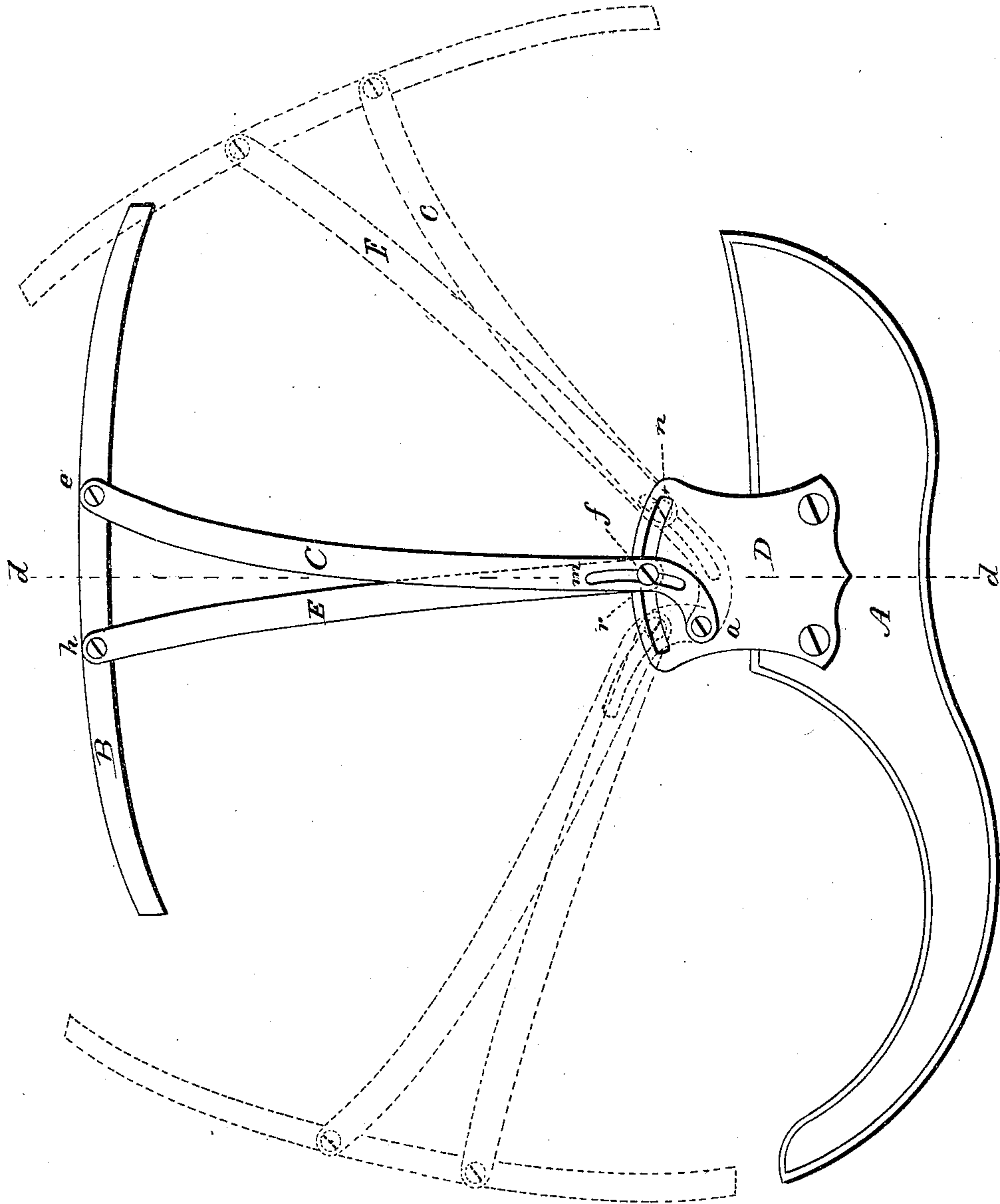


G. E. WHITMORE.

TOPS FOR CHILDREN'S CARRIAGES.

No. 174,601

Patented March 7, 1876.



Witnesses.

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GEORGE E. WHITMORE, OF NEW HAVEN, CONNECTICUT.

IMPROVEMENT IN TOPS FOR CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. 174,601, dated March 7, 1876; application filed January 17, 1876.

To all whom it may concern:

Be it known that I, GEORGE E. WHITMORE, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Canopy-Top for Children's Carriages; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent a side view with the top turned to the front and rear in broken lines.

This invention relates to an improvement in what are called "canopy-tops for children's carriages"—that is to say, a top so hinged to the body that it may be turned from the extreme front to the extreme rear, and secured in those or in any intermediate positions, the object being to turn the canopy, so that in turning from its vertical position to either front or rear the lowest edge of the canopy in falling will approach the body, while that edge which is uppermost will recede, and so that when at either extreme the canopy approaches nearly a vertical position; and it consists in a pair of braces, the lower end of one of which is hinged to the body at one side of a vertical line, the upper end hinged to the canopy upon the opposite side of said vertical line, and the second brace hinged to the canopy upon the opposite side of the vertical line, to which the other brace is hinged, and the lower end of the said second brace hinged in a horizontal slot in the body, and a vertical slot in the first brace crossing the said horizontal slot, the pivot upon which the second brace is hinged working in both of the said slots, all as more fully hereinafter described.

A is the body, which may be of any desirable or known style, and mounted upon the running-gear in the usual manner. B is the canopy, which may also be of any of the usual or known forms. C is the principal brace, its lower end hinged to the body at a point, *a*, one side of the vertical central line *d d*, here shown as to a plate, D, the upper end hinged to the canopy at a point, *e*, upon the opposite side of the said vertical line, and curved from the hinged point *a* toward the

center, so as to substantially strike the vertical line at a point, *f*, for the purpose hereinafter described. E is the second brace, hinged to the canopy at *h*, upon the opposite side of the vertical line, to which the brace C is hinged. This brace extends down to the point *f* in the principal brace. At this point a horizontal slot, *n*, is formed in the body or supporting-plate, and a vertical slot, *m*, in the principal brace C, so that the two slots cross each other at or near the said vertical line, and through these two slots a stud, *r*, is placed, securing the brace E, and forming, as it were, a hinge-joint for that brace. This stud may be provided with a thumb-nut or other convenience for tightening the joint and preventing the braces from being turned.

Thus constructed, the point *a* forms the fixed turning-point for the canopy, and, turning to the rear, the stud *r* follows the horizontal slot, at the same time working upward through the slot in the brace, so that the brace E is throwing the front of the canopy back faster than the brace C; hence, the canopy is gradually approaching a perpendicular position, the canopy turning upon the hinge *e* of the brace C, so that the falling edge approaches the body as the upper edge recedes. Turning in the opposite direction, the stud *r* follows the horizontal slot *n*, but falls, or runs down the slot *m* in the principal brace; hence, the brace E draws the front or falling edge of the canopy toward the body, the canopy turning on the hinge *e*, so that the upper edge recedes from the carriage as the lower edge approaches it, and thus inclining to the vertical position forward.

By means of the clamping screw or nut on the stud *r*, the canopy may be set at either of its two extremes, or at any intermediate point.

As here represented, the main brace C is hinged to the body forward of the vertical line; but it will be understood that this may be reversed by correspondingly reversing the upper ends of the two braces. It will also be understood that duplicate braces are arranged upon the opposite side.

I claim—

The combination of the principal brace C

and auxiliary brace E, their upper end hinged to the canopy upon opposite sides of a vertical central line, the principal brace hinged to the body at a point on the opposite side of said line, to which its upper end is hinged to the canopy, and a vertical slot, *m*, in the principal brace, and a horizontal slot, *n*, in or at-

tached to the body, the pivot of the brace E passing through and working in both said slots, substantially as described.

G. E. WHITMORE.

Witnesses:

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