J. F. DOWNING.

Children's Carriages.

No. 196,973. Patented Nov. 13, 1877.

Fig. 1.

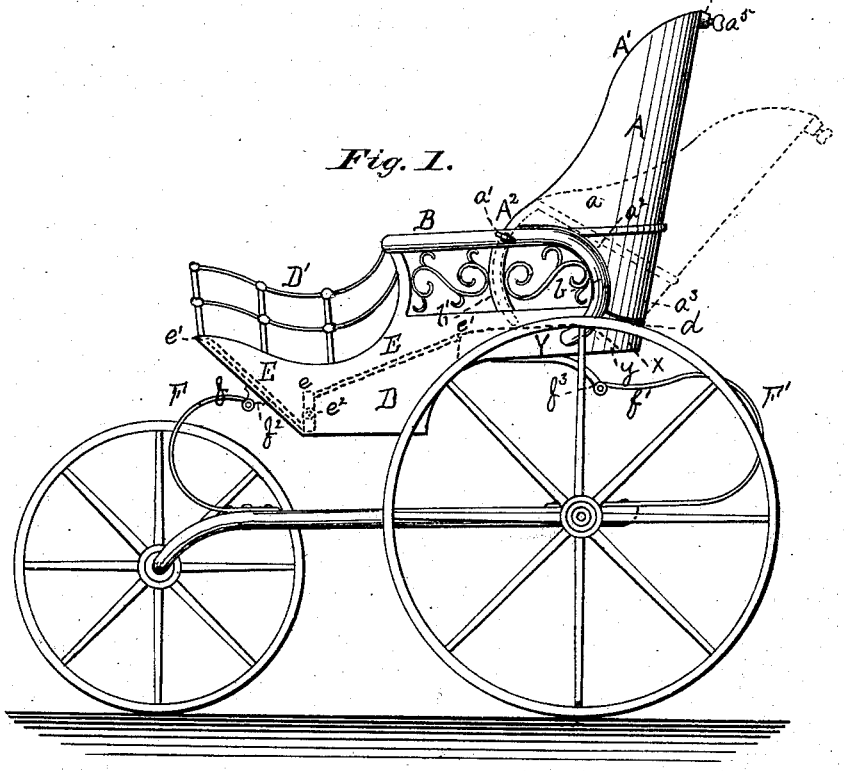


Fig. 3.

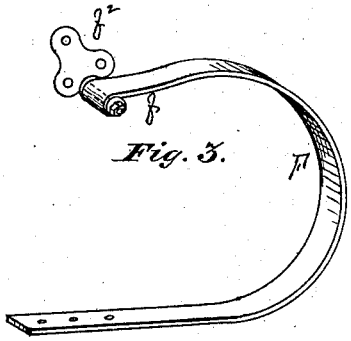


Fig. 2.

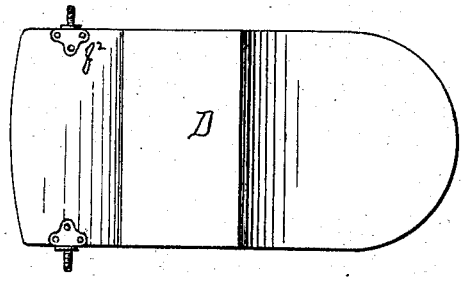
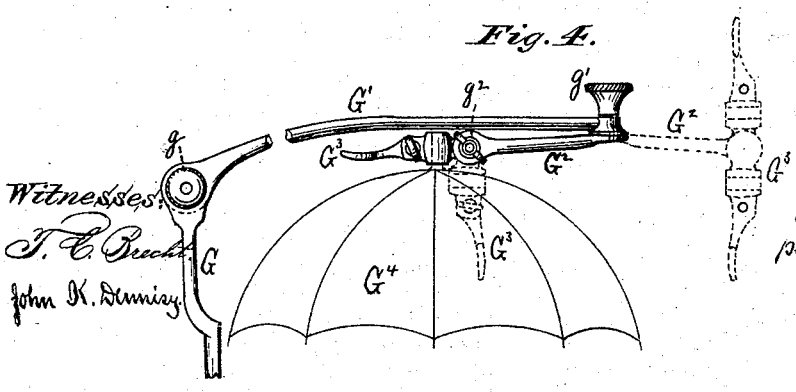


Fig. 4.



Witnesses:
T. C. Brecht
John R. Dennis

Inventor:
Jerome F. Downing.
per Edwin James.
Attorney.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JEROME F. DOWNING, OF ERIE, PENNSYLVANIA.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **196,973,** dated November 13, 1877; application filed October 4, 1877.

To all whom it may concern:

Be it known that I, JEROME F. DOWNING, of the city and county of Erie, and State of Pennsylvania, have invented certain Improvements in Children's Carriages, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing, and the letters of reference marked thereon, making part of this specification, in which—

Figure 1 is a side view. Fig. 2 is a bottom-plan view of the body. Fig. 3 is a view illustrating the mode of attaching the springs to the body. Fig. 4 is a view of the canopy and its holder.

The nature of my invention consists in constructing the back of the carriage of a scoop-shaped form, having that section which joins the arms when the back is raised rounded to correspond with the curvature of the arms. The lower rear section of the back is also curved, so that when it is in an upright position the rear of the carriage-body appears as if it was all made in one piece. The back is hinged to the lower rear section of the arms, and rendered adjustable by means of the curved extensions of its rim, which pass through holes or orifices in the arms, being held in position by means of set-screws. The rear of the body, in which is located the seat, is curved and, as it were, hollowed out, so that the back may be lowered therein to enable the child to lie down. In the front of the body, and inside of the same, is pivoted a reversible foot-rest, while around the front of the body, extending from the arms, is a railing for preventing such covering as may be used from dragging over the sides.

My invention further consists in employing an improved canopy-holder, which is so jointed together that the canopy can be placed over the child when sitting or reclining, while at the same time the last joint allows the canopy to be so thrown up as to be out of the way when the attendant desires to do anything with the child or arrange anything about the occupant of the carriage.

The construction and operation of my invention are as follows:

A is the back, which is hinged to the lower section of the rear of the arms, and is constructed in a hollow or scoop-shaped form, so that when extended to allow the child to recline, the sides *a* shall act as a barrier to prevent the child from rolling out. Around the top and sides of the back extends a rim, A^1, whose extensions form the curved rods A^2. Preferably the upper part of this rim will be made of wood and the extensions made of metal, which will serve to strengthen the joints of the wooden frame-work where attached, while the set-screws, by means of which the back is adjusted, pressing against the metal, will not bruise or mar the same. The attachment of the wooden and metal portions of this rim will be such as to give the same the appearance of a continuous rim, or a rim made all in one piece. The extensions A^2 pass through holes or orifices in the arms B, and render the back adjustable, it being held in any desired position by means of the set-screws a^1.

The lower section a^2 of the sides *a* of the back are curved, so as to form a close joint with the rear section of the arms when the back is in an upright position. The lower section a^3 of the back is also curved, so as to form a close joint with the rear of the body when the back is raised. This formation gives the rear of the carriage-body the appearance of having a back formed of one piece, and thus, when the back is raised, get rid of the opening which is always seen in those carriages in which the back can be lowered.

B B are the arms, which are curved at their rear section *b*, as shown in Fig. 1. These arms are provided with holes or orifices cut in their tops, through which pass the curved extensions A^2. Through the sides of these arms B pass set-screws a^1, by means of which the back is held. These curved extensions A^2 pass down into a case, *b'*, extending from the top to the bottom of the arms. The rear end *d* of the body D, or where the back joins the same, is curved or rounded, while a space, *x*, is left between that end and the end *y* of the cushion or seat Y, in which the lower section of the back lies when the same is extended to form, as it were, a bed for the child. Around the top of the body D, and extending from the front of one arm to the front of the other, is a railing, D'. This is designed to keep the child's clothes or other covering from drag-

ging. This railing will also answer the purpose of allowing any extra articles to be carried in the front of the carriage which it may be desirous to use.

E is the foot-rest, to which are secured ears *c e*. These ears are pivoted, at e^2, to the sides of the body and inside of the same. When the back is raised the foot-rest E lies flat on the front section of the carriage. When, however, the back is lowered to form a bed, the foot-rest is turned over, its free end e^1 resting against the seat, as shown in dotted lines, Fig. 1. It is designed that the foot-rest, seat, and back shall form, as it were, an inclined plane when the carriage is so arranged that the child can recline.

F F are the front and F′ F′ the rear springs. One end of these springs is firmly bolted to the running-gear of the carriage, while the free ends $f f^1$ of both the front and rear springs are pivoted to ears $f^2 f^3$ secured to the front and rear of the body of the carriage, and underneath the same. This mode of attaching the front of the body to the springs by means of pivot-joints gives an unobstructed motion to the rear end of the body—the part needing the greatest motion—and at the same time permits of the natural motion of the rear springs, and thus secures an easy, natural motion of the carriage.

G is a metal rod, or the stem of the canopy-holder. This rod or stem passes down through the socket a^4 secured to the back, being held in place by means of the set-screws a^5. To the stem G is pivoted a branch arm, G^1, in such manner that when the back is lowered or inclined the canopy will still be over the occupant. For greater security, the stem G and arm G^1 are each provided with teeth at the section where they are pivoted together, which teeth engage with each other when the set-screw *g* tightens the stem and arm. To the other end of the arm G^1 is pivoted a short arm, G^2, which is held in position by means of the set-screw g^1, while to the arm G^2 is pivoted another short arm, G^3, to which is secured the canopy G^4. This last arm G^3 is pivoted in such manner that the canopy can be readily tilted, to enable the attendant to easily get at the child, and is held in place by means of the set-screw g^2.

The operation of the canopy-holder is clearly shown in Fig. 4.

What I claim as new, and desire to secure by Letters Patent of the United States, is—

1. In a child's carriage, the scoop-shaped hinged back A, constructed as described, and having a rim, A^1, formed with curved extensions A^2, which pass through holes in the arms, and are held by set-screws a^1, as described, whereby the back can be adjusted, as set forth.

2. In a child's carriage, the arms B, curved at their rear section and provided with orifices, in combination with the adjustable hinged back A, having a curved section, a^2, and provided with curved extensions A^2, the whole arranged to operate substantially as described.

3. In a child's carriage, the adjustable hinged back A, having its lower section a^3 so constructed as to make a close joint with the rear *d* of the body D, in combination with the body having its rear end *x* hollowed out and of a circular form, to allow the back to be lowered therein, substantially as described.

4. In a child's carriage, the pivoted reversible foot-rest E, constructed as described, in combination with the seat Y, substantially as described.

5. In a child's carriage, the pivoted reversible foot-rest E, constructed as described, in combination with the seat Y and adjustable hinged back A, substantially as described.

6. In a child's carriage, the canopy-holder, consisting of the main stem G and branches G^1 G^2 G^3, pivoted to each other, and held in position by set-screws g g^1 g^2, the whole constructed and arranged to operate substantially as described.

In testimony that I claim the foregoing I have hereunto set my hand this 13th day of September, 1877.

JEROME F. DOWNING.

Witnesses:

SAML. D. C. LANGLEY,

F. E. JOSSELYN.