

(No Model.)

T. GALT & J. BLAISDELL.
Child's Carriage Top.

No. 238,672.

Patented March 8, 1881.

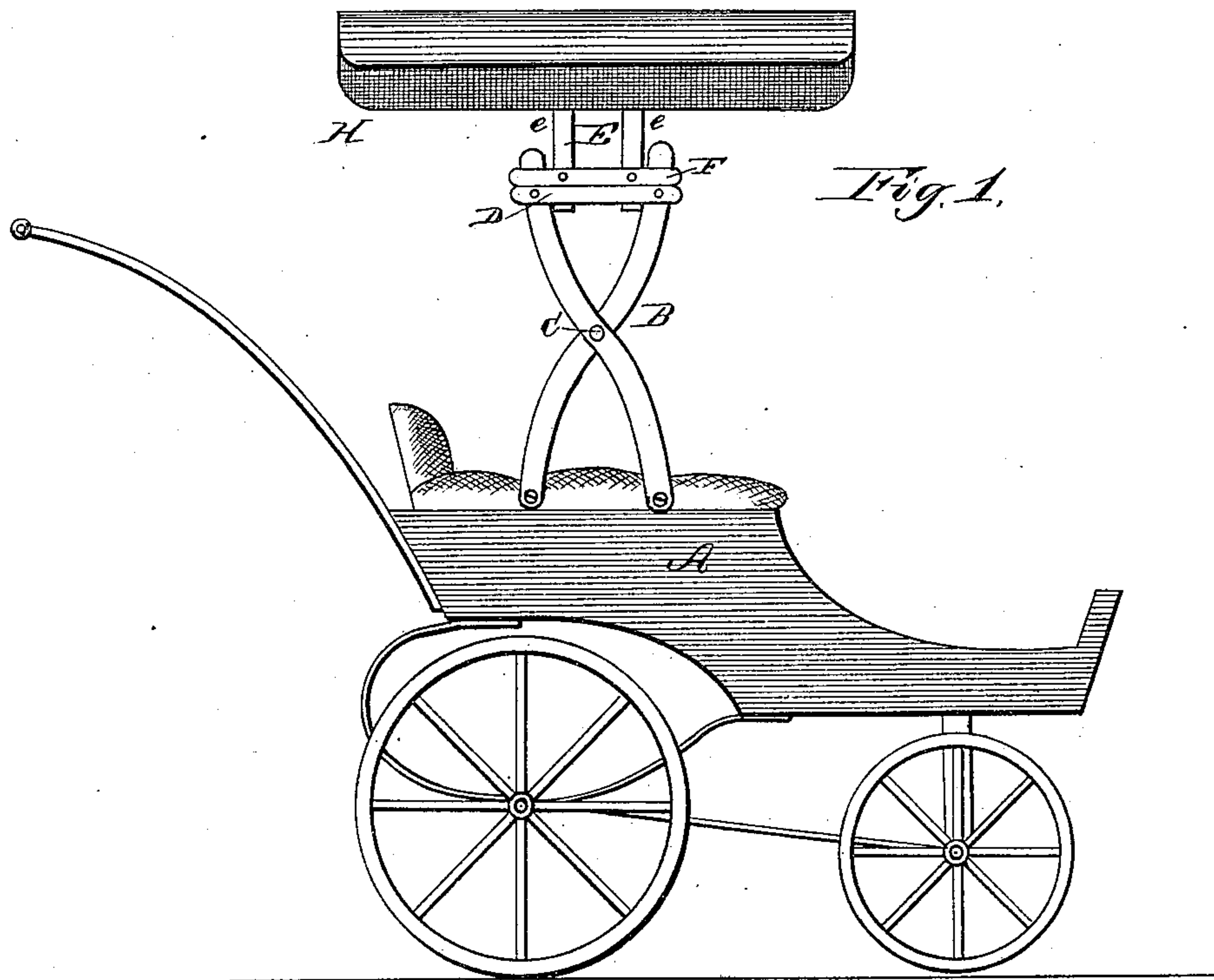


Fig. 1.

Fig. 2.

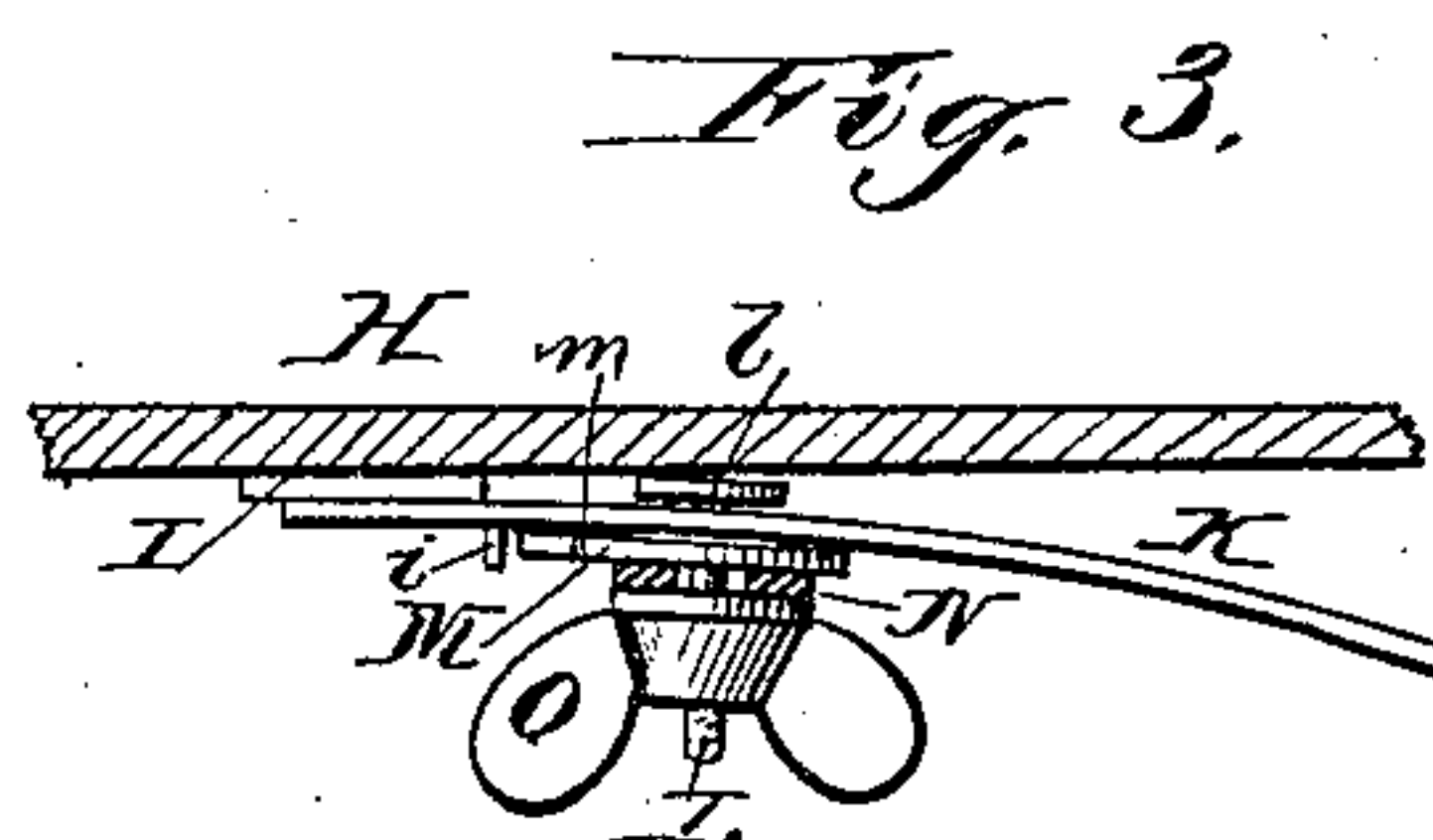
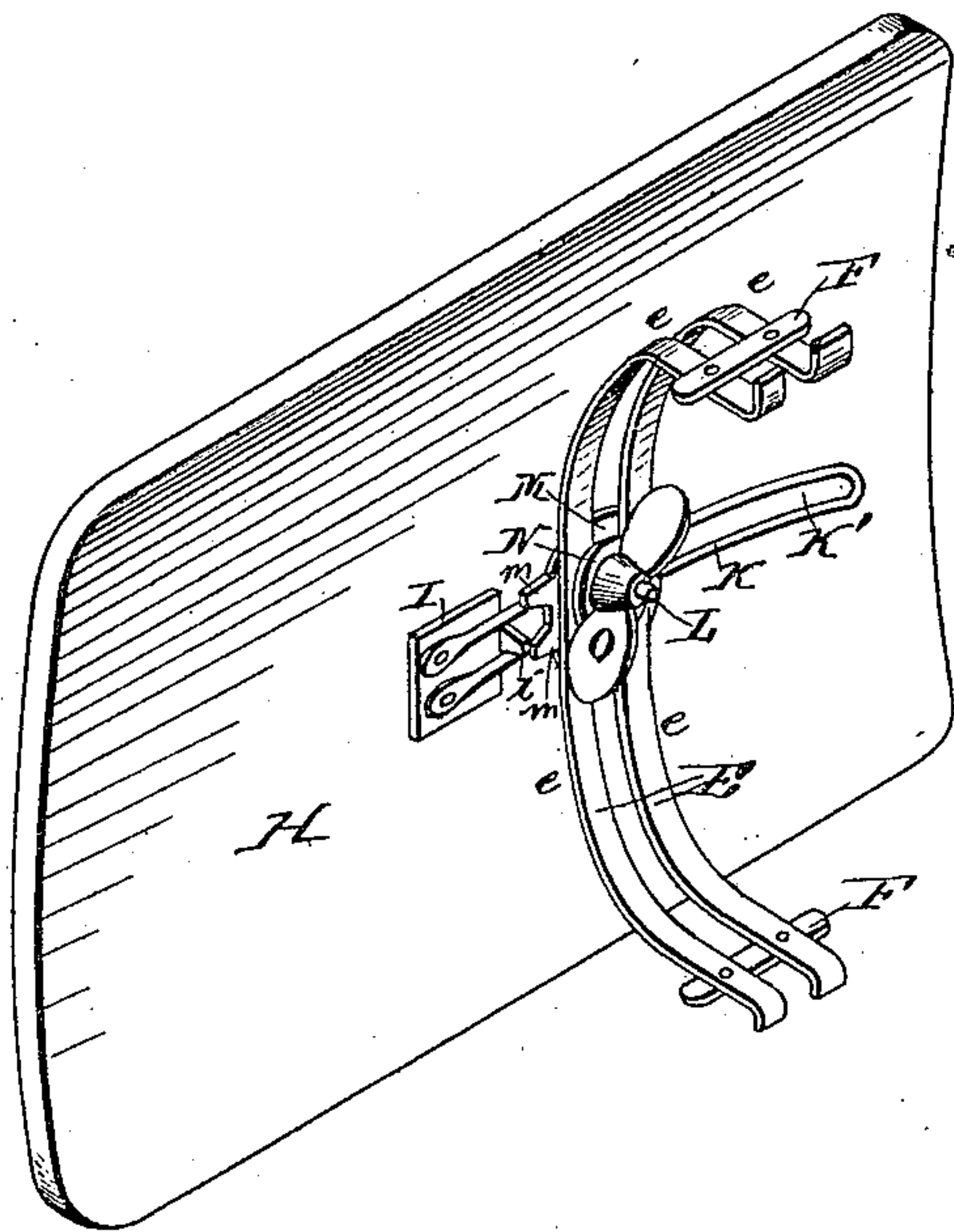


Fig. 3.

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UNITED STATES PATENT OFFICE.

THOMAS GALT AND JAMES BLAISDELL, OF ROCK ISLAND, ILLINOIS.

CHILD'S-CARRIAGE TOP.

SPECIFICATION forming part of Letters Patent No. 238,672, dated March 8, 1881.

Application filed January 21, 1881. (No model.)

To all whom it may concern:

Be it known that we, THOMAS GALT and JAMES BLAISDELL, of Rock Island, in the county of Rock Island and State of Illinois, have invented certain new and useful Improvements in Children's-Carriage Tops; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which forms part of this specification, and in which—

Figure 1 is a side view of our carriage. Fig. 2 is a perspective of the under side of the top, and Fig. 3 a detail section of the same.

The object of our invention is to provide improved means for supporting the bow or arch of a child's-carriage top, and also to provide novel and effective means for admitting of the adjustment of the top in any required position, with a view to shield the occupant of the carriage from the sun.

To such end our improvement consists, essentially, in a novel arrangement of devices for connecting the arch or bow with the standards, and in means for locking the top in the position required, as hereinafter fully described, and particularly pointed out in the claims.

Referring by letter to the drawings, A indicates the body of an ordinary child's carriage.

B refers to the standards, which are secured in pairs to the sides of the body of the carriage, the standards in each pair being inclined so as to cross each other, and being bolted together at the points where they cross by means of bolts C. Each pair of standards are secured together at their upper ends by a horizontal cross-bar, D, bolted or otherwise secured at its ends to the standards.

The arch or bow E comprises two bars, *e e*, which bear against the inner sides of the cross-bars D, and have their ends bent outwardly, so as to clasp the under edges of the said cross-bars. The bars of the arch or bow are also secured to the cross-bars F, which maintain the arch-bars at a proper distance apart, and also serve to complete the connection of the same with the cross-bars of the standards, since these cross-bars F are secured to the arch-bars *e* at such points that when the

bent ends of the latter embrace the under edges of the cross-bars D of the standards the bars F of the bow will come in position upon the top edges of the standard cross-bars, and also bear against the outer sides of those portions of the standards that extend above the cross-bars D. This constitutes a simple and effective means of connecting the bow with the standards, and at the same time of providing braces for the same. There will be no liability of the disarrangement of this connection between the bow and the standards, since the bars D hold the bars of the bow against pressure in one direction, the bars F bearing against the outer sides of the standards hold them against pressure from an opposite direction, the bent ends of the bars *e* prevent the bow from being raised, the bars D prevent the bars F from dropping down, and, finally, the ends of the bars *e* of the bow being between the upper ends of the standards any forward or backward movement of the bow will be checked.

H indicates the carriage top or canopy. To the under side of the top is secured a plate, I, and to said plate is secured a slotted arm, K, through the slot K' of which the set-screw L passes.

To the center of the arch or bow is secured a plate, M, formed with a central perforation, through which the set-screw L passes. A washer, N, is arranged upon this set-screw below the plate and the bars of the bow, and upon said screw, below the washer, is arranged a thumb-nut, O.

The slot of the arm K is closed at the lower end of said arm, so as to prevent the accidental disconnection of the arm from the screw, and the screw is provided with a head, *l*, above said arm.

The plate I is provided with a projecting tooth or lug, *i*, and the plate M is provided with two teeth or projections, *m*, the tooth *i* being at about right angles to the plate I, and the teeth *m* being extended in about the same plane as the face of the plate M from which they project. This arrangement of teeth is for locking the top over the carriage-seat, which is effected as follows: The top is shifted until the tooth *i* fits in between the two teeth *m*, after which the thumb-nut is tightened up, so

as to clamp the slotted arm K firmly between the plate M and the head of the thumb-screw. When, however, it is desired to bring the top at an angle, either in front of the seat or to one side thereof, it will only be necessary to loosen the thumb-nut and to slide down the top to the required distance, the position of said top at either side of the seat being determined by swinging the top around, and then tightening up the thumb-nut. In thus swinging round the top the thumb-screw in the slot of the arm K constitutes the pivotal point around which it turns.

The above arrangement, it will be seen, constitutes a universal joint, which admits of the top being deflected at any desired angle, and hence the top can be set in position to shield at all times the occupant of the carriage from the sun.

Instead of the two teeth *m* of the plate which is secured to the bow, it will be evident that said plate might be formed with a notch to receive the tooth of the plate I, or the plate I might be formed with two teeth or a notch, and the plate M with one tooth, although we prefer the arrangement herein shown.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. The combination, with the bow in a child's carriage, of two pairs of crossed standards, the bars of said bow being secured by means of cross-bars between the upper ends of the standards, substantially as described.

2. The combination, with the two pairs of crossed standards in a child's carriage, of the bow, comprising two bars having bent ends, cross-bars secured to the standards near their

upper ends, and cross-bars secured to the bars of the bow near their bent ends, said bow bearing against the cross-bars of the standards, and claspings the same by its bent ends, and said cross-bars of the bow bearing against the upper ends of the standards in a direction contrary to that in which the bow bears against the cross-bars of the standards, substantially as described.

3. The combination, with the top in a child's carriage, of a curved slotted arm secured to the under side of the top, and a set-screw arranged to pass through said slotted arm and through the bow, substantially as described.

4. The combination, with the top in a child's carriage, of the curved slotted arm K, the plate M, secured to the center of the bow, the thumb-screw L, passing through said arm and plate, and the thumb-nut O, arranged to draw down the thumb-screw, substantially as described.

5. The combination, with the top in a child's carriage, of the plate I, secured to the under side of the top and provided with a tooth, *i*, the curved slotted arm K, secured to said plate, the plate M, secured to the bow and provided with two teeth, *m*, and the thumb-screw passing through said plate and through the slotted arm, substantially as described.

In testimony that we claim the foregoing as our own we affix our signatures in presence of two witnesses.

THOS. GALT.
JAMES BLAISDELL.

Witnesses:
LUCIAN ADAMS,
JOHN BEMPTON.