2 Sheets--Sheet 1.

F. H. JURY.

Children's Carriages.

No. 163,381. Patented May 18, 1875.

Fig. 1.

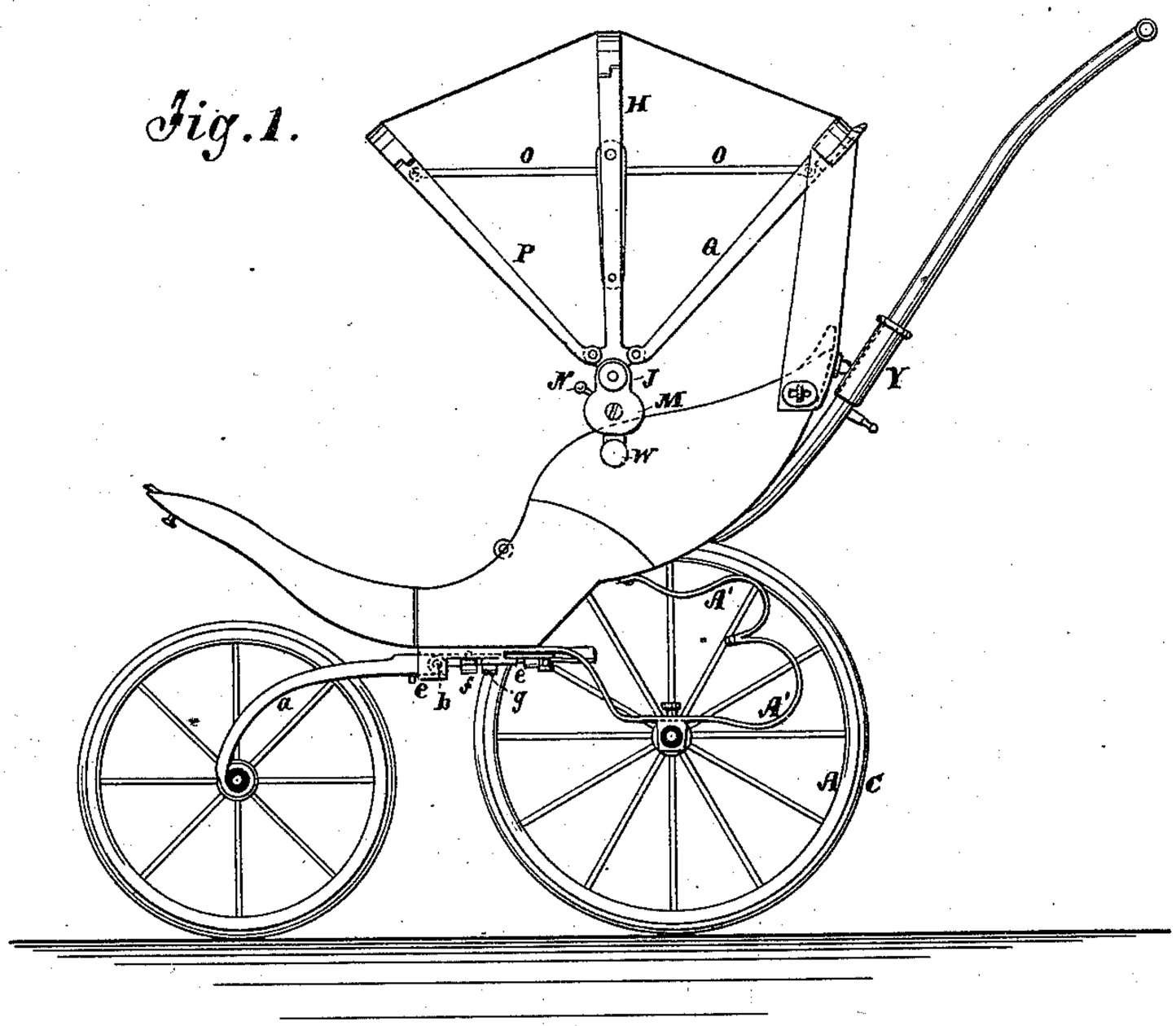
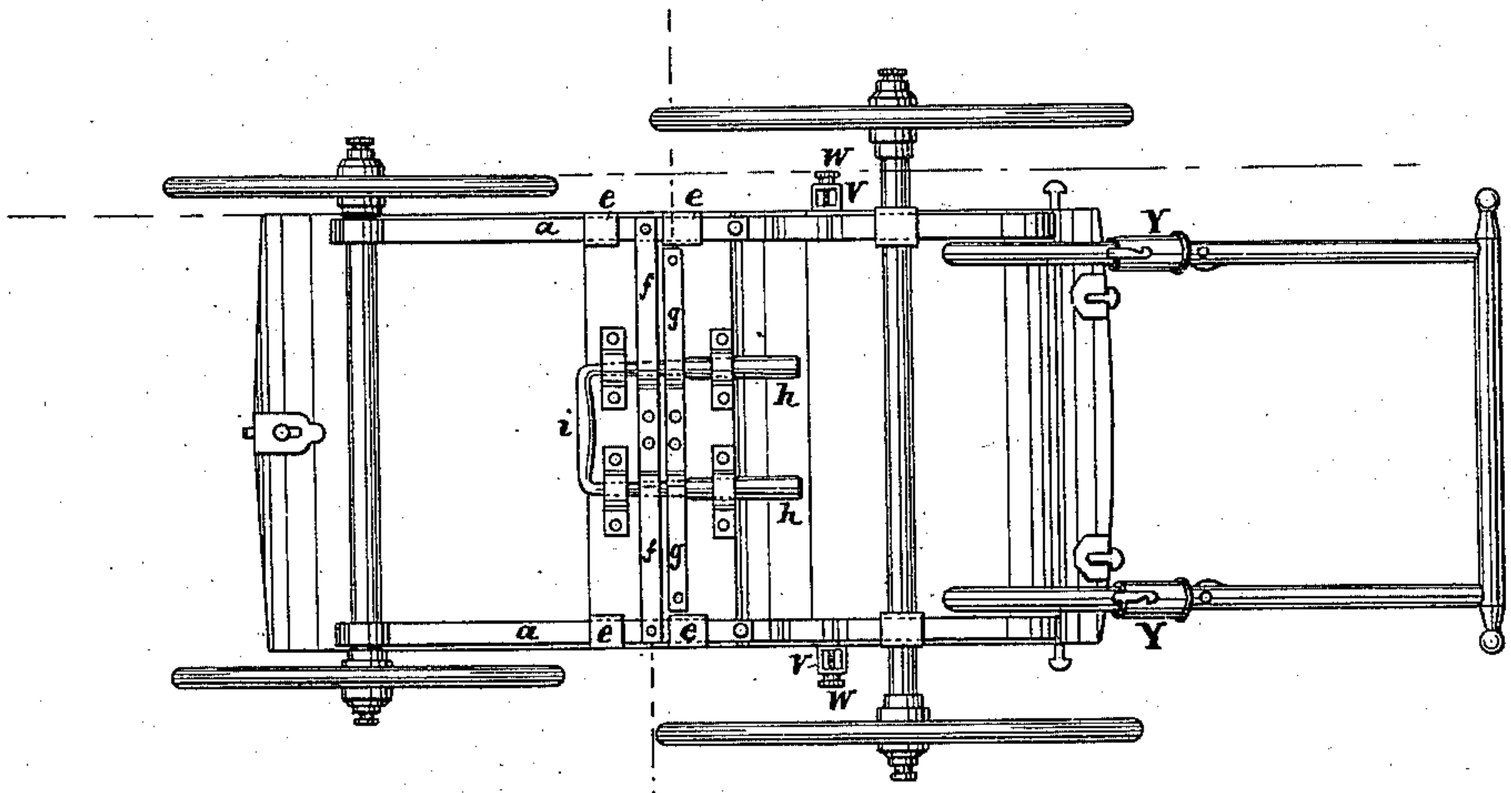


Fig. 2.



WITNESSES:

A Bennemendorf

J. A. Scarborough

INVENTOR:

F. H. Jury

BY Munn & Co

ATTORNEYS.

2 Sheets--Sheet 2.

F. H. JURY.

Children's Carriages.

No. 163,381. Patented May 18, 1875.

Fig. 4.

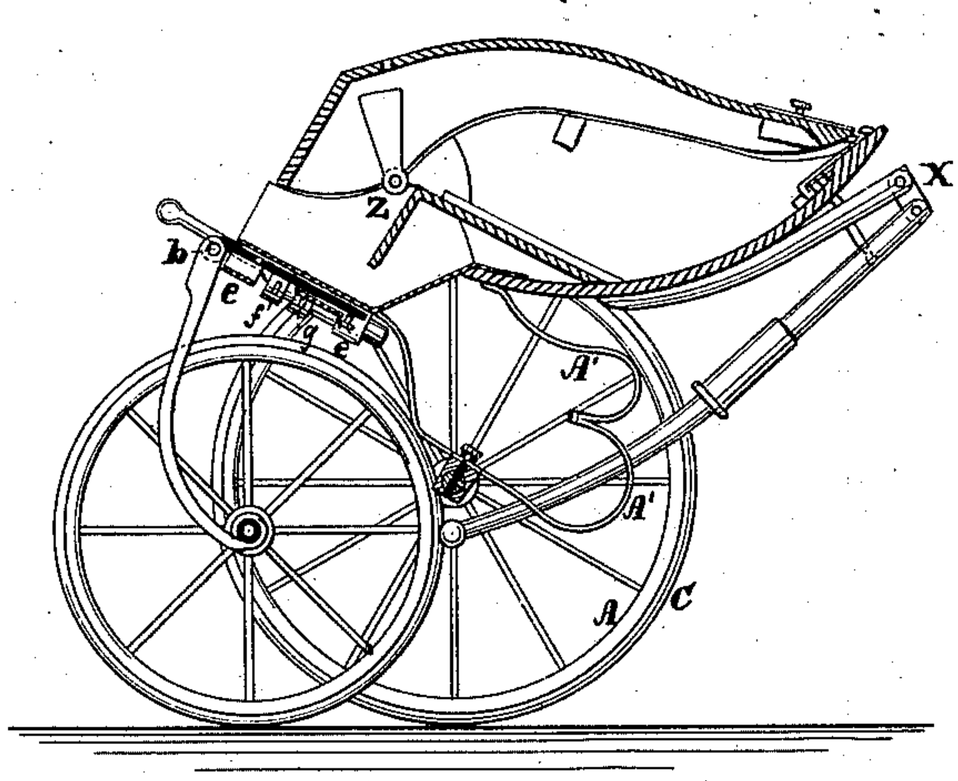


Fig. 3.

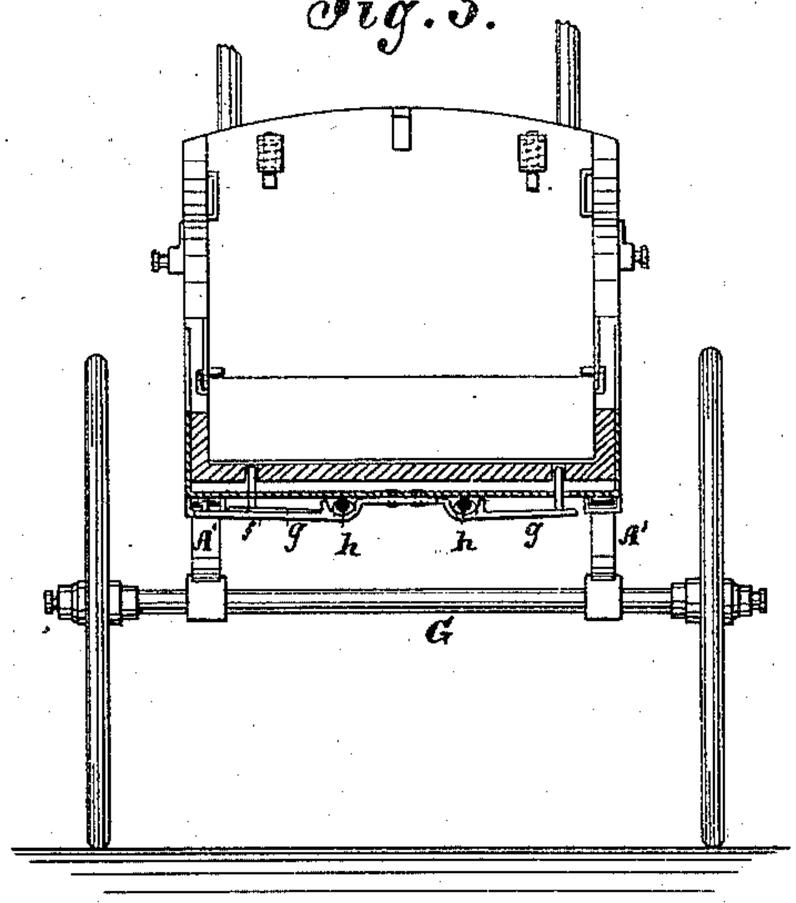
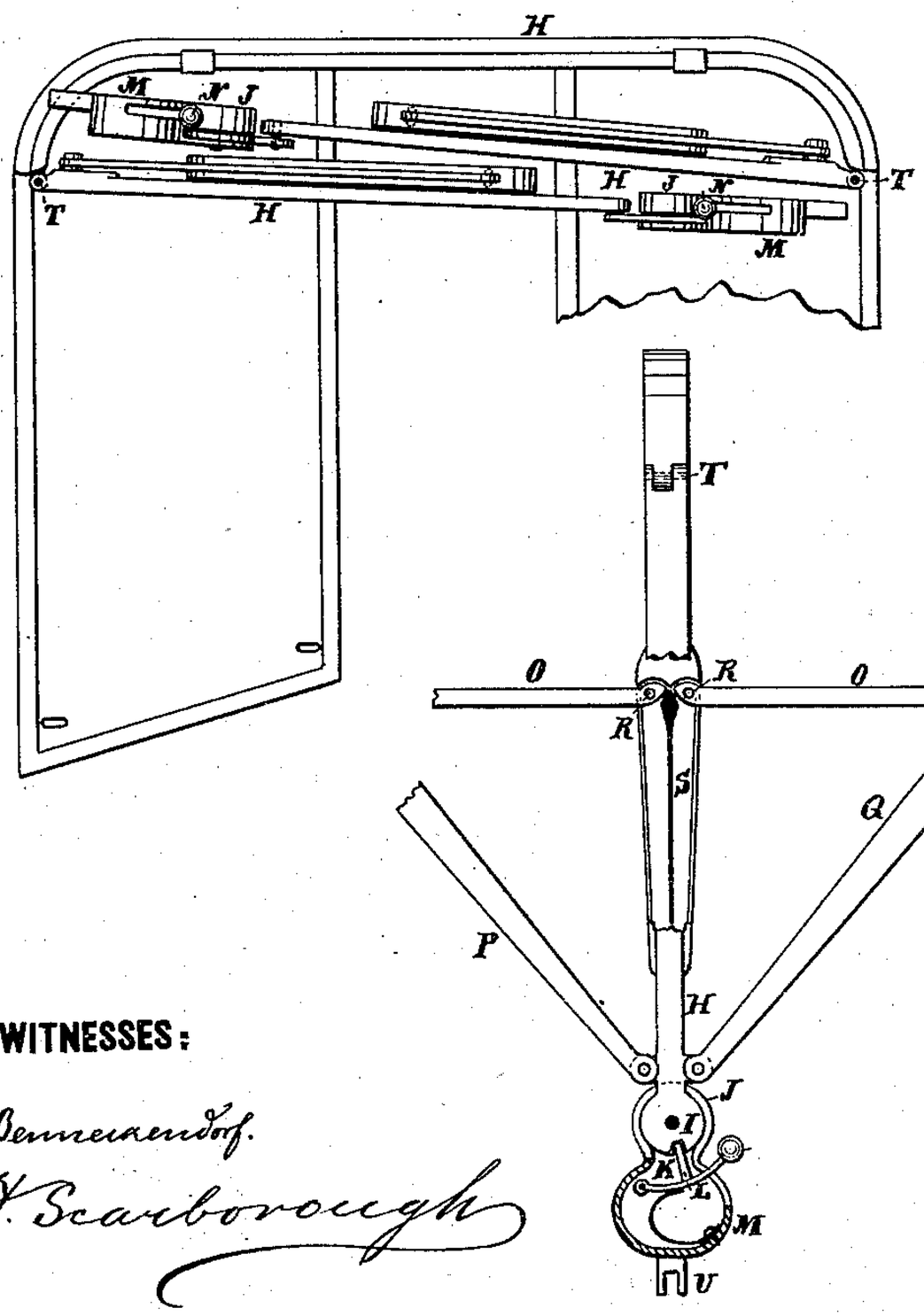


Fig. 5.

Fig. 6.



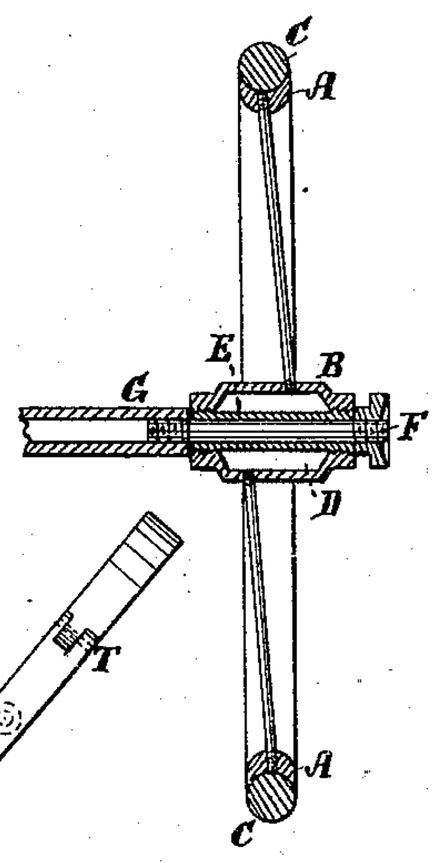


Fig. 7.

WITNESSES:

A Bennett Jr.

J. H. Scarborough

INVENTOR:

F. H. Jury

BY Munn & Co

ATTORNEYS.

THE GRAPHIC CO. PHOTO-LITH. 39 & 41 PARK PLACE, N.Y.

UNITED STATES PATENT OFFICE.

F. HERMAN JURY, OF NEW YORK, N. Y.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **163,381**, dated May 18, 1875; application filed March 6, 1875.

To all whom it may concern:

Be it known that I, F. HERMAN JURY, of the city, county, and State of New York, have invented new and useful Improvements in Carriages, of which the following is a specification:

The invention will first be fully described, and then pointed out in the claims.

Figure 1 is a side elevation of the body and top section of the axles on the line *x x*. Fig. 2 is a plan of the carriage inverted. Fig. 3 is a cross-section on the line *y y*. Fig. 4 is a section of the carriage folded up. Fig. 5 is an elevation of the top, showing the folding of the bows for packing it away. Fig. 6 is a section of the wheel-rim and hub; and Fig. 7 is a section of the middle bow and its support, and elevation of the other bows and the braces.

Similar letters of reference indicate corresponding parts.

The forms of the wheel-rim A and the hub B are represented in Fig. 6. The rim has, in this case, a concave groove for a round rubber tire, C; but it may be angular for a square or other angular-shaped tire; but in either case it will be shaped so that, while it widens out at the top to the edges, the bottom will be sufficiently thick to afford the requisite thickness for firmly holding the spokes which screw into it. The hub is cast with an inner annular chamber, D, to dispense with unnecessary metal, and the ends, which are contracted to the size of the box E, are screw-threaded, and the box is screwed in, making a tight and cheap hub, but at the same time a durable one. The axles F are short pieces of round metal screwed into the ends of a hollow middle tubular portion, G, to make the middle portions stronger for a given quantity of metal by increasing the size. H represents the middle bow, which has a circular head, I, on the lower end within the case J, to which it is also pivoted, to rise up into the upright position or drop down. In the lower side of this head is a notch, K, in which the spring-stop L in the case M below engages to fasten the top in the upright position. N is a handle extending from the stop out through the case for the occupant of the carriage to manipulate it by. O represents the braces or props for staying the front and rear bows P and Q. They are confined at one end in a slotted portion of the middle bow by the studs R, and slide down to allow the bows to fold up, and up to hold them extended. They are held up by the spring S, which has a little head at the upper end, with beveled sides, along which the braces can be readily forced either up or down, springing it to one side or the other. T represents the joints in the bows, by which to fold them up compactly, as represented in Fig. 5, when it may be desired to do so. The bows are detachably connected to the body by the notched studs U, sockets V, and clamping-screws W. The handles are jointed at X, and have a sleeve, Y, to slide over the joint when they are to be held up rigidly for use. The body is jointed at Z to fold together, as represented in Fig. 4, and the frame pieces or bows *a*, connecting the body to the front wheels, are jointed at *b*, and also slide in and out of clips *e*, to hold the joints rigid and allow them to fold. They are locked when shoved in the clips to be kept rigid for use by the spring-stops *f*, and the box is locked in the extended position by the spring-stops *g*. These stops are detached to free the parts locked by them by the sliding tapered rods *h*, forming portions of a handle, *i*, by which to carry the carriage by hand when it is folded up, as represented in Fig. 4.

Pulling the handle out a certain distance by the part *i* will draw the tapered rods under the springs, and thus force the stops out of the holes, and pushing it back will allow them to spring back and press the stops into their holes.

A′ represents the double C-springs, contrived, as I propose, for increasing the elasticity and range. One is connected to the axle, and the other to the body, and the two are connected together at one end, thus practically giving double the range and elasticity of one ordinary spring.

By having the spring-stop for holding up the top, and the braces arranged inside, the top can be raised and lowered easily by the person inside. No rain can effect them; they are less expensive and more durable; the leather can be put on easier; no holes for the

props have to be made; the top looks lighter and neater, and, when up, will always present a smooth surface.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination of the spring-stop L with the notched and pivoted head I of the middle bow H and the case J, substantially as set forth.

2. The combination of the back and front bows with the middle bow and shifting inside braces O, for adjusting the back and front bows, all substantially as set forth.

3. The said braces, in combination with the slotted portion of bow H, by the stud-pins R and the headed spring S, substantially as set forth.

4. The combination of the folding handles, having locking-sleeves Y, with a carriage, substantially as specified.

5. The backward-folding body, in combination with backward-folding frame-pieces *a*, substantially as and for the purpose set forth.

6. The combination of the sliding tapered handle *h i* with the spring-stops and the folding body and frame-pieces, substantially as specified.

7. The top detachably connected to the body by the notched stud U, sockets V, and binding-screws W, substantially as specified.

F. HERMAN JURY.

Witnesses:
T. B. MOSHER,
C. SEDGWICK.