

B. W. GROVER.
 BABY CARRIAGE STORM HOOD.
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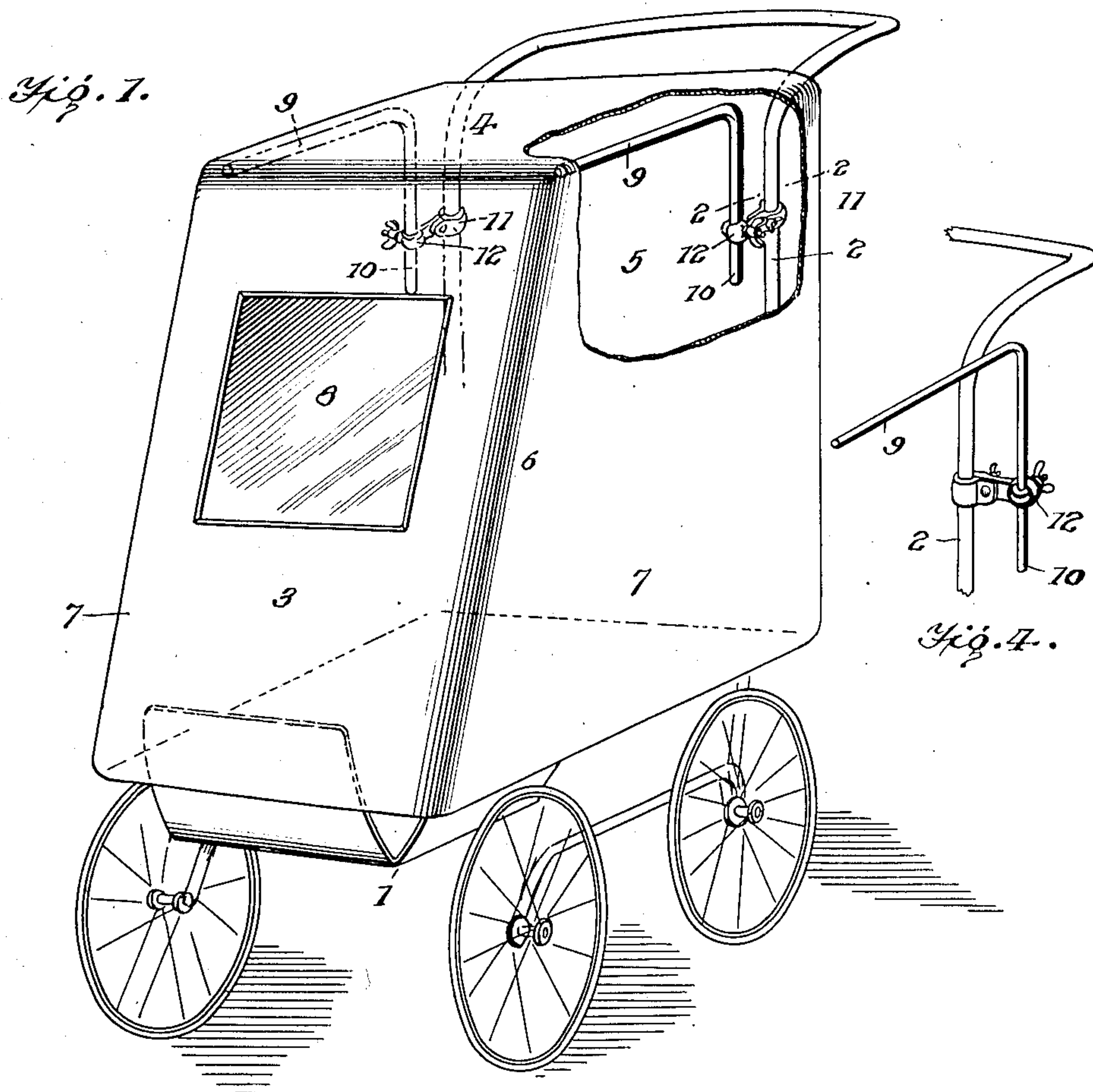
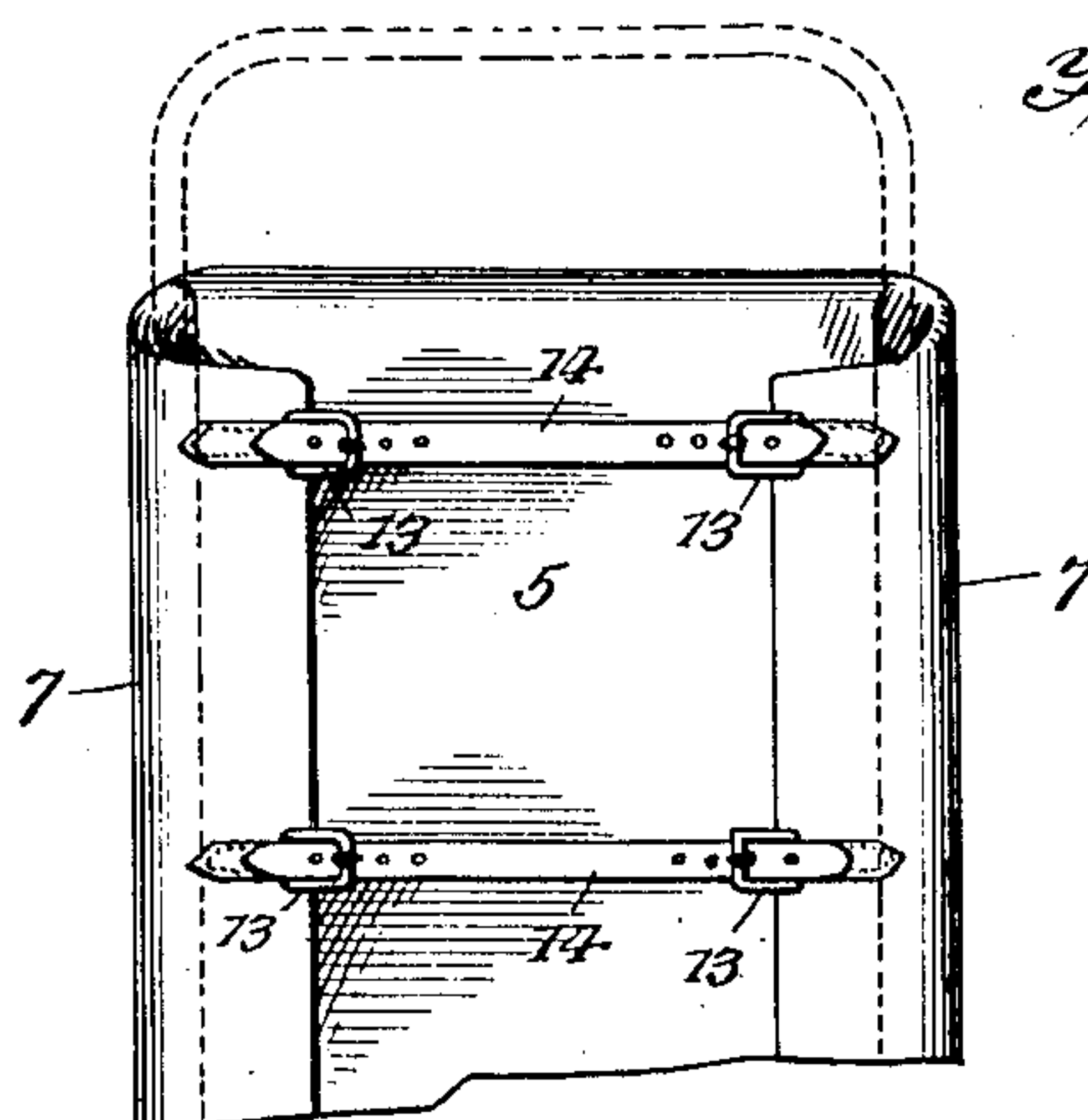
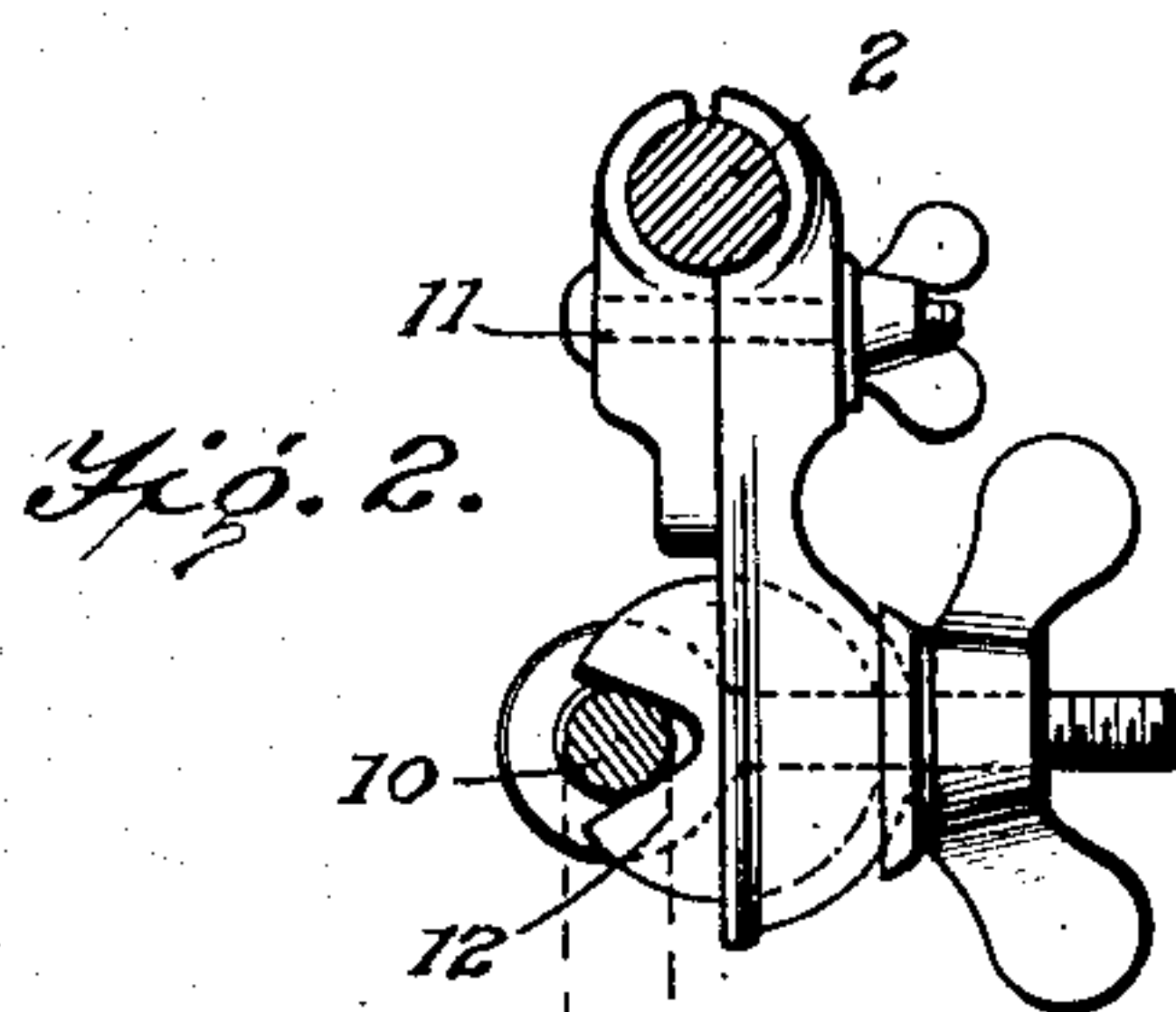


Fig. 4.



Witnesses
L. H. Schmidt.
J. T. Burch.

Inventor
 BYRON W. GROVER,
 Attorneys *Field & Field*

UNITED STATES PATENT OFFICE.

BYRON W. GROVER, OF FREMONT, OHIO, ASSIGNOR OF ONE-HALF TO BYRON A. FOUCHE, OF FREMONT, OHIO.

BABY-CARRIAGE STORM-HOOD.

No. 916,439.

Specification of Letters Patent.

Patented March 30, 1909.

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To all whom it may concern:

Be it known that I, BYRON W. GROVER, a citizen of the United States of America, residing at Fremont, in the county of Sandusky and State of Ohio, have invented certain new and useful Improvements in Baby-Carriage Storm-Hoods, of which the following is a specification.

The invention relates to an improvement in storm hoods or shields for baby carriages and means for supporting the hood in various desired positions relative to the carriage.

The main object of the invention is the production of a hood such as described which will be adapted for easy attachment to and disengagement from any baby carriage of ordinary form and construction and which shall be capable of adjustment to accord with that of the carriage in connection with which it is being used and at all times afford effective weather protection to the occupant of the carriage.

Another object is to provide means for supporting and retaining the hood in desired adjusted position and adapted, while still attached to the carriage, to be turned out of operative situation and out of the way, or, if preferable, detached from the carriage altogether.

Another object is to so form and proportion the hood as to adapt it, when out of use, to be compactly folded in small compass and carried with convenience in the carriage as an emergency accessory.

The invention will now be described in the following specification, taken in connection with the accompanying drawings, and then pointed out in the claims.

In the drawings, Figure 1 is a perspective, partly broken away, of my improved storm hood and supports as applied to a carriage of ordinary form. Fig. 2 is a section, taken on line 2—2 of Fig. 1, showing the clamp for attaching the hood-supporting means to the carriage handle bars. Fig. 3 is a broken rear elevation showing the back portion of the hood in operative relation to the rear of the handle bars, and Fig. 4 is a perspective showing the hood support in one of its angular adjustments with relation to the carriage.

Referring now to the drawings, in which like parts are denoted by like reference numerals in the different views, 1 denotes a

baby carriage of any usual type, including handle bars 2, in connection with which the hood is to be used.

3 indicates the front of the hood proper, by preference formed sloping from the top 4, as shown, and 5 a section forming a rear curtain normally depending between the handle bar uprights, said front 3, top 4 and rear curtain 5 being formed of a single piece of material and connected by weather-tight joinings, as at 6, to sides 7 formed approximately of the configuration shown, the hood of course being of water-proof material and of sufficient length to appropriately cover the carriage as designed. The curtain 5 is made somewhat narrower than top 4 to permit said curtain to freely hang between the handle bar uprights and be overlapped by the ends of sides 7, made of such length as to snugly pass, when in operative position, around said uprights, as shown in Fig. 3. The sides 7 are each provided on its terminate edge with a plurality of buckles or like securing means 13 designed to cooperate with straps 14 to hold said edges in proper relation and retain the overlapped rear curtain 5 closely contiguous the rear of the carriage to provide effective protection at that point, and, when desired, permit ready disengagement of the curtain 5 from the overlapping edges 7 to provide for convenient access to the interior of the hood without raising the latter as a whole.

The front 3 is provided with window 8 formed of any desired transparent material suitable to admit light to the interior of the carriage and afford free inspection thereof while the hood is in use.

9 and 10 denote the two arms, formed approximately at right angles, of the hood supports, attached to the handle bar uprights and adapted, through the medium of clamps 11, for sliding vertical adjustment thereon, arms 10 passing through revoluble connections 12 of clamps 11 and arms 9 extending, when in use, forwardly in approximately horizontal parallel relation to the front edge of top 4 against which they abut, thus supporting the hood as desired, the connections as described permitting any degree of vertical or circular adjustment of the supports relative to the handle bar uprights, and also any desired angular adjustment of the arms relative to the clamp 11,

advantage being taken of the latter to depress arms 9 in a plane parallel with the sides of the carriage and position them out of the way contiguous to said sides.

5 The invention is shown and described in the preferred details of construction but it is not desired to be limited strictly thereto, it being intended to avail myself of any changes which fall within the scope of the
10 invention.

From the above it is obvious that I have produced a storm hood adapted for easy manipulation, which provides effective protection at all points of the carriage to which
15 it may be applied and which, when weather protection is no longer desired, may be instantly removed from its supports and folded in compact form for convenient storage in the carriage body, while the cooperating supports, due to their construction and
20 relative position, permit the hood to be adjusted as desired, the strap and buckle connections of the hood sides allowing rearward adjustment of the curtain to accord
25 with any adjustment of a carriage provided with an adjustable back.

Having thus described my invention what I claim and desire to secure by Letters Patent, is:—

30 1. In combination with a baby-carriage having handle-bars, a hood therefor entirely inclosing the carriage body, said hood being divided to form a rear curtain whereby the interior of the hood is readily accessible
35 without raising it as a whole, and means connected to the carriage handle-bars and inclosed within the hood for supporting the same.

40 2. In combination with a baby-carriage having handle-bars, a hood therefor en-

tirely inclosing the carriage body, said hood being divided to form an adjustable rear curtain whereby the interior of the hood is readily accessible, and means within the
45 hood and adjustably connected to the carriage handle-bars for adjustably supporting the hood, said means being adapted to be disposed in turned-down position along the sides of the carriage.

3. In combination with a baby-carriage
50 having handle-bars, a hood therefor entirely inclosing the carriage body, said hood being divided to form an adjustable rear curtain whereby the interior of the hood is readily accessible without altering the posi-
55 tion of the latter, and a pair of hood-supporting arms connected to the carriage handle-bars and inclosed within the hood, said arms being adapted to be turned down along the sides of the carriage. 60

4. In combination with a baby-carriage having handle-bars, a hood therefor entirely inclosing the carriage-body, said hood comprising a rear curtain formed integral
65 with the hood top and depending between the carriage handle-bars and overlapped when in operative position by the hood's sides, and hood supports comprising right-angled arms adjustably connected to the carriage handle-bars and inclosed within
70 the hood, said arms being adapted to be disposed in turned-down position along the carriage sides.

In testimony whereof I affix my signature in presence of two witnesses.

BYRON W. GROVER.

Witnesses:

E. L. BOGUE,
LU LU F. BAUMAN.