

S. P. CAMPBELL, F. G. COXSON & J. M. CROSBY.  
Children's Carriages.

No. 155,857.

Patented Oct. 13, 1874.

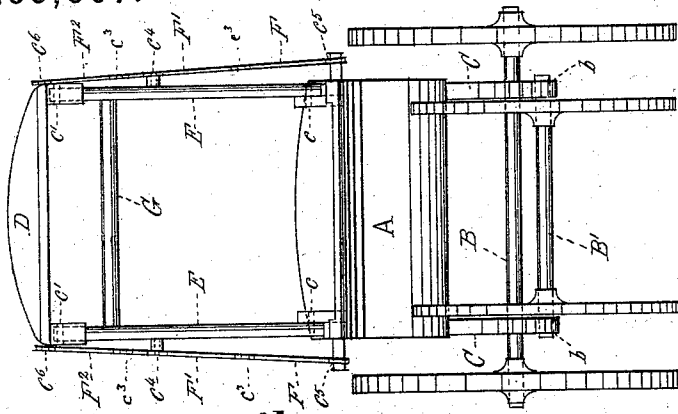


FIG. 2

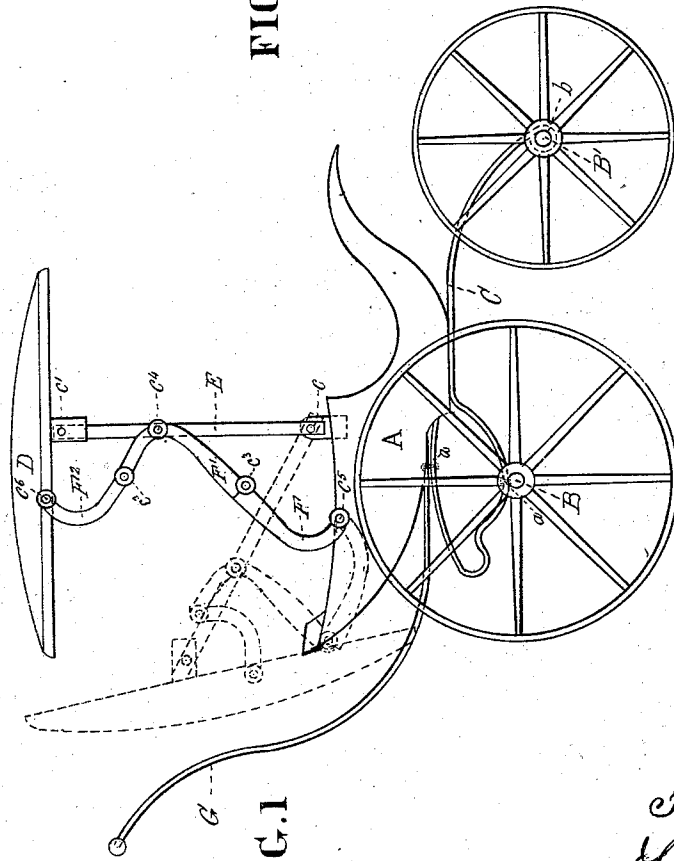


FIG. 1

Witnesses,  
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# UNITED STATES PATENT OFFICE.

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## IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **155,857**, dated October 13, 1874; application filed  
March 21, 1874.

*To all whom it may concern:*

Be it known that we, SANFORD P. CAMPBELL, FREDERICK G. COXSON, and JOHN MARSHALL CROSBY, of the city and county of Philadelphia, in the State of Pennsylvania, have invented an Improvement in Children's Carriages, of which the following is a specification:

Our invention relates to the combination of jointed braces with a stiff top or frame, and with the body of the carriage, in such a manner that the top shall be held up by means of the braces without the use of springs, and caused to descend solidly in an elliptical manner, and escape the handles, and in rear of the body of the carriage, as hereinafter fully described.

In the accompanying drawings, Figure 1 is a side elevation of a carriage with our improvements attached. Fig. 2 is a front elevation of the same.

Like letters of reference in both figures indicate the same parts.

A is the body of the carriage. B is the rear and B' the front axle. C C are springs at each side of the carriage for the support of the body A. The rear ends of the springs are of elliptical form, as seen in Fig. 1. The lower part is fastened by means of rivets *a* to the rear axle B, and the upper part in like manner to the body A. The front ends of the springs are curved downward, and their eyes *b* connected to the ends of the front axle B'. D is the top of the carriage, which is held in its elevated position, as seen in Fig. 1, by the straight bars E E, one at each side of the car-

riage, connected at one end to the body A by means of pivots *c c*, and at the other end to the top D by pivots *c' c'*, and the links F F<sup>1</sup> F<sup>2</sup> are held together at their inner ends by means of pivots *c<sup>3</sup>*, and the middle link F<sup>1</sup> is connected with the contiguous bar E by means of pivot *c<sup>4</sup>*. The lower links F are jointed to the body A by means of pivots *c<sup>5</sup>*, and the links F<sup>2</sup> by pivots *c<sup>6</sup>*. The distance between the lower pivots *c* and *c<sup>5</sup>* is greater than between the upper pivots *c<sup>2</sup>* and *c<sup>6</sup>*, so as to bring the weight of the top D, when in its elevated position, between the two lower pivots and the contiguous ends of the links F and F<sup>1</sup>, having stops *e e*, which rest against each other, whereby the top D is firmly sustained in said position.

The form and connections of the links F, F<sup>1</sup>, and F<sup>2</sup>, besides being such as to accomplish the object above stated, are such as to admit of the top D being swung down between the rear of the body A and the handles G G into the position shown by dotted lines in Fig. 1.

We claim as our invention—

The combination of links F F<sup>1</sup> F<sup>2</sup> with the body A of a child's carriage, and the stiff top D for holding the latter in its elevated position, and letting it down between the handles and the body, substantially as described.

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Witnesses:

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