

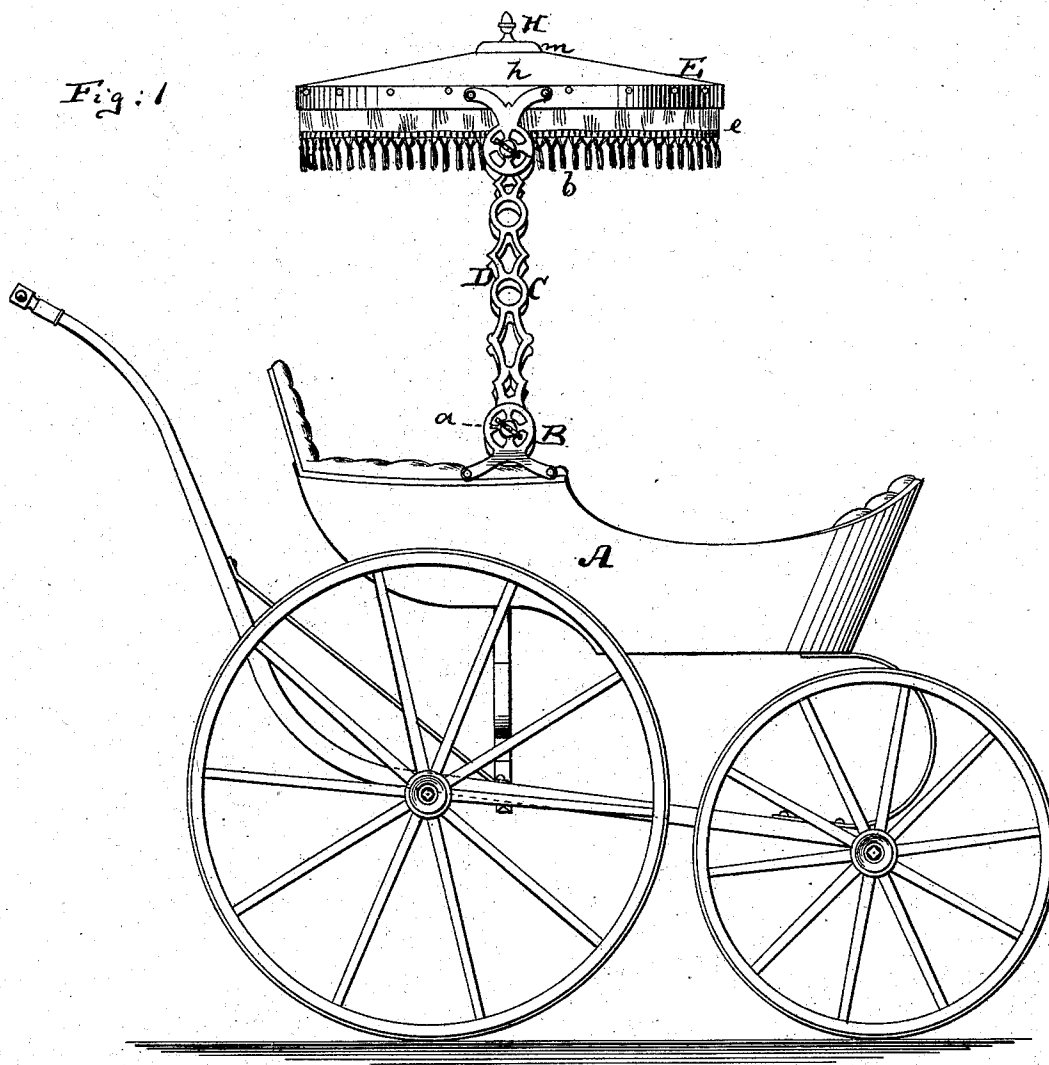
(No Model.)

3 Sheets—Sheet 1.

J. A. CRANDALL.
TOP FOR CHILDREN'S CARRIAGES.

No. 249,592.

Patented Nov. 15, 1881.



Witnesses:
Henry E. Parker.
John C. Chunbridge

Inventor:
Jesse A. Crandall.
by his attorneys
Priesner & Bittu-

(No Model.)

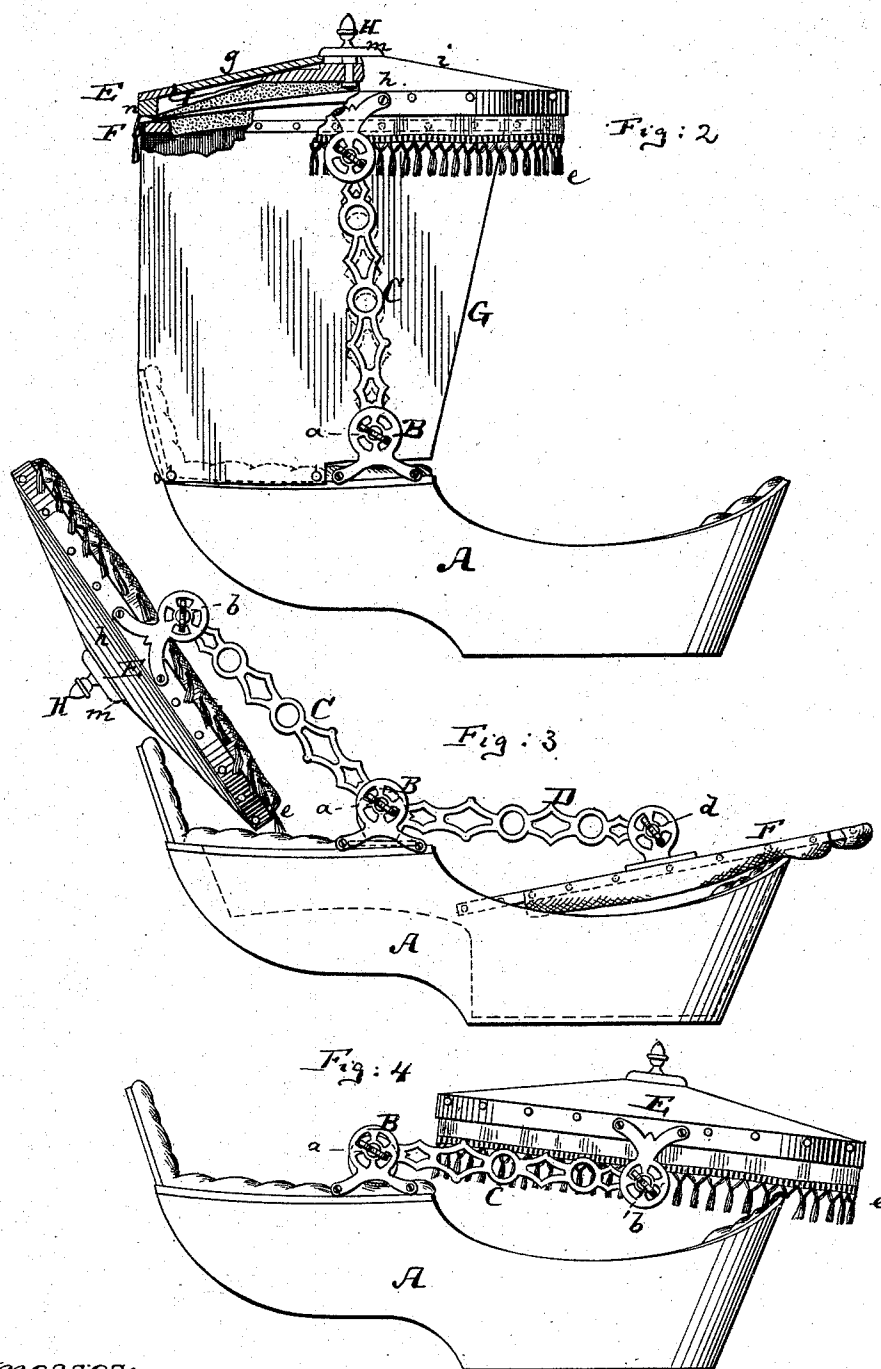
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Witnesses:
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(No Model.)

3 Sheets—Sheet 3.

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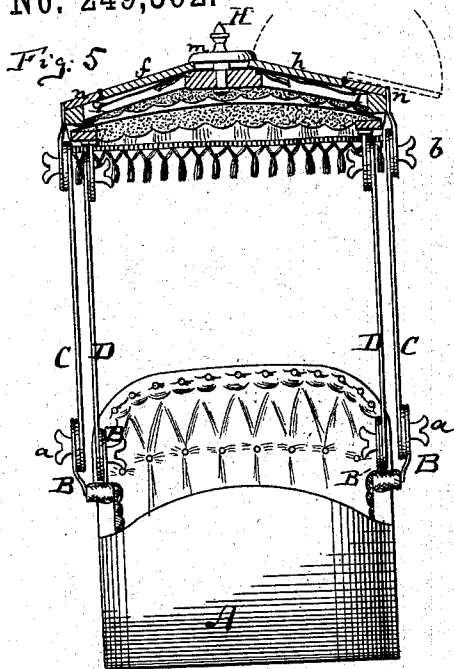
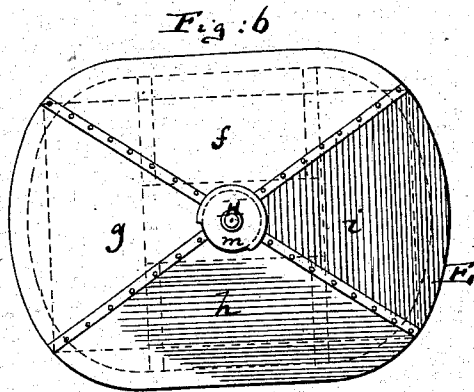
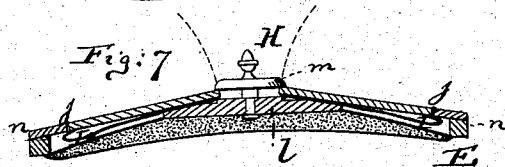
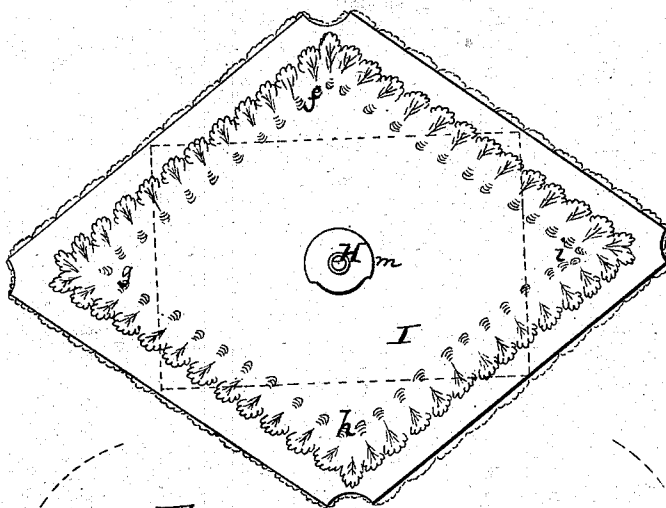
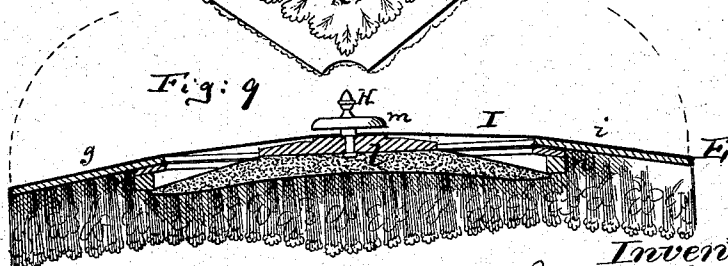


Fig. 8



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UNITED STATES PATENT OFFICE.

JESSE A. CRANDALL, OF BROOKLYN, NEW YORK, ASSIGNOR TO MARY CRANDALL, OF SAME PLACE.

TOP FOR CHILDREN'S CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 249,592, dated November 15, 1881.

Application filed May 26, 1881. (No model.)

To all whom it may concern:

Be it known that I, JESSE A. CRANDALL, of Brooklyn, in the county of Kings and State of New York, have invented an Improved Top for Children's Carriages, of which the following is a specification.

Figure 1 is a side elevation of a child's carriage having my improved top. Figs. 2, 3, and 4 are side views of the same, some partly in section, showing said top in different positions. Fig. 5 is a vertical cross-section through the top. Fig. 6 is a top view thereof; Fig. 7, a vertical longitudinal section thereof. Fig. 8 is a top view of the carriage-top when the same is expanded into a parasol, and Fig. 9 is a vertical longitudinal section of the same.

This invention relates to the employment and arrangement of a carriage-top which is so constructed that it can be swung into any desired position, used either as a top or as a seat, or as a back to the seat, or as a cover, as may be desired.

A child's carriage provided with my improvement can be transformed into a bed, the child can be protected from all sides against inclemencies of the weather, and can, in fact, even be covered by said top, the top can be transformed into a parasol, or can be contracted within the usual proportions of a child's carriage top, and it is so arranged that all the curtains are contained within it.

The invention consists, first, in swiveling the top to the supporting-standards at a point in line, or nearly in line, with the top itself, thereby permitting an extent of movement which carriage-tops that are united to the supporting-standards do not possess.

The invention also consists in combining a swiveled carriage-top with standards having joints at or near the lower ends.

It also consists in making a carriage-top of two distinct parts, that are adapted to fold the one under the other, each being supported on its own set of standards, and also arranged that they may be folded together to form one top, or separated to form respectively the bottom and top of a bed, or otherwise utilized as separately and jointly, as occasion may require.

The invention also consists in making the top with folding covers, that are held down by a central bolt or catch, and that can be folded out to enlarge the size of the top and form a parasol or umbrella.

Finally, the invention consists in attaching the curtains to the lower of the two tops in such manner that when they are folded upon the lower top they will be entirely concealed between the two tops, and yet readily reached when desired.

In the accompanying drawings, the letter A represents a suitable carriage-body.

B B are brackets projecting from said body to hold the pivots *a*, that join the lower ends of two sets of standards, C and D, to said brackets. The brackets B may either be double—that is to say, two such brackets may be on each side of the carriage, as indicated in Fig. 5, one for each standard C and D—or the lower ends of the standards C D, at each side of the carriage, may be jointed to but a single bracket by the pivots *a*. The standards C are, at or near their upper ends, pivoted by pins *b* to the upper carriage-top, E, and the standards D, at or near their upper ends, pivoted by pins *d* to the lower carriage-top, F.

The pins *b* may be placed in lugs that extend slightly downward from the top E, as indicated in Figs. 2 and 3, or they may be made to project directly from the sides of the top E. In either case the top E is capable of vibrating independently of the position of the standards C on its pivots *b*, and in like manner the top F is capable of vibrating independently of the movement of the standards D on its pivots *d*. When the two sets of standards C and D are in an upright position and the two tops E and F in a horizontal position, the top E will be above the top F, as indicated in Fig. 2, and the two together will then constitute the carriage-top. When, however, the standards are swung either forward or backward, as may be desired, the double top E F may be carried also forward or backward into the position shown in Fig. 4, so as to cover the limbs of the child, or into any other suitable position, the joints *b* and *d* permitting the tops to retain their horizontal position at all times, or to assume any other po-

sition, no matter what the position of the standards.

Suitable fringes, *e*, may be placed around the top *E* to conceal the lower top, *F*, when the two are in contact, as indicated in Fig. 4, and also in Fig. 2. The curtains *G* of the carriage are tacked or otherwise fastened around the edges of the lower top, *F*, and are, when not needed, folded upon the lower top and concealed between the two tops, thereby being out of sight and entirely out of the way; but when it is desired to let the curtains down I lower the double top *E F* first into the position shown in Fig. 4; then I swing up the upper top, *E*, thereby laying bare the curtains that lie on the lower top. These curtains I then unfold, and finally bring the lower top up beneath the upper into the position indicated in Fig. 2.

The top *E* is cushioned on its lower side, and the top *F* likewise on its lower side. (See Fig. 5.) This permits the two tops to be used in making a bed out of the carriage, as indicated in Fig. 3, in which figure the top *F* is shown to be swung forward and the top *E* backward. In fact, every imaginable variation of position of the two tops can thus be attained, as either can be placed not only into a horizontal position on any desired plane, but also into a vertical or any suitable inclined position, as may be desired.

The upper portion of the upper top, *E*, is constructed, for many uses, in a peculiar manner, its covering being composed of four (more or less) flaps, *f*, *g*, *h*, and *i*, that are hinged at *j* to the rim *n* of the top *E*. A central pin, *H*, which is swiveled in a central board or brace, *l*, of the top *E*, (see Fig. 7,) has a projecting flange, *m*, which serves to hold the flaps *f g h i* down in their normal position, as indicated in Figs. 5, 6, and 7; but when this pin *H* is turned to bring a recessed portion that is cut out of the edge of the flange *m* over the flaps alternately the inner ends of said flaps will be uncovered successively, and the flaps then capable of being folded out on their hinges *j* into the position shown in Figs. 8 and 9, in which case they rest on the rim *n*. In this position the top *E* is much enlarged, and the now exposed upper faces of the flaps, together with what they uncovered by the top *E*, may be ornamented with a piece, *I*, of embroidered silk, or the like, to give it the appearance of a parasol. When the top *E* is to be brought back to its normal condition the flaps *f g h i* are successively folded back upon the body of said top, and as each is folded back the flange *m* is turned to lock it, until finally the top *E* is again in the condition indicated in Figs. 5,

6, and 7, in which case the fabric *I* is folded beneath said flaps, as shown in Fig. 2.

I do not confine myself to any construction of hinge for the standards or flaps; nor do I limit myself to a joint use of all the features of improvement which I have specified, as many of said features can be used to great advantage without using all the other of said features in the same construction, although, of course, the joint use of all the improvements makes the carriage the most perfect.

The upper top, *E*, instead of hanging in standards, may be suspended at the center or otherwise from a bow-arm similar to those used in parasol-tops.

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

1. The combination of the carriage-top *E*, its pivots *b*, and standards *C*, with the lower top, *F*, pivots *d*, and standards *D*, substantially as herein shown and described.

2. The combination of the upper carriage-top, *E*, with the lower movable top, *F*, standards *D*, and pivots *d*, all arranged substantially as herein shown and described.

3. In a child's carriage, the combination of a separately movable lower top, *F*, holding the curtains *G*, with a separately movable upper top, *E*, covering and concealing them, all arranged so that when the curtains are not used they will be folded between the two tops *E* and *F*, substantially as specified.

4. The carriage-top *E*, provided with hinged flaps *f g h i*, that can be folded out to increase the size of said top, and with means for locking them when they are shut together, substantially as specified.

5. The combination, in the carriage-top *E*, of the rim *n* of said top with four (more or less) hinged flaps, *f g h i*, all arranged so that when said flaps are turned outward they rest on said rim, substantially as specified.

6. The combination, in the carriage-top *E*, of four (more or less) hinged flaps, *f g h i*, with the fabric *I*, which is uncovered and stretched outward when said flaps are unfolded, substantially as specified.

7. The combination of the carriage-top *E*, having the supporting-brace *l* and rim *n*, with the folding flaps *f g h i*, pin *H*, and cam-edged flange *m*, substantially as herein shown and described.

The above specification of my invention signed by me this 23d day of May, 1881.

JESSE A. CRANDALL.

Witnesses:

WILLIAM H. C. SMITH,
WILLY G. E. SCHULTZ.