(No Model.) 2 Sheets—Sheet 1.

A. T. VANNERSON.

TOP FOR CHILDREN'S CARRIAGES.

No. 348,074. Patented Aug. 24, 1886.

Fig. 1.

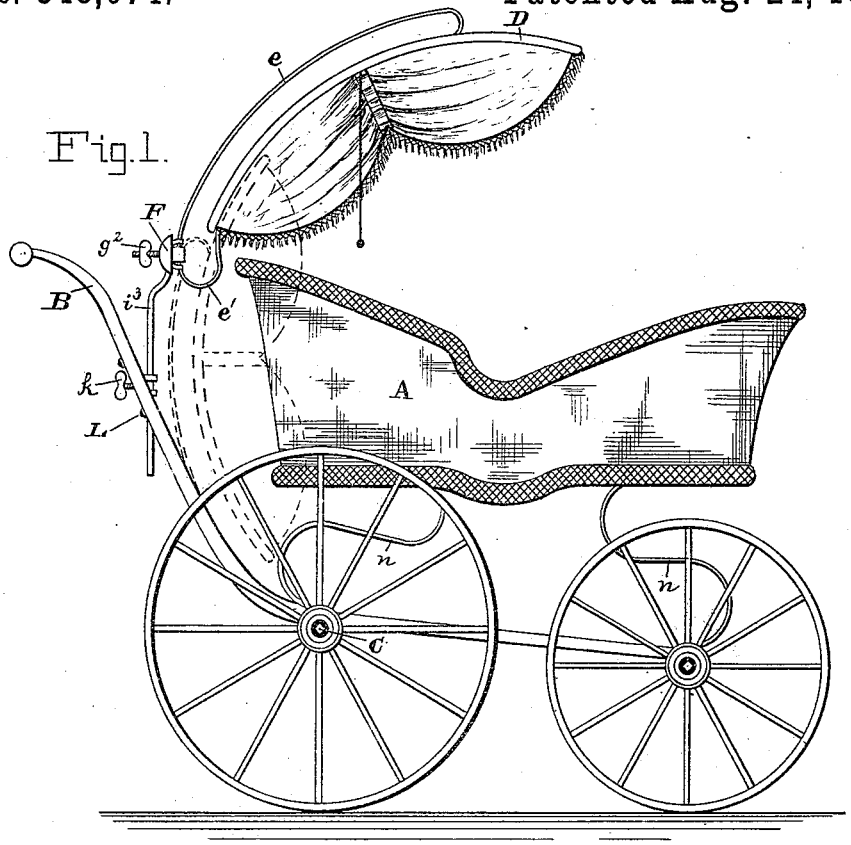
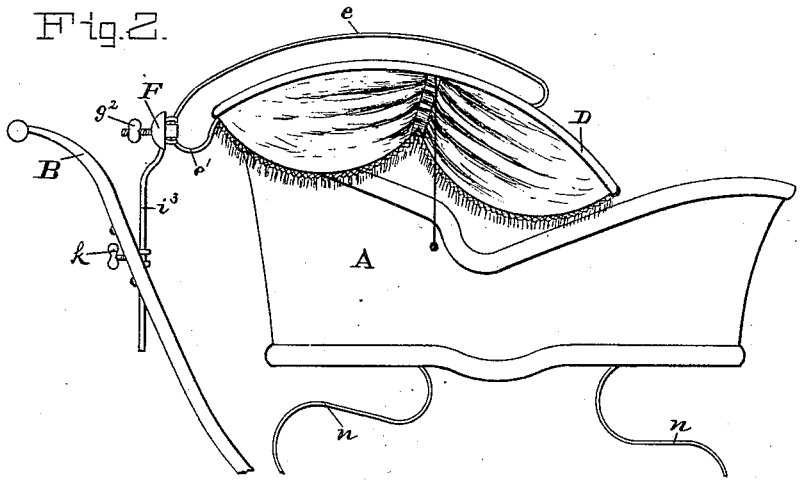


Fig. 2.



Witnesses:

A. C. Eader

John E. Morris

Inventor:

A. T. Vannerson

By Chas B. Mann

Attorney

(No Model.) 2 Sheets—Sheet 2.

A. T. VANNERSON.

TOP FOR CHILDREN'S CARRIAGES.

No. 348,074. Patented Aug. 24, 1886.

Fig. 3.

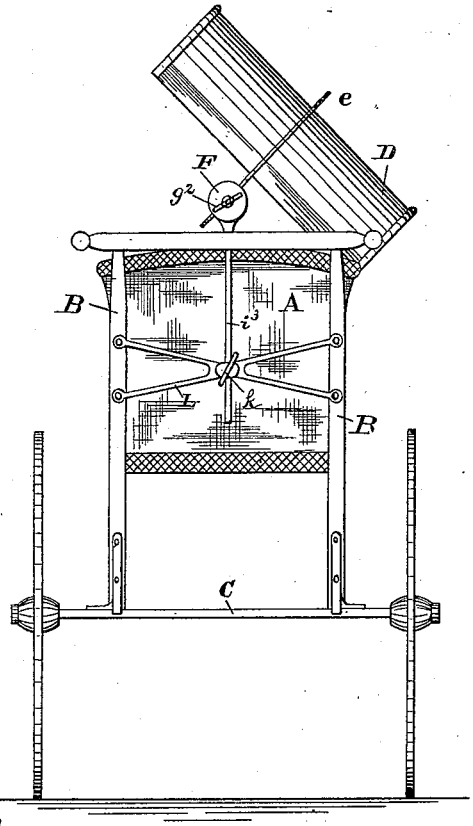


Fig. 4.

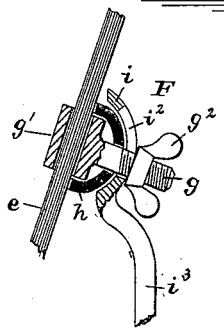


Fig. 6.

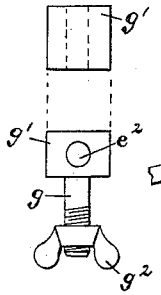


Fig. 7.

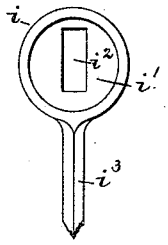


Fig. 5.

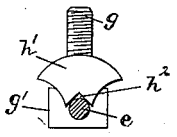
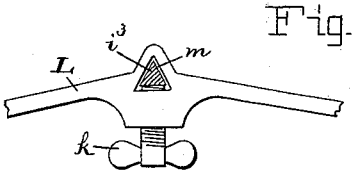


Fig. 8.



Witnesses:

A. C. Eader

John E. Morris

Inventor:

A. T. Vannerson

By Chas B. Mann

Attorney

UNITED STATES PATENT OFFICE.

ALFRED T. VANNERSON, OF BALTIMORE, MARYLAND.

TOP FOR CHILDREN'S CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 348,074, dated August 24, 1886.

Application filed May 21, 1886. Serial No. 202,847. (No model.)

To all whom it may concern:

Be it known that I, ALFRED T. VANNERSON, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Tops for Children's Carriages, of which the following is a specification.

My invention relates to an improved top and top-support for children's carriages.

One object of my invention is to provide for supporting the top from the handles—that is, by means attached to the handles instead of from the body, as heretofore; and another object is to provide means by which the top may have a certain range or variety of adjustments, as hereinafter set forth.

The invention is illustrated in the accompanying drawings, in which Figure 1 is a side elevation of a carriage, showing the improved top in the ordinary elevated position, and indicating by broken lines the position the top takes when lowered behind or at the rear of the carriage-body. Fig. 2 is a side elevation showing the improved top over and lowered close down upon the carriage-body. Fig. 3 is a rear elevation of the carriage, showing the improved top tilted to one side. Fig. 4 is a sectional view of the clamp, which comprises a portion of the top-support. Fig. 5 is a view of the screw-bolt and convex cup of the clamp. Fig. 6 shows two views of the screw-bolt. Fig. 7 is a view of the concave cup. Fig. 8 is a top view of a portion of the cross-bar attached to the handles and the clamp device for vertically adjusting the top-support.

The letter A designates the carriage-body; B, the handles, which are here shown secured to the axle C.

It is immaterial what shape or construction the carriage-body A may have, or of what material it may be made. It is also immaterial whether the handles be secured as here shown or secured in some different way.

The top D is preferably curved from front to back; but a curve would not be essential to my invention in all cases. A curved rod, *e*, is secured on the upper side of the top, and extends from near the front edge to and projects beyond the back edge. That portion, *e'*, of the rod which projects beyond the back edge forms a U-shaped curve.

The top-support comprises a clamp, F, which grasps the rod *e*, attached to the top. This clamp is shown in detail in Figs. 4, 5, 6, and 7. A screw-bolt, *g*, has at one end a head, *g'*, provided with a hole, e^2, to receive the top-rod *e*. This bolt has on the screw part a thumb-nut, g^2. A cup, *h*, has a rounded or convex exterior, *h'*, through which is a hole for the screw-bolt *g*. The cup-rim has two notches, h^2, each placed at a diametrically-opposite side of the said hole. A second cup, *i*, has a concavity, *i'*, which receives the convex exterior *h'* of the first cup, and it also has a central vertical slot, i^2, for the passage of the screw-bolt *g*. The top-rod *e* occupies the hole e^2 in the screw-bolt head, and said rod also rests in the two notches h^2, of the convex cup, which latter occupies the concavity *i'* of the second cup. It will be seen that when the thumb-nut g^2 is tightened against the back of the second cup, *i*, as shown in Fig. 4, the several parts named will be firmly retained to whatever position they may be set. This clamp F allows the top-rod *e* to be moved endwise through the hole e^2 and the two notches h^2, whereby the top D may take any desired position, up or down, as indicated by Figs. 1 and 2. The clamp also allows the cup with the convex exterior *h'* and the rod *e* to be partly turned in the concavity of the second cup, whereby the top D may take a sidewise-tilted position. (Indicated in Fig. 3.) The top may be tilted to either side and to any desired extent. The top-rod and clamp, therefore, provide for a variety of adjustments.

A still further means of adjustment is here shown, and consists of the vertical rod i^3, at the upper end of which the said concave cup *i* is fixed, and the clamp-screw device *k*, for holding said rod at any point where it may be set. This device provides for the vertically raising and lowering of the clamp F and top D. This vertical adjustment, while in itself useful, is not necessary to the operation of the clamp F and top, and may be used or dispensed with, as desired. Where used, I make the rod i^3 triangular or three-sided in cross-section, as shown in Figs. 7 and 8. A suitable cross-bar, L, is attached to the two handles B, and has a triangular-shaped hole, *m*, which is occupied by the vertical triangular rod i^3. The clamp-screw *k* in the cross-bar

impinges against the said rod, and thereby holds it firmly. By having the rod triangular and the hole *m* in the bar of corresponding shape the rod cannot turn, and therefore the top D cannot swing around in a horizontal plane.

In case the vertical adjustment *i*³ and *k* is not used, the clamp F is to be secured to the cross-bar L in any suitable or convenient way, which an ordinarily-skilled mechanic could easily arrange.

There are advantages derived by supporting the top from the handles, so as to be independent of the body. One advantage is, that a movement of the body A, which is supported on springs *n*, will not impart motion to the top. The body can be shaken without disturbing the top.

The top D, special curved rod *e*, and the particular clamp F might be used where the support did not come upon the handles.

Having described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In a child's carriage, the combination of a carriage-body, A, handles B, a top, D, directly over the carriage-body, and provided on its upper side with a rod, *e*, which extends in a direction from front to rear, and a clamp attached to the handles and adapted to grasp the said rod on the upper side of the top, whereby the top is supported, as set forth.

2. In a child's carriage, the combination of a top having an attached rod extending in a direction from front to rear, and at the rear projecting in the form of a U-shaped curve, the handles, and a supporting-clamp grasping the rod and secured to the handles, as set forth.

3. In a child's carriage, the combination of a top having an attached rod extending in a direction from front to rear, and at the rear projecting in the form of a U-shaped curve, and a supporting-clamp grasping the rod, as set forth.

4. In a child's carriage, the combination of a top having an attached rod extending in a direction from front to rear and a supporting-clamp composed of screw-bolt *g*, having a hole which receives the said rod, a slotted concave cup, *i*, and a convex cup, *h*, occupying the said concave cup, as set forth.

5. In a child's carriage, the combination, with a rod attached to the top, of a screw-bolt, *g*, having a hole which receives the said rod, a cup, *h*, having a hole for the screw-bolt, two rest-notches for said rod, and a convex exterior, and a second cup, *i*, having a concavity and a central slot, as set forth.

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

ALFRED T. VANNERSON.

Witnesses:
JNO. T. MADDOX,
JOHN E. MORRIS.