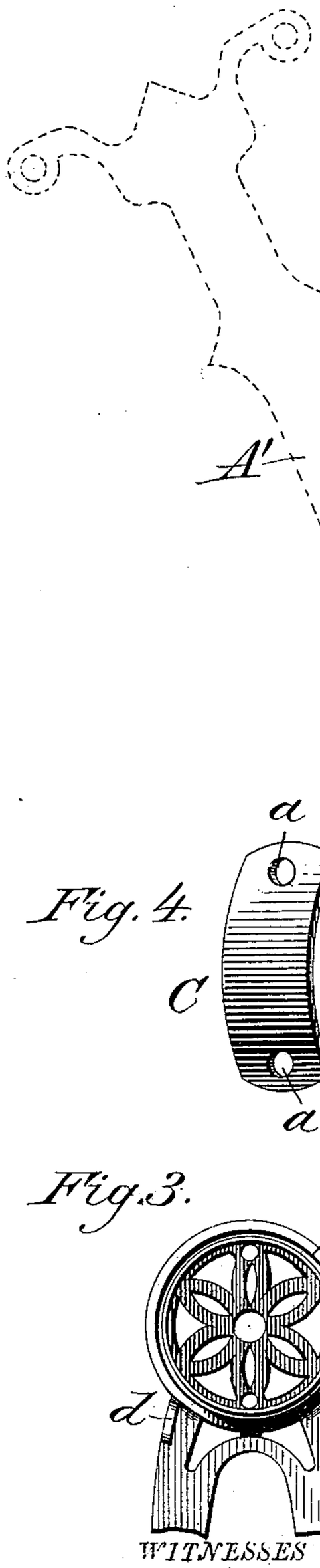
(No Model.)

H. BIGGS.

CARRIAGE STANDARD.

No. 338,655. Patented Mar. 23, 1886.



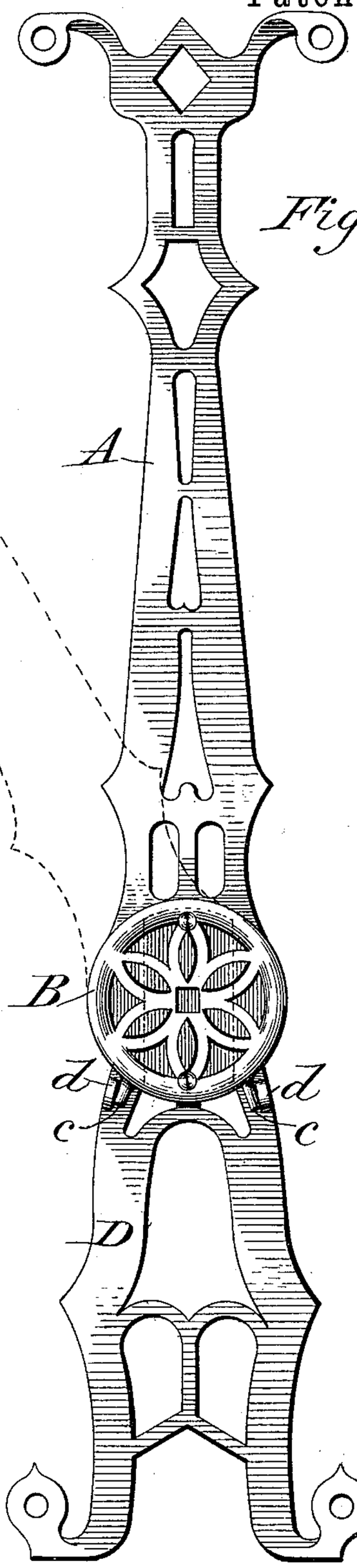


Fig. 1.

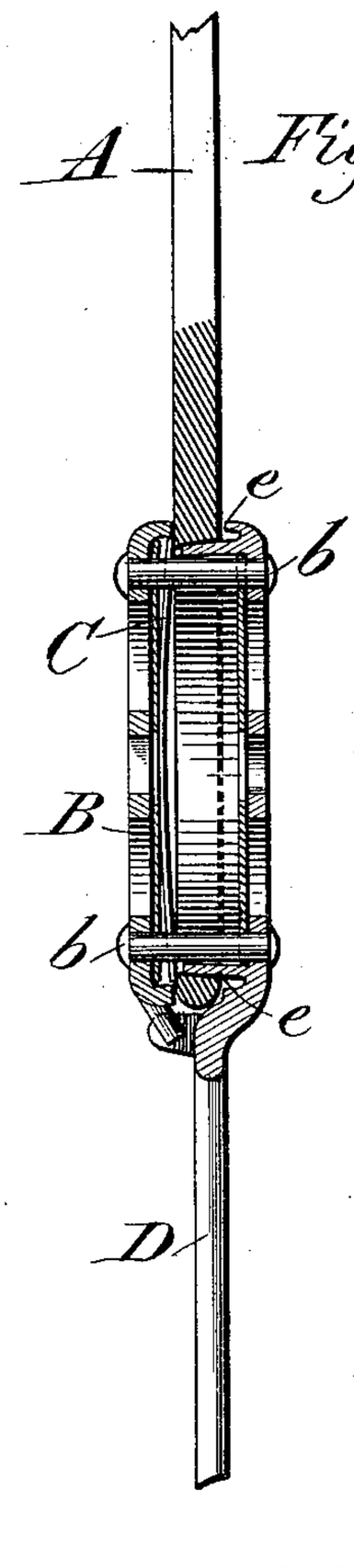


Fig. 2.

Fig. 4.

Fig. 3.

WITNESSES

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UNITED STATES PATENT OFFICE.

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CARRIAGE-STANDARD.

SPECIFICATION forming part of Letters Patent No. 338,655, dated March 23, 1886.

Application filed December 2, 1885. Serial No. 184,430. (No model.)

To all whom it may concern:

Be it known that I, HENRY BIGGS, a citizen of the United States of America, residing at Montpelier, in the county of Washington and State of Vermont, have invented certain new and useful Improvements in Carriage-Standards; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to an improvement in that class of devices known as "carriage-standards," and is more particularly adapted for use with children's carriages having a square or canopy top.

The object of the invention is to enable the top to be dropped in front of the seat or behind it, or to be held inclined at any of the various possible angles, and yet to dispense with the necessity of locking the standard in the desired position by means of a device operated by hand, as is usual with most standards now in use; and my invention consists in a standard preferably formed in two parts which are united by a connection such that while the lower part is fastened rigidly to the carriage body or seat the upper part may be moved backward or forward and held inclined at any angle under the pressure of a spring-friction clamp located at the said junction of the two parts of the standard.

In the annexed drawings, illustrating my invention, Figure 1 is a side elevation of my improved standard, showing the upper part thereof in an upright position, and also by dotted lines in an inclined position. Fig. 2 is a vertical transverse section through the connection between the upper and lower parts of the standard. Fig. 3 is a detail view of the lower part; and Fig. 4 is a perspective of the spring-clamp.

Like letters of reference designate like parts in the several views.

The standard-arm, designated by the letters A and D, may be made of any ornamental form, of light open work, if desired, as shown in the drawings, or of any other convenient pattern, and may be of metal or any other suitable material. This arm is preferably constructed in two parts—an upper part, as A, and a lower portion, as D. The upper part is to be fastened securely to the top of the carriage, while the lower part is to be affixed rigidly to the carriage body or seat. It is evident, however, that my standard may be composed of but a single arm, as A, lengthened sufficiently to extend from the top to the body or seat of the carriage; and in this case the part D will be entirely dispensed with, excepting its extreme upper portion, which serves in the first instance to form a part of the junction between the two arms, and which is now to be fastened to the carriage body or seat and so provide directly thereupon the joint which would otherwise be situated midway of the arm, but which has now been removed thence to the carriage body or seat.

The construction of the joint between A and D is as follows: The arm D is fashioned in circular form at its upper end, said circular portion being provided in its interior with a circular flange, *e*, as shown in Fig. 2. The upper arm, A, is provided on its lower end with a circular rim, which fits loosely over the flange *e* in such a manner that it can turn upon it. Therefore, in constructing the standard, the two parts A and D are first to be put together, by inserting the flange *e* within the circular rim of the upper arm; then the spring-clamp C is to be put into its position, as shown in Fig. 2. This clamp is represented in Fig. 4, and is a curved piece of spring metal, perforated with screw-holes *a*, if desired. It is located against the rim of the portion A, with its convexity outward, so that the latter will bear against a cap-piece, B, which, as shown by Figs. 1 and 2, is placed against the circular rim outside the spring-clamp, and serves to complete the joint of the standard. This cap-piece is preferably circular in form, and may be made with ornamented open-work, to correspond with the rest of the standard.

The several parts of the joint—such as the cap B, clamp C, circular rim, and flanged portion D—are all secured together by rivets or screws *b b*, substantially in the manner illustrated. Thus it will be readily seen that inasmuch as the clamp C is constantly held firmly against the rim of the upper part, A, the said upper part will be so secured that it

may be moved about its joint, either backward or forward, and yet the clamp will keep it fixed in any inclined position desired.

Whenever it is so desired, the cap-piece B may be provided with lugs *c c*, which are so located as to fit between lugs *d d* upon the standard. This arrangement of lugs will serve to keep the cap-piece in a still firmer position than is attained by the use of screws alone.

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

In a carriage standard, the combination of the canopy-supporting arm A, having a circular rim, the arm D, having a circular flange, *e*, located within said rim, the cap-piece B, and the spring clamping-plate C, tensioned between the opposing faces of the cap-piece and the upper arm, so that the latter may be held by friction in any position, substantially as shown and described.

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

HENRY BIGGS.

Witnesses:
MATTHEW J. BLAIR,
CHAS. M. BENNETT.