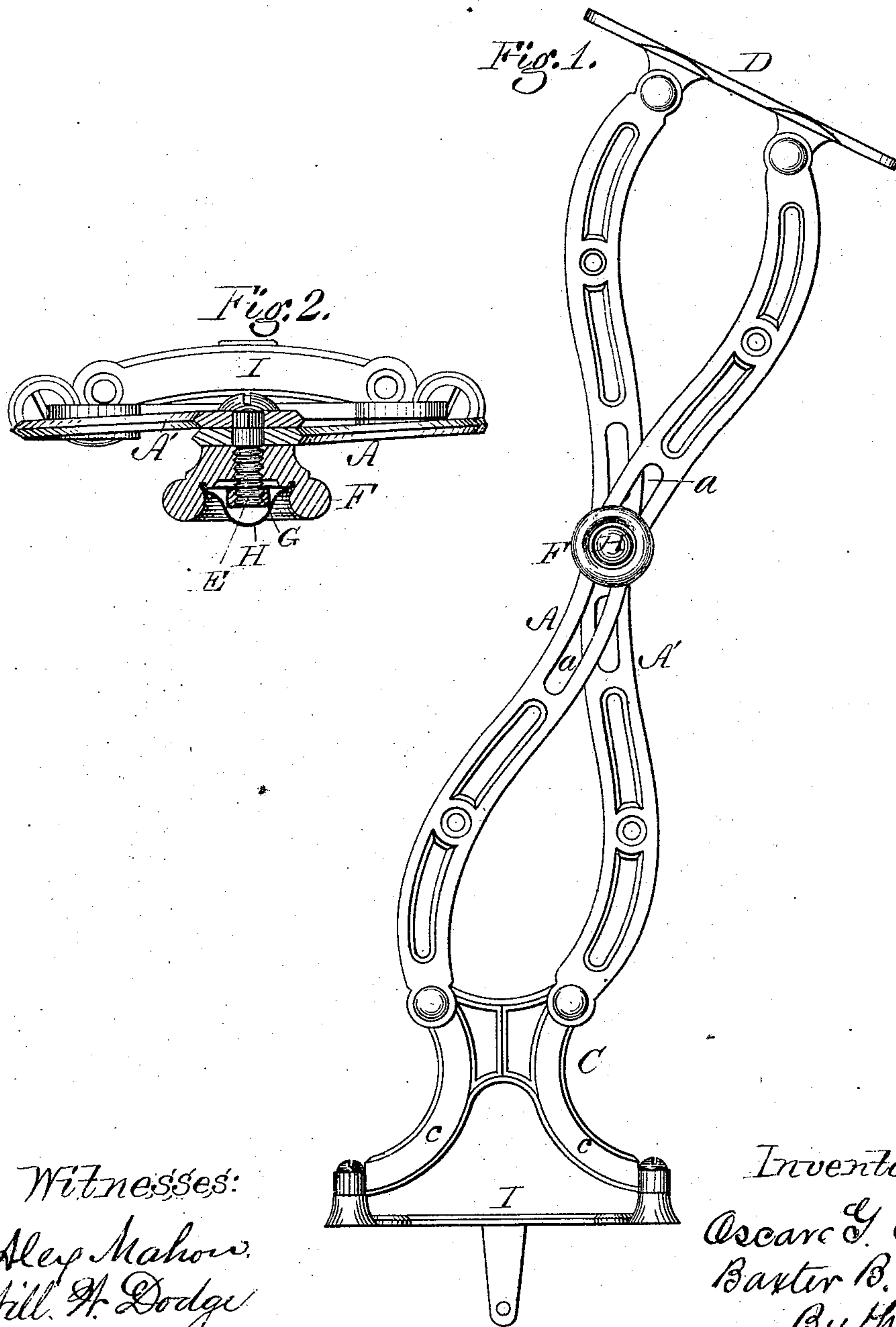


O. G. STRATTON & B. B. NOYES

Children's Carriage.

No. 161,987.

Patented April 13, 1875.



Witnesses:
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UNITED STATES PATENT OFFICE.

OSCAR G. STRATTON AND BAXTER B. NOYES, OF GREENFIELD, MASS.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **161,987**, dated April 13, 1875; application filed October 16, 1874.

To all whom it may concern:

Be it known that we, OSCAR G. STRATTON and BAXTER B. NOYES, of Greenfield, in the county of Franklin and State of Massachusetts, have invented certain Improvements in Canopy-Tops for Carriages, of which the following is a specification:

Our invention consists in a novel manner of securing the nut by which the canopy-standards are fastened in position; in a cap seated in said nut to conceal the bolt; and in providing the foot-piece or support to which the standard of a carriage-top is pivoted with a detachable base-plate.

Figure 1 represents a side elevation of our device, and Fig. 2 a cross-section of the same on the line *x x*.

A A' represent two metal arms or bars, which are crossed at the middle in an X form, and pivoted at their lower ends to a base or standard, C, and at their upper ends to a plate, D, which latter is secured to and carries the top or canopy. The bar A is provided at its middle with a curved slot, *a*, and the bar A' is provided with a fixed bolt, E, which passes through said slot, and has a thumb-nut, F, applied to its front end, so that by tightening up the nut the two bars may be clamped tightly together and prevented from moving. The bolt is extended through and beyond the face of the nut, and has a head or nut, G, secured upon it to prevent the thumb-nut from being removed or lost off. The outer face of the thumb-nut F is recessed or countersunk to receive the head or nut G, which is covered and concealed by a cap, H, which is forced or sprung into the recess, as shown. The cap is ordinarily stamped out of elastic metal, and the recess in the nut made of increasing diameter toward its bottom, so that the cap, being sprung therein, will hold securely, while, at the same time, it can be readily removed when necessary. The standard or base C, to which the lower ends of the arms A A' are pivoted, has two diverging legs or feet, *c*, which are secured, by bolts or screws, to a base-plate, I, which is properly shaped to fit the side of the body, and provided with screw-holes in its ends and in its depending tang. The base-plate I is preferably made with two small upright studs, as

shown, to receive the feet of the standards and the screws which hold the same in place.

By using this base-plate the device is rendered neater in appearance than without it, the operations of dressing and finishing the base rendered simpler and cheaper than when the standard and base-plate are made in one piece, and the top rendered easier of application to the body, inasmuch as the base-plate can be applied first, and then the standard and top secured to it, with far more ease and facility than the entire top can be handled and attached as usual.

The two main advantages, however, arising from the use of the detachable base-plate are the following: First, the plate can be secured to the carriage-body before the latter is upholstered, and then the upholstering can be put on, without slitting, crimping, or tucking, directly over the plate, after which screw-holes are pricked through the upholstering, the top set in place, and the standards screwed down in position, with the raw edge of the material under them. Second, the use of the plate permits the ready removal of the top, in order that the carriage may be packed in a compact and secure form for shipping.

In operating the device the thumb-nut F is unscrewed to release the arms A A', which may then be thrown forward or backward until the top reaches the desired position, and then fastened by simply tightening up the nut again.

Having described our invention, what we claim is—

1. In combination with the screw or bolt E and the thumb-nut F, the head or nut G, applied as and for the purpose set forth.
2. In combination with the recessed nut F, the cap or cover H, mounted therein, as and for the purpose described.
3. In combination with the standard or base C of a carriage-top, the detachable base-plate I, substantially as and for the purposes described.

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