

J. A. CRANDALL.
Children's Carriages.

No. 152,278.

Patented June 23, 1874.

Fig. 1

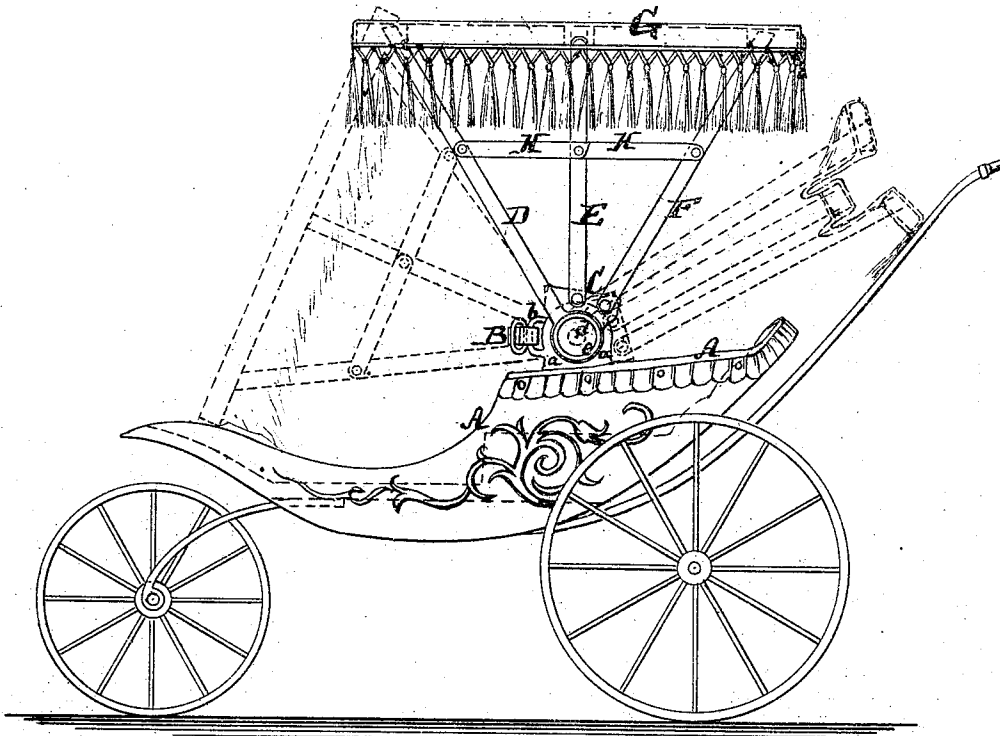
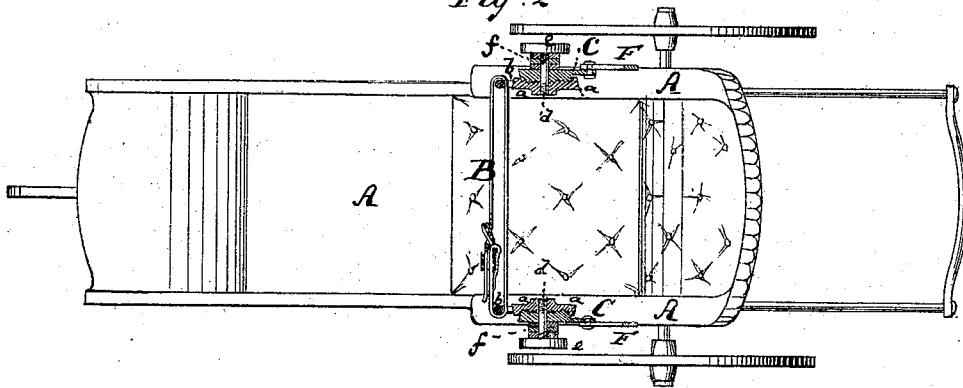


Fig. 2



Witnesses.

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JESSE A. CRANDALL, OF BROOKLYN, NEW YORK.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **152,278**, dated June 23, 1874; application filed April 20, 1874.

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 a new and Improved Folding Top for Child's Carriages, of which the following is a specification:

Figure 1 is a side elevation of a child's carriage provided with my improved folding top, and Fig. 2 is a plan or top view of the same.

Similar letters of reference indicate corresponding parts in both figures.

This invention has for its object to provide a child's carriage with a top or canopy that can be swung to and secured in any desired position either in front of the seat or back of it, or at any intermediate position.

My invention consists in connecting, at each side of the carriage, the lower ends of the arms which support and hold the canopy with a plate, which is by a bolt held against an ear, both the plate and ear being roughened at their contiguous surfaces.

By screwing or unscrewing a nut on the bolt, the plate to which the arms are attached may be loosened and fastened, so that the canopy can be swung and held in any desired position.

In the accompanying drawing, the letter A represents the body of a child's carriage, from the sides of which project upward two ears, *a a*, which ears are, by preference, made of cast metal. Each of these ears is provided with an eye or loop, *b*, which serves to receive the strap B that is stretched across the carriage to hold the child in position.

I consider it a practical advantage to form these loops on the projecting ears *a*, because I thereby dispense with the arrangement of separate loops, which would otherwise be required for accommodating the necessary strap B.

To each of the ears *a* is pivoted, by means of a bolt, *d*, a plate, C, which carries the three arms D, E, and F that are on each side of the canopy G. The arm D is rigidly connected with the plate C, so that it cannot be turned on but only with said plate, while the arms E and F are pivoted at their lower ends to the plate C, so that they will have liberty

to turn on their own pivots, besides being able to turn with the plate around the pivot or bolt *d*. The canopy G is made of leather or other flexible material, and stretched over bows or cross-bars, which are united with the upper ends of the arms D, E, and F in the way usual in larger carriages.

A toggle-joint, H, is also arranged at one or both sides of the carriage from the bar D to the bar F to hold the bars apart and the canopy extended. By swinging said toggle-joint upward the canopy may be contracted, and the bar F carried nearer to the bar D. The pivot-bolt *d* is held in place by a suitable nut, *e*, by means of which the plate C can be screwed so tightly against the ear *a* as to lock the canopy in any desired position, either above the seat, as shown by full lines in Fig. 1, or forward, as shown by dotted lines in Fig. 1, or backward, as also shown by dotted lines in Fig. 1.

The contiguous faces of the plate C and the ear *a* I prefer to roughen or provide with radiated teeth, as indicated in Fig. 2, so that the plate C may be readily held in any position desired by means of the nut *e* and bolt *d*. Suitable washers *f* should be introduced between the nut *e* and ear *a*, as also indicated in Fig. 2.

It is hardly necessary to state that, in the above construction, the canopy may be folded together, as shown by dotted lines, at the back part of Fig. 1, or that it may be extended, and, besides, swung either in the extended or in the contracted condition into any position in which it may be desired to use the same.

It can readily be secured in position by merely turning one of the nuts *e* at one side of the carriage.

It can be readily contracted or expanded by merely operating the toggle-joint H; but I would like to call special attention to the fact that the bar D—that is to say, one of the three bars used for the support of the canopy on each side of the carriage—is, and should be, rigidly connected to the plate C, as it would otherwise lack the required stability, and would not support the frame of

the canopy in whatever position it may be desired to use the same.

I claim as my invention—

1. The combination of the ear *a* and vibrating plate C with the arms D, E, and F and toggle-joint H, substantially as and for the purpose described.

2. The ear *a* on the carriage-body, having the projecting eye *b*, substantially as specified.

J. A. CRANDALL,

Witnesses:

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