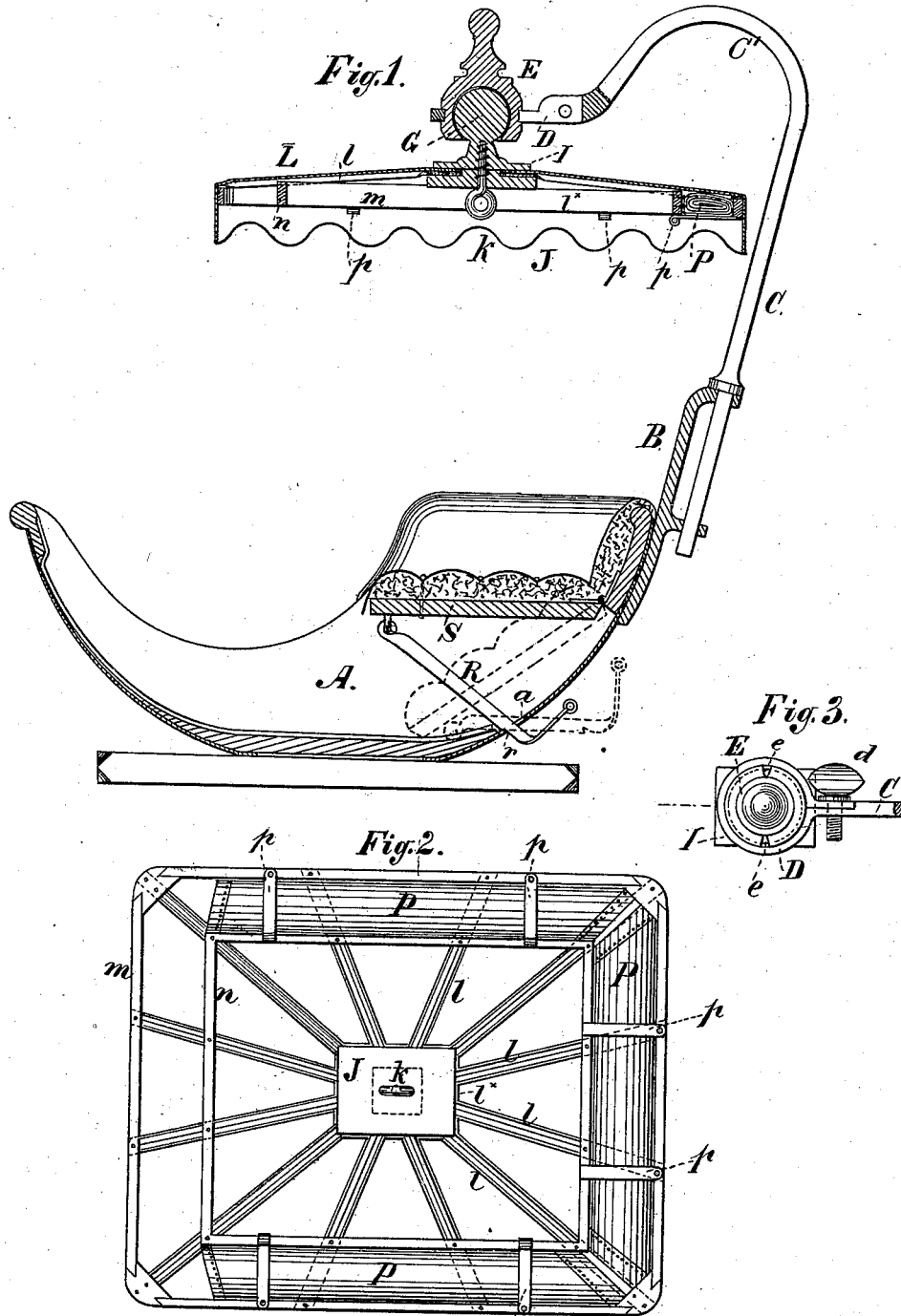


J. A. S. SIMONSON.
Children's Carriage.

No. 201,561.

Patented March 19, 1878.



Witnesses:
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UNITED STATES PATENT OFFICE.

JACOB A. S. SIMONSON, OF BROOKLYN, NEW YORK.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. 201,561, dated March 19, 1878; application filed January 22, 1878.

To all whom it may concern:

Be it known that I, JACOB A. S. SIMONSON, of the city of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Carriages; and I do hereby declare that the following is a full, clear, and exact description thereof, sufficient to enable those skilled in the art to which my invention appertains to make and use the same.

My invention relates to improvements which are adapted to children's carriages, and also applicable to carriages of larger size.

The invention consists, first, in a novel mode of connecting a canopy with the body of the vehicle, whereby provision is made for adjusting the canopy at different angles of inclination, and securing it in such positions; and, further, in certain details of construction of the canopy, and of means for securing curtains therein, and means of adjusting the seat, all as hereinafter particularly described.

In carrying out my invention I employ a single standard for supporting the canopy. The upper part of this standard is of what may be called "goose-neck" form—that is to say, it is curved forward, so as to connect with the canopy and allow ample play for the same. The standard is connected to the body of the vehicle by inserting its lower end in a socket attached to the rear side of said body, by which means the standard may be readily attached and detached at pleasure.

The upper end of the standard is connected with the canopy by means of a universal joint, which may be of any suitable description, whereby said canopy may be adjusted at different angles of inclination, in order to shield the occupant of the carriage from the sun, wind, or rain.

The universal joint is provided with a suitable clamping device for the purpose of securing the canopy in any position in which it may be placed.

The canopy is composed of a frame-work covered with fibrous or other suitable material. The frame-work consists of a series of ribs and a surrounding and strengthening border extending around the extremities of said ribs, together with an inner border, running paral-

lel with the outer one a short distance therefrom, so as to leave recesses between them.

Curtains are attached to the canopy in such a manner that, when rolled up, they may be secured and concealed in the recesses between the borders.

The seat is provided with means for adjusting it to enable the occupant of the carriage to assume either a sitting or a reclining position. The rear edge of the seat is hinged to the back of the body, and the front edge is connected with a rod or bar which passes through an opening in the body, by which means the seat may be adjusted from the outside.

The canopy may be readily detached from the standard, and the standard from the body, so that the parts may be closely packed for transportation.

The accompanying drawing illustrates a mode of carrying out my invention.

Figure 1 is a vertical sectional view of a carriage-body embracing my improvements. Fig. 2 is a view of the under side of the canopy. Fig. 3 is a detail view, hereinafter referred to.

A represents the body of a carriage of any suitable description. B represents a socket attached to the rear side of the body, and receiving the lower end of the standard C, the upper portion of which is curved forward and downward, forming a loop or goose-neck, C', which receives one side of the canopy when said canopy is inclined forward to shield the face of the occupant of the carriage. The upper end of the standard is connected to the canopy by means of a universal joint, which is here shown as of the ball-and-socket form, the ball G being attached to the canopy, and the socket E held by the standard. As shown herein, the clamp D is formed by bending the end of the standard so as to surround the socket E, and is furnished with a thumb-screw, *d*, (see Fig. 3,) for tightening it.

The socket E is split or divided, as indicated at *ee*, to enable it to expand or contract. When the ball is in place in the socket it may be held securely in any position by tightening the screw *d*, so as to clamp the socket closely around the ball. Both the ball and socket may be made of either wood or

metal. As here shown, the base or foot of the ball is enlarged into a flange-like plate, I, and it is attached to the canopy by means of another plate or block, J, and a thumb-screw, *k*, the screw passing through the plate J and the canopy, and engaging with a thread in the ball G, so as to clamp the canopy firmly between the two parts I J. If desired, these parts may be glued to the canopy, either with or without the screw. As here shown, the universal-joint connection of the standard and canopy is made on the upper side of the canopy; but it may be made on the under side, if desired, by curving the standard in suitable form and reversing the position of the joint.

The canopy L consists of a covered framework, which is composed of ribs *l* and two borders, *m n*. The ribs are preferably made of metal, radiating or diverging from a central hub-piece, *l*^x, all made from a single piece of sheet metal, with the ribs corrugated for the purpose of strengthening them. The borders *m n* may be made of wood or metal, as desired. The former extends around or near the extremities of the ribs *l*, and the latter is smaller, and extends parallel with it, thus forming recesses between the two borders, and also strengthening the frame-work. The borders and ribs may be attached together by means of bolts, rivets, or other suitable fastenings. The canopy is provided with curtains P, attached thereto by their upper ends. When these curtains are rolled up, and secured by fastenings *p*, they occupy the recesses between the borders *m n*, and are thus concealed from the view of persons outside the carriage.

The seat S has its rear edge hinged to the back of the body A, and to its front portion is connected a rod or bar, R, which serves as a prop or support for the seat. The free end of the prop passes through an opening, *a*, in the back or bottom of the vehicle, and is provided with a shoulder, *r*, for engagement with the edge of said opening, in order to support the seat in the position shown in full lines. By disengaging the shoulder from the opening the seat may be inclined, as shown in dotted lines, so as to allow the occupant to assume a recumbent position, and this may be effected from the outside without disturbing the occupant of the carriage, as the prop R extends outside of the body A. This arrangement will be found of great advantage when applied to a child's carriage.

I claim as new and desire to secure by Letters Patent—

1. The combination of the ball G, split socket E, and clamp D, consisting of the end of the arm C, bent around said socket, and the thumb-screw *d*, substantially as described.
2. The combination of the curtain P, fastenings *p*, and the canopy, constructed, as shown, with recesses wherein said curtains may be secured and concealed, substantially as described.
3. The combination, with the hinged seat S, of the adjustable prop R, having shoulder *r*, and the slotted back of the carriage-body, substantially as described.

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Witnesses:

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