

(No Model.)

O. UNZICKER.

CANOPY STANDARD FOR VEHICLES.

No. 270,517.

Patented Jan. 9, 1883.

Fig. 2.

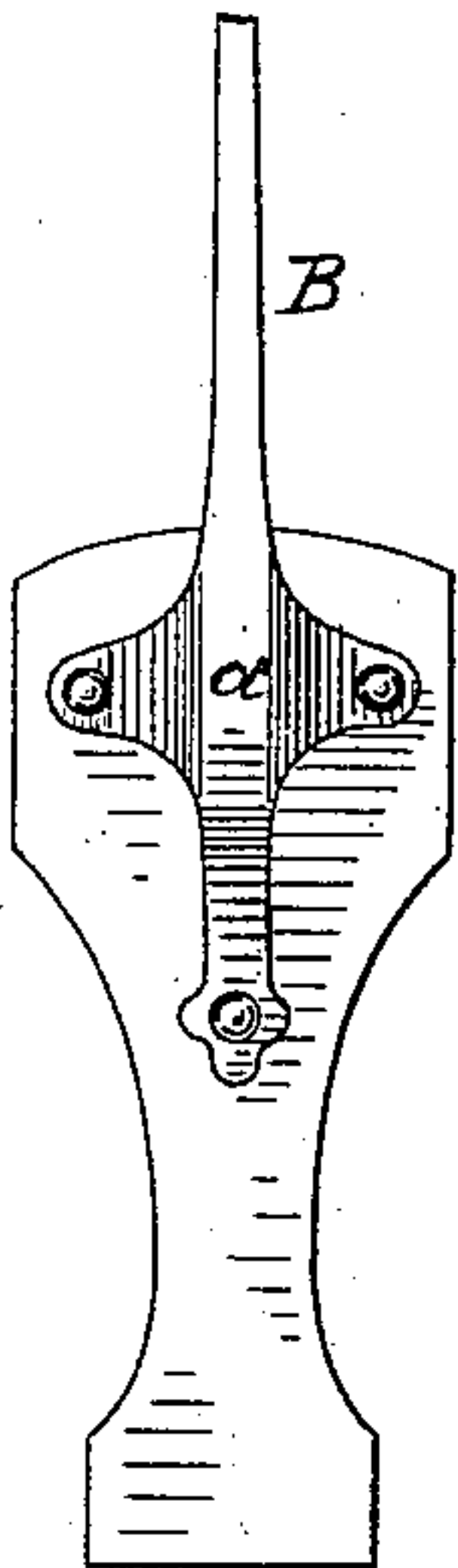


Fig. 1.

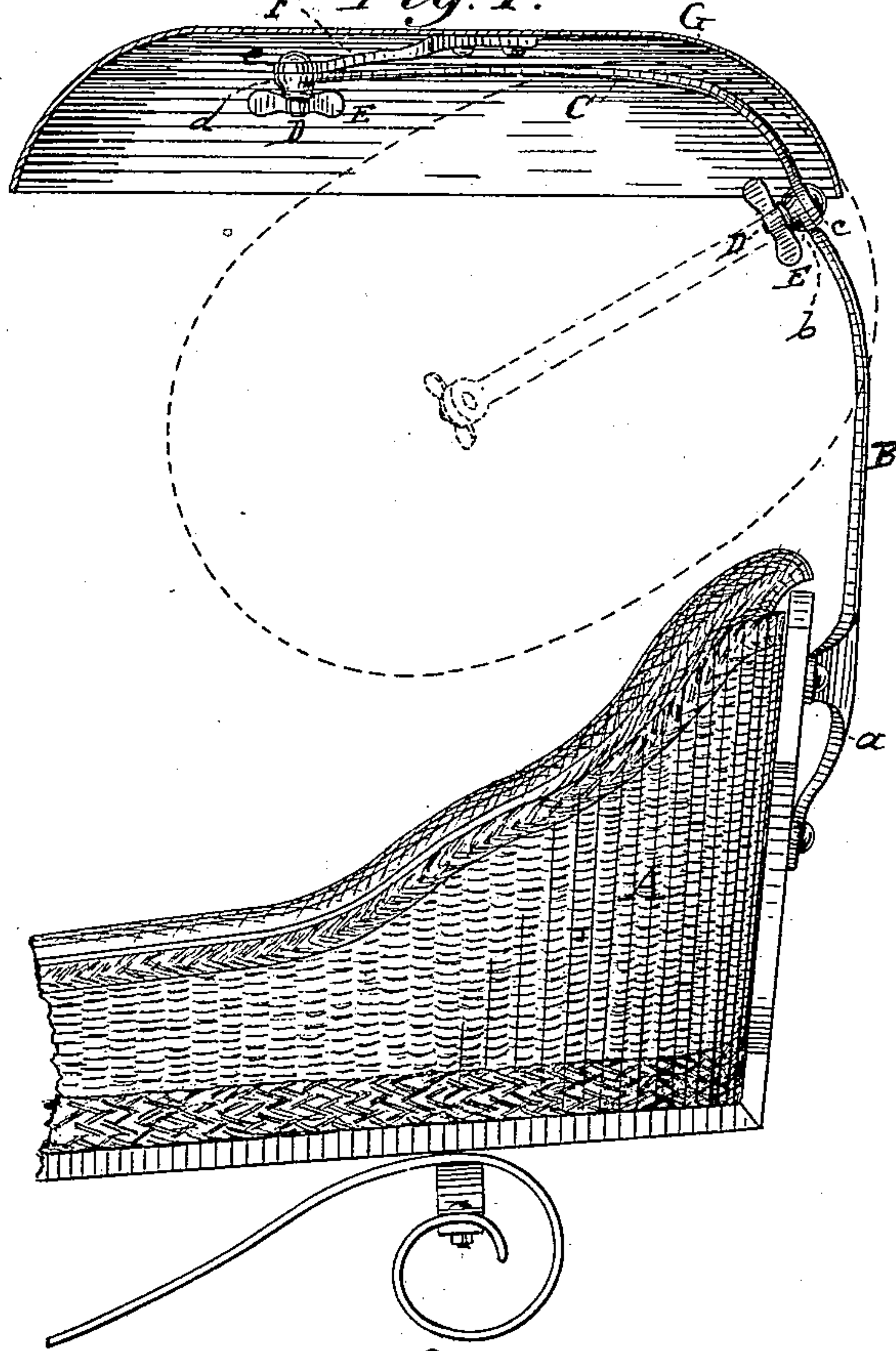
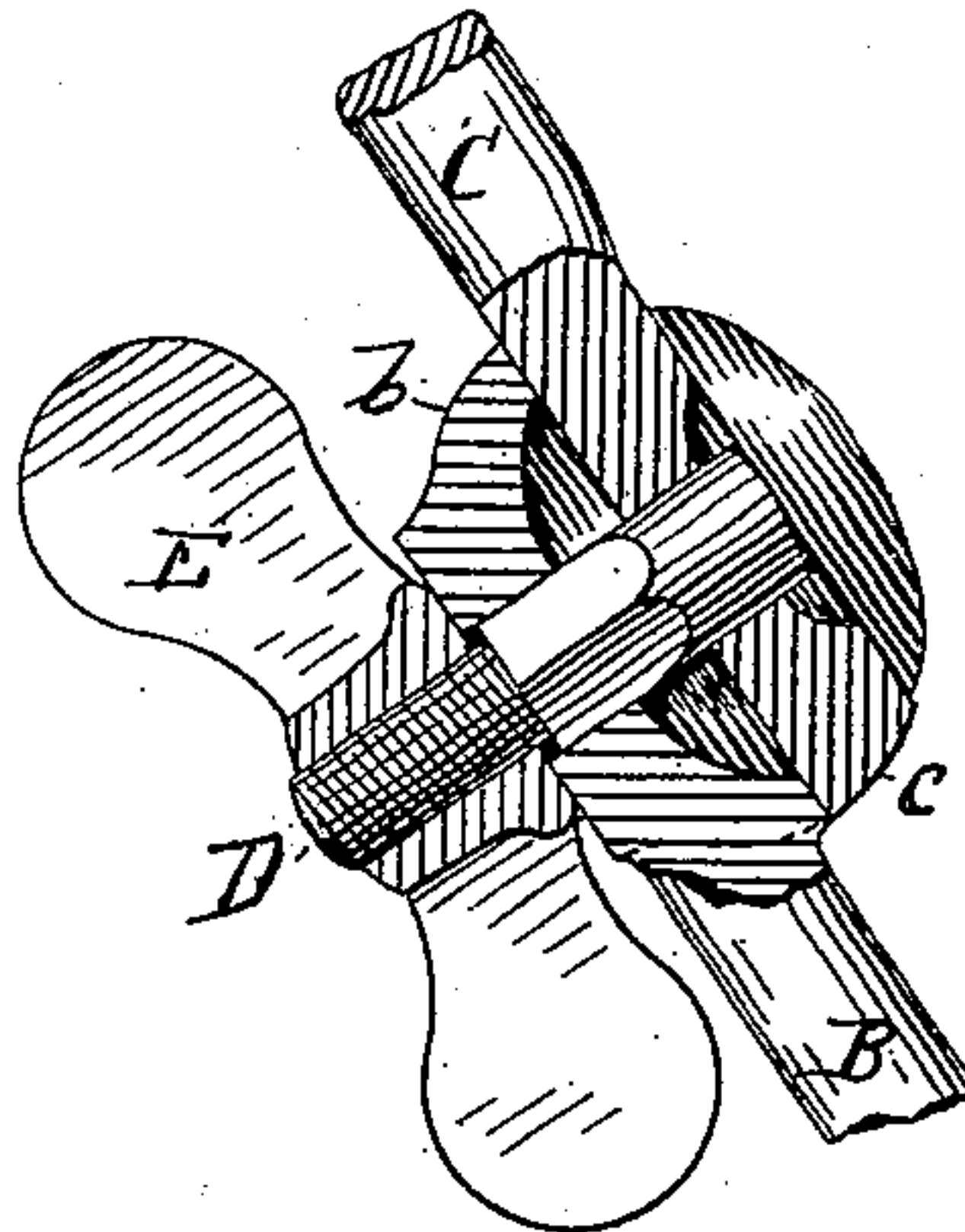


Fig. 3.



Witnesses:

Jacob Lorum.

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UNITED STATES PATENT OFFICE.

OTTO UNZICKER, OF CHICAGO, ILLINOIS, ASSIGNOR TO ADOLPH SHOENINGER, OF SAME PLACE.

CANOPY-STANDARD FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 270,517, dated January 9, 1883.

Application filed June 28, 1882. (No model.)

To all whom it may concern:

Be it known that I, OTTO UNZICKER, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Canopy-Standards for Children's Carriages; and I 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 form a part of this specification.

The object of my invention is to produce a rear standard for supporting the canopy-top of a baby-carriage, which will be so constructed that the top can be readily adjusted to any desired position or angle, and can be fixed readily at any point, so as to shield the child from the rays of the sun and from the weather, and that the adjustment of such standard can be easily accomplished by any unskilled person.

My invention consists of a standard made rigid with the back of the baby-carriage body, the end of which forms an angular knuckle-joint with a curved horizontal bar, and the forward end of such horizontal bar again forming a joint with the front end of a bar that is fixed to the under side of the canopy-top, and both joints being arranged to be tightened each by a thumb-screw, all as will be more fully hereinafter described and specifically claimed.

In the accompanying drawings, Figure 1 represents a sectional side elevation of a child's carriage having my improved standard for supporting the canopy-top; Fig. 2, an end view of the foot end of the standard as attached to the back-board of the carriage-body, and Fig. 3 a sectional view of one of the knuckle-joints of the standard.

Corresponding letters in the several figures of the drawings designate like parts.

A denotes the carriage-body, against the rear of which is secured, by three wood-screws, the lower spider-plate, *a*, of the standard B. This standard B is vertical, and has to its top an eye, *b*, the face of which is to be concave, and is to be on an angle with the standard of about forty-five degrees. Against the upper concave face of eye *b* of standard B is secured the eye *c* of a bar, C, that is horizontal and has a curved rear end, which brings the eye *c* to an angle of about forty-five degrees therewith. The eyes *b* and *c* are secured one to the

other by a bolt, D, having a half-round head, a cylindrical shank under such head where it passes through eye *c*, and that is squared where it passes through the square hole in eye *b*, and has a screw-threaded end with a thumb-nut. E. In this manner the eyes *b* and *c* of bars B and C form a knuckle-joint for adjusting the two bars on any desired angle by tightening the thumb-nut E. The forward end of bar C is also provided with an eye, *d*, that is of corresponding shape with eye *b* of bar B, and forms a knuckle-joint with an eye, *e*, of a bracket-bar, F, which, with its rear end, is rigidly secured under about the middle of canopy-top G. These eyes *d* and *e* are adjustably secured together by a bolt, D, and thumb-nut E in the same manner as eyes *b* and *c*.

With the above standard the canopy-top can be adjusted to occupy a position relative to the carriage-body to be above, at either side, at the rear, or front of the child occupying the carriage by simply loosening one or both thumb-nuts, by swinging the canopy-top to the desired position, and then by tightening such thumb-nuts again.

As will be noticed, the device is of neat appearance, is simple and durable in its construction, and is easy to handle for adjustment.

What I claim is—

1. In children's carriages, the canopy-top G, having bracket-bar F, that is connected by a knuckle-joint to bar C, which again by an angular knuckle-joint is adjustably secured to the upper extremity of a standard that is rigidly fastened to the rear of the carriage-body, all substantially as and for the purpose set forth.

2. In children's carriages, the combination of the rigid standard B, having angular eye *b*, the horizontal bar C, having angular eye *c* and eye *d*, and the bracket-bar F of canopy-top G, having eye *e*, the eyes *b* and *c* and the eyes *d* and *e* being connected each by a bolt, D, having thumb-nut E, to form adjustable knuckles between the bars B, C, and F, all substantially as and for the purpose described and shown.

In testimony that I claim the foregoing as my invention I affix my signature in presence of two witnesses.

OTTO UNZICKER.

Witnesses:

CHARLES J. BENTLEY,
H. HUEHL.