED STATES PATENT OFFICE.

HARRY J. SHILL, JR., OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **164,107**, dated June 8, 1875; application filed March 3, 1875.

To all whom it may concern:

Be it known that I, HARRY J. SHILL, Jr., of Philadelphia, Pennsylvania, have invented Improvements in Juvenile-Carriages, of which the following is a specification:

The invention consists in the combination, with the body of a juvenile-carriage, of a standard made in two lengths or portions, which are jointed so as to be capable of extension, to allow of the top length turning on the pivot which holds the lengths together, whereby the canopy or top of the carriage can be adjusted in three positions—horizontal, front inclined, and back inclined. It also consists in the combination, with the body of a juvenile-carriage, of sockets, ring-shanks, and a cross-strap for holding the child on the seat of the carriage.

Figure 1 is a perspective view, showing the standards carrying the canopy horizontally. Fig. 2 is a perspective view, showing the standards carrying the top inclined front. Fig. 3 is a perspective view, showing the combination of the sockets, ring-shanks, and cross-strap with the body of a juvenile-carriage. Fig. 4 is an enlarged view of a standard. Fig. 5 is a view of the portions of the lengths composing a standard adjacent to the joint. The dotted lines show the two inclinations that can be given to the upper length. Fig. 6 is a sectional view of Fig. 5 through the line *a b*. Fig. 7 is an enlarged view of a socket and ring-shank. Fig. 8 is a top or plan view of a socket.

A is the body of a juvenile-carriage, and B the top or canopy on the standards C. The standards are constructed of two lengths, D E, which are connected by their ends *c d*, forming a lap-joint. A longitudinal slot, *e*, (shown at Fig. 5, and by the line *f g*, Fig. 6,) formed in the end *c*, receives the projecting end of a pin, F, which is fixed to the end *d* of the length E. This pivot, to secure the ends together, can either be a rivet, a bolt and nut, a thumb-screw, or any similar device that will hold the lengths in contact, and permit them to move freely at the laps *c d*. G (Fig. 5, and the line *h i*, Fig. 6) is a projection of the end *c*, which takes into a similar shaped opening, H, in the end *d*. When they are in contact, as shown by the full lines,

Fig. 5, a perfect lock is effected, which keeps the lengths D E in the same right line, and prevents any motion of the length E. The slot *e* in the length D permits an extension or drawing apart of the lengths, while the pivot F keeps the lapping or joint ends *c d* in contact. When the projection G has been disengaged from the socket H the length E can be turned to either of the positions shown by the dotted lines, Fig. 5, in either of which positions it will be supported by bearing on the offset *n* of the end *c*. The positions of the pivot F and the slot *e* can be reversed. The standard at each side of the carriage is supported in a socket, I, which, in a finished carriage, is upholstered over and hidden from view. J is a ring-shank, which takes into the socket I. A carrying confining-strap, K, suspended between the ring-shanks, keeps the child from falling off the seat. The ring-shanks take into the same sockets as the standard C, and therefore they and the strap are only used when the canopy and the standards are removed. A spring, L, is placed in each socket to tighten and stiffen the standards or ring-shanks.

I am aware that Letters Patent No. 113,402 were granted to Benjamin P. Crandall, Jr., April 4, 1871, for an improvement in children's carriages, in which is illustrated and described a device for holding the child in the seat.

I claim as my invention—

1. The combination, with the body A and the top B of a juvenile-carriage, of pivot F, standard-sections E, having projections C and G, and standard-sections D, having slots *e* and sockets H, whereby the sections are rendered capable of extension and vibratory motion, and their right-line position is retained, substantially as set forth.

2. The combination of the body A, sockets I, ring-shanks J, and the strap K, substantially as forth.

In testimony whereof I hereunto sign my name in presence of two subscribing witnesses.

HARRY J. SHILL, JR.

Witnesses:

FRANCIS D. PASTORIUS,
JAMES B. CARR.