C. E. COOLEY.

TRANSPARENT ADJUSTABLE SHIELD FOR INFANTS' CARRIAGES.

APPLICATION FILED MAY 12, 1916.

1,233,032.

Patented July 10, 1917.

3 SHEETS—SHEET 1.

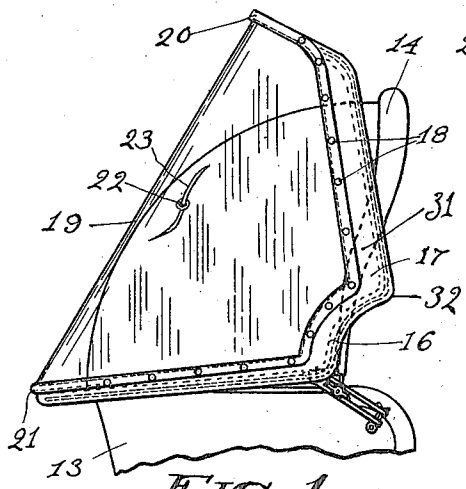


FIG. 1.

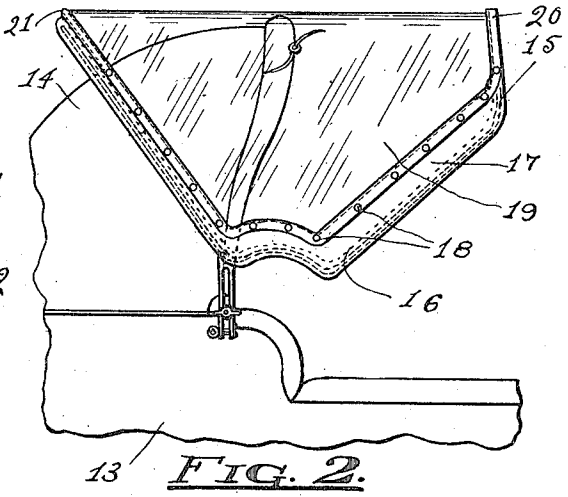


FIG. 2.

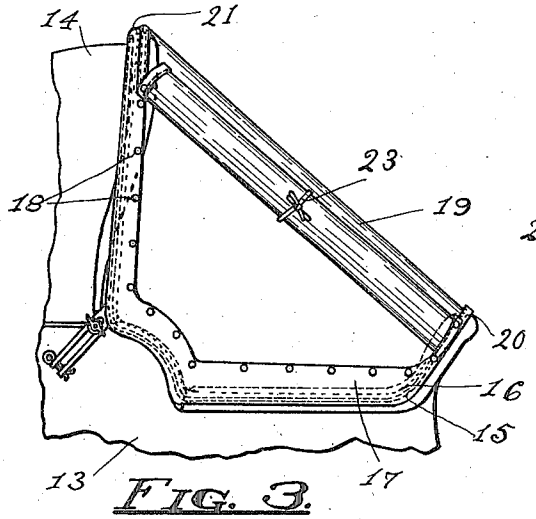


FIG. 3.

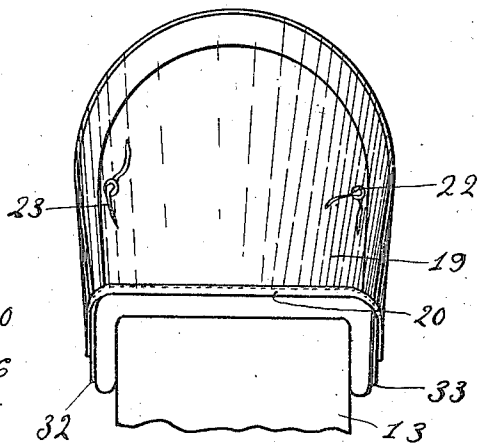


FIG. 4.

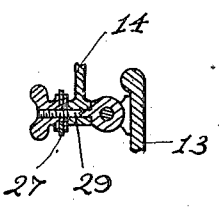


FIG. 8.

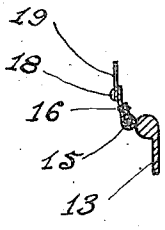


FIG. 7.

WITNESSES:

Lynn Harbison.

Marvin B. Davis

INVENTOR

Charles E Cooley

C. E. COOLEY.

TRANSPARENT ADJUSTABLE SHIELD FOR INFANTS' CARRIAGES.

APPLICATION FILED MAY 12, 1916.

1,233,032.

Patented July 10, 1917.

3 SHEETS—SHEET 2.

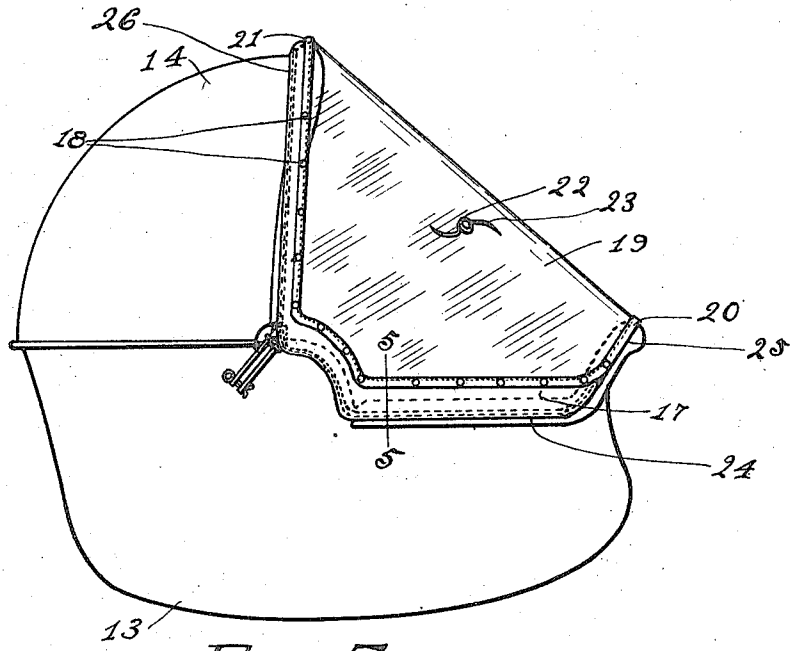


FIG. 5.

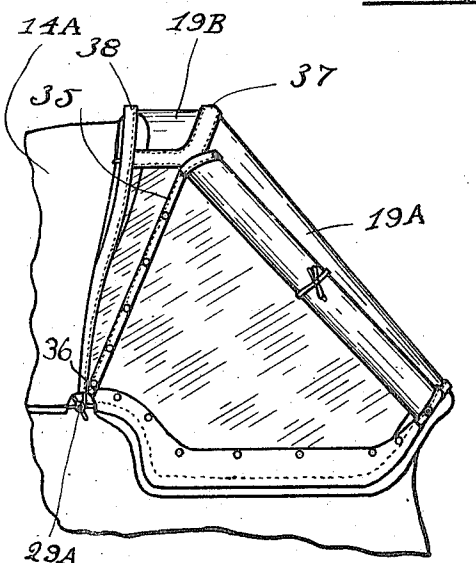


FIG. 9.

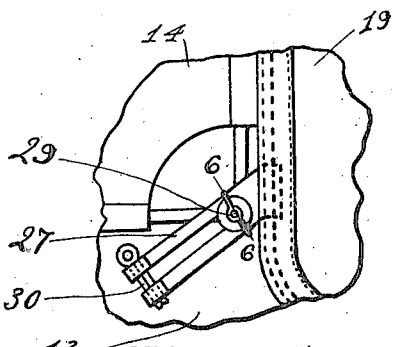


FIG. 6.

WITNESSES:

Lynn Harbison.

Marvin B. Davis.

INVENTOR

Charles E Cooley.

C. E. COOLEY.

TRANSPARENT ADJUSTABLE SHIELD FOR INFANTS' CARRIAGES.

APPLICATION FILED MAY 12, 1916.

1,233,032.

Patented July 10, 1917.

3 SHEETS—SHEET 3.

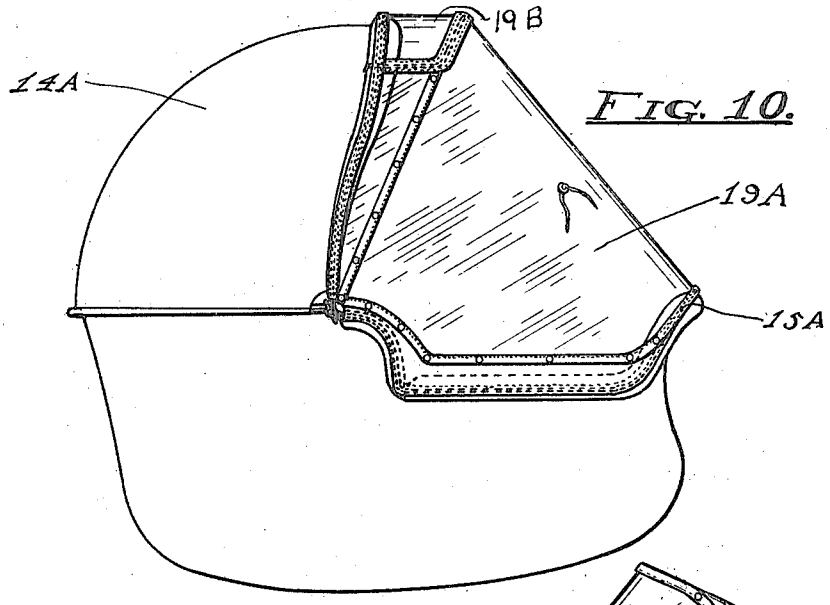


FIG. 10.

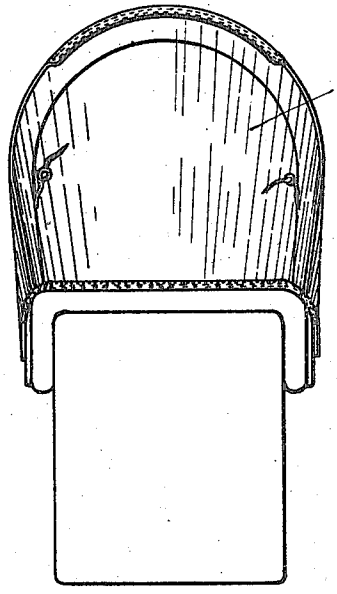


FIG. 12.

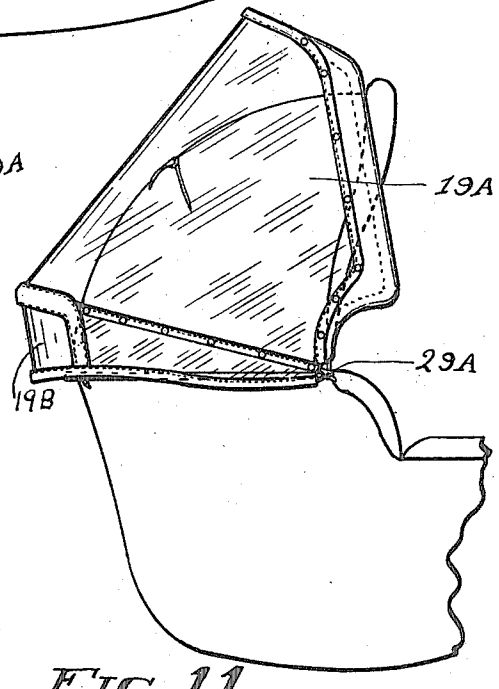


FIG. 11.

WITNESSES:

Lynn Harbison

Marvin B. Davis.

INVENTOR

Charles E. Cooley

UNITED STATES PATENT OFFICE.

CHARLES E. COOLEY, OF KANSAS CITY, MISSOURI.

TRANSPARENT ADJUSTABLE SHIELD FOR INFANTS' CARRIAGES.

1,233,032. Specification of Letters Patent. Patented July 10, 1917.

Application filed May 12, 1916. Serial No. 97,186.

To all whom it may concern:

Be it known that I, CHARLES E. COOLEY, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented certain new and useful Improvements in Transparent Adjustable Shields for Infants' Carriages, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same.

The invention relates to closed carriages for infants and more particularly to a transparent, adjustable opening and closing, attachable and detachable shield for infants' and children's carriages which can easily be attached to the body of an ordinary carriage and instantly opened or closed and adjusted as desired.

It is essential that means be provided to instantly close the carriage on encountering a disagreeable atmospheric or weather condition, and that the closing means may be as easily and quickly opened, or adjusted, as favorable atmosphere and not a too brilliant sunshine, is life, pleasure and health to the infant, it being important to never fully exclude the light from the interior of the carriage, for the reason that light tends to produce health and happiness, the child generally crying when the light is excluded.

The present invention seeks to provide an improved transparent adjustable shield for infants' carriages, which can be attached to the ordinary carriage body and instantly closed and opened and adjusted or removed as desired.

By constructing the shield so that it can be instantly opened or closed, the sudden chilling drafts of air, as well as the bright sunshine, rain and snow can be excluded on a moment's notice, and by employing transparent material the light is never fully excluded and the child will not object to the closing of the shield.

A further object of the invention is to provide a simple means of opening a portion of the shield when it is not desired to entirely close the carriage, as where it is desired to open the shield on the opposite side from which the wind is blowing, admitting fresh air but excluding the wind.

With these and other objects in view the invention consists in the improved shapes employed, means of manipulation, construction, combinations and arrangements of parts hereinafter set forth and more fully pointed out in the appended claims, the accompanying drawings illustrating an application of the invention.

In the drawings:—

Figure 1 is a fragmentary view in side elevation of the body and hood of a carriage for infants, illustrating the improved shield attached thereto and in open position, permitting access to the interior of the carriage.

Fig. 2 is a fragmentary view in side elevation of the body and hood of a carriage for infants, illustrating the improved shield attached thereto and approximately in half open position, the shield as shown in this view although transparent forms a shade against the brilliant sun ray and a protection against slight showers of rain.

Fig. 3 is a fragmentary view in side elevation of the carriage body and hood, showing the shield attached thereto and in closed position, but with one side thereof opened.

Fig. 4 is a fragmentary front view of the carriage body, showing the shield attached thereto and in closed position.

Fig. 5 is a view in side elevation of the carriage body and hood, showing the shield attached thereto and closed.

Fig. 6 is an enlarged fragmentary view in side elevation of the carriage body and hood and of the shield, showing preferred method of attaching shield to body of carriage.

Fig. 7 is a fragmentary sectional view taken on line 5—5 of Fig. 5.

Fig. 8 is an enlarged fragmentary sectional view taken on line 6—6 of Fig. 6.

Fig. 9 is a view in side elevation of a slightly modified form of the shield, and a fragmentary view of the carriage body and hood, the shield being in closed position, and with one side thereof opened.

Fig. 10 is a view in side elevation of the carriage body and hood, and of the modified form of shield attached thereto and in closed position.

Fig. 11 is a view in side elevation of the carriage body and hood with a portion of the body broken away, and of the modified form of shield attached thereto and in opened position.

Fig. 12 is a front view of the carriage body, and the modified form of shield attached thereto and in closed position.

The body 13 and rear inclosing hood 14

are of the usual construction commonly employed in the structure of carriages for infants. The inclosing hood 14 commonly known as a top is usually capable of lowering rearwardly, this feature not being illustrated owing to some hoods being rigid with the body, and to common and well known construction, it being obvious that the improved shield can easily be attached to any usual form of carriage, as it is easily shaped to conform to the opening edges of the body and hood.

The frame 15, preferably formed of metal, is continuous along the irregularly shaped edge of the shield and formed to fit snugly to the body 13 and the hood 14, along the opening edges thereof, the particular shape and curvature of the body and shield being unimportant as the shield frame can be formed to fit the body and hood.

Attached to the frame 15 preferably by folding therearound and stitching with the seam 16 as shown, and reaching the entire distance of the frame is the frame cover 17 to which is secured the curtain fasteners 18, the object of the frame cover being to inclose the metal frame, and attach the transparent covering to the frame and form a convenient location for the fasteners, also to produce a more finished and pleasing appearance, as well as to stiffen and strengthen the frame.

The transparent covering 19 of the shield is stitched to the frame cover along the front end 20 and the rear end 21 thereof and is detachably attached to the fasteners 18 so that it can be rolled up to form a side opening as shown in Fig. 3, the hole 22 being provided for the insertion of the ribbon 23 so that the latter can be tied as shown in the latter mentioned figure, both sides of the frame, frame cover and transparent covering being of duplicate construction but opposites, and both sides of the transparent covering being detachably fastened and provided with the hole 22 and ribbon 23, so that either or both sides can be opened as desired.

The lower edges 24, and front edge 25 of the frame 15 and frame cover 17 are shaped to fit the body 13, while the rear edge 26 of the frame and frame cover are shaped to fit the hood 14 so that when the shield is lowered as shown in Fig. 3, and the transparent shield cover 19 attached to the fasteners 18, the drafts of air, rain and snow are excluded from the interior of the body and hood, the occupant being thoroughly protected from all disagreeable weather conditions and enjoying an unobstructed view.

In the event that only a few drops of rain fall, as is usual, the shield can easily be opened to the position shown in Fig. 2, which will prevent the rain reaching the occupant of the carriage, while in pleasant weather or when access to the interior of the carriage is desired the shield can be lowered rearwardly to the position illustrated in Fig. 1.

The preferred method of attaching the shield to the body of the carirage is by means of bifurcated jaws 27, secured to the frame 15, the jaw fitting over the bolt 29 and working freely over the bolt being held in attached position by the cotter pin 30, which can easily be removed and the shield detached. The bifurcated jaw allows sufficient play to carry the shield over the hood without binding.

The bifurcated jaw 27 allows the shield to lift by contact of the transparent cover 19 with the hood 14 when the shield is shifted to the position illustrated in Fig. 2, the shield passing this position each time it is opened or closed, it being obvious that the shield can remain in this position as hereinbefore described.

When the shield is in opened position as in Fig. 1 the frame cover 17 grips the hood 14 at 31 because of the frame 15 holding the frame cover at 32 and 33 closer together than the width of the hood, this preventing the shield from falling rearwardly, while, when the shield is in closed position the frame cover rests along the edges 24 and 25 thereof on the body which supports the shield.

In Figs. 9 to 12 inclusive is shown a modified form of the shield in which the bifurcated jaw as a means of attaching the shield to the carriage is omitted and the frame 15^A is pivoted to the bolt 29^A, the intermediate frame member 35 connecting to the frame at 36 and having a like connection on the opposite side thereof and rising to a greater height at 37 than at 38, so that the transparent covers 19^A and 19^B will clear the hood 14^A as the shield is opened or closed, the modified form being otherwise the same as the preferred form and operated in the same manner and serving the same purposes.

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

1. In a shield for infants' carriages, a frame adapted to fit the opening edges of the body and hood of an infant's carriage, said frame so hinged as to swing rearwardly over the non-transparent hood of the carriage to open the front thereof, and a transparent cover secured to said frame.

2. In a shield for infants' carriages, a carriage, a frame fitting the upward facing edges of the body of said carriage, a rear hood on said carriage, said frame so hinged as to swing rearwardly over said hood to open the carriage, said frame when in closed position fitting around the opening edges of said hood, and a transparent shield connecting to said frame and forming a closed compartment.

3. In a shield for infants' carriages, a body, a rear hood, a frame fitting said body and said hood, a transparent covering secured to said frame, and means by which said frame and transparent covering can be thrown rearwardly over said hood to open the front of the carriage.

4. In a shield for infants' carriages, a carriage body, a rear hood, a frame fitting the opening edges of said body and said hood, said frame pivoted to said body, a frame cover covering said frame, a transparent covering stitched to said frame cover at the front and rear portions thereof, clasps on said frame cover, and said transparent covering connected to said clasps.

5. In a shield for infants' carriages, a carriage body, a rear hood, a frame pivoted to said body whereby it can be oscillated rearwardly and forwardly over said hood, a transparent covering secured to said frame and closing the space within said frame, said transparent covering opening said body and said hood when thrown rearwardly, said transparent covering closing said body and said hood when thrown forwardly, and means by which said frame and said transparent cover may be instantly thrown from closed to open position and from open to closed position.

6. In a transparent shield for infants' carriages, a shield the major portion of which is composed of transparent material, and bifurcated jaws projecting from said shield for the purpose of detachably and pivotally connecting with the connections projecting from the body of a hand propelled carriage.

7. In a transparent shield, a carriage body, a rear hood on said body, projections projecting from near the junction of said body, and said hood, bifurcated jaws loosely fitting said projections, and a frame provided with a transparent covering secured to said jaws whereby said frame is instantly detachable and the opening of said body and said hood can be instantly and simultaneously opened and instantly and simultaneously closed.

8. In a shield for infants' carriages, a frame fitting over and around the hood, and over the body of an infant's carriage, a transparent covering connecting to said frame at the ends thereof, the sides of said transparent covering detachably connected to said frame whereby either side of said transparent covering may be rolled and opened, holes in said transparent covering for the insertion of ties, and a tie in each of said holes for the purpose of holding said transparent covering in open rolled position on said frame, means by which said shield may be thrown rearwardly over said hood to open the carriage, and means by which said shield may be thrown forward to contact with the body to close the carriage.

9. In a shield for infants' carriages, a frame fitting over and around the hood, and over the body of an infant's carriage, a transparent covering connecting to said frame at the ends thereof, the sides of said transparent covering detachably connected to said frame whereby either side of said transparent covering may be rolled and opened, means by which said shield may be thrown rearwardly over said hood to open the carriage, and means by which said shield may be thrown forward to contact with the body to close the carriage.

In testimony whereof I affix my signature in the presence of two witnesses.

CHARLES E. COOLEY.

Witnesses:
W. C. SHEEK,
R. D. GROVES.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."