

(No Model.)

G. M. BECHTEL.
CARRIAGE TOP STANDARD.

No. 278,676.

Patented June 5, 1883.

Fig. 1.

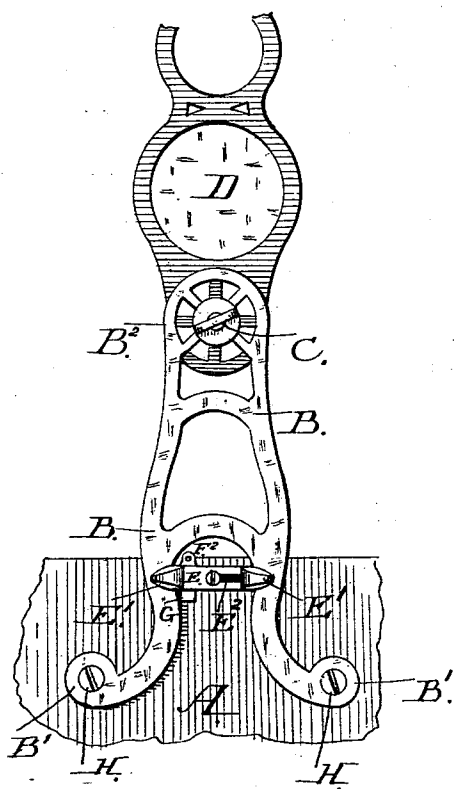


Fig. 2.

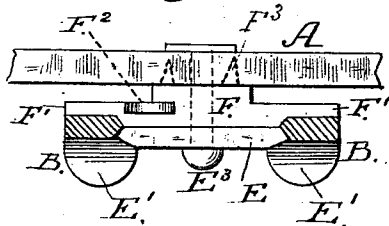


Fig. 3.

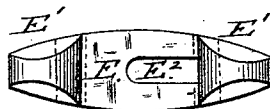
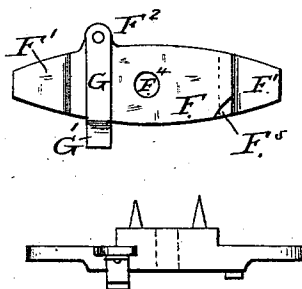


Fig. 4.

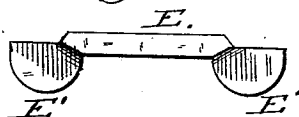
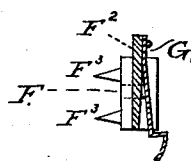


Fig. 5.



Witnesses;

J. Walter Fowler
H. B. Applewhain

Inventor;

Geo. M. Bechtel,

by J. Thomas P. Kinsey
attorney

UNITED STATES PATENT OFFICE.

GEORGE M. BECHTEL, OF READING, PENNSYLVANIA.

CARRIAGE-TOP STANDARD.

SPECIFICATION forming part of Letters Patent No. 278,676, dated June 5, 1883.

Application filed April 11, 1883. (No model.)

To all whom it may concern:

Be it known that I, GEORGE M. BECHTEL, a citizen of the United States, residing at the city of Reading, county of Berks, and State of Pennsylvania, have invented a new and useful Improvement in Children's Carriages, of which the following is a specification.

The object of my invention is to facilitate the application and removal of the carriage top and standards without the annoyance of screwing or unscrewing the fastenings of the standards.

The accompanying drawings, forming a part of this specification, fully disclose the part performed by my improvement, similar letters indicating similar parts.

Figure 1 is a partial elevation of the usual standard for a regular carriage-top, showing its connection with the carriage. Fig. 2 is a plan of my improved button or clip, with a section of the standard at the point of connection with the same. Fig. 3 is a front elevation and top plan of the clip-base. Fig. 4 is a front elevation and plan of the turn-button or clip. Fig. 5 is a sectional elevation of the base-piece through the spring, in all of which—

A represents a portion of the carriage-body; B, the usual fixed standard; B', feet of the standard, secured by screws; B², head of fixed standard, having a pinching-screw, C, to secure the movable portion D in position. E is a turn-button or clip provided with ears E', offset to clip the standard B, and an oblong central slot, E², and pivotal screw E³. F is the base-plate, provided with offset ears F', to receive the legs of the standard B, a spring-ear, F², steady-prongs F³, and central screw-hole, F⁴, a spring, G, being secured to the ear F².

H H represent pins, attached permanently either to the standard or carriage.

There is scarcely a family with children to care for which is not provided with a child's carriage, and its use is not confined to the daytime alone. The carriage-tops, particularly those supplied with hanging curtains, whereby the child is completely protected from sun, rain, or wind, are very desirable accessories when required for either of the above purposes; but when the weather is pleasant and the sun under a cloud, or after sunset, the carriage is more freely used than at any other time, and then it is desirable to have the top of the car-

riage out of the way. The usual plan is to hunt up a screw-driver and remove the screws from the feet B', and then lift the top away and replace the screws, or else unscrew the pinching-screw C and remove the upper portion of the standard D with the top, leaving the lower standard, B, in place—an unsightly and dangerous projection from the carriage-body. The annoyance and objections connected with the above manipulation of the top are so great that the pleasure of taking the children out on such occasions is foregone, to the detriment of their health and that of their care-takers. With my improvement in use this need not occur, scarcely any time being required to make a change from a topped to a non-topped carriage, or vice versa, the mere turning of the clip-button E releasing or securing the standard, according to the direction in which it is turned.

The construction is simple, and the parts may be of cast-iron or brass, and for the finer styles of carriages may be nickel-plated. The base-piece F is provided with prongs F³, integral with the same, which are driven or pressed into the side of the carriage-body, and serve to retain it in position independent of the screw. The ear F² sets back of the face the thickness of the spring G, and the face is recessed to permit the spring being compressed sufficiently to allow the end or ear E' to pass over the incline G'. The turn-button E is also of metal and finished up in the same manner as the base.

The application and operation of the improvement is as follows: The base F is placed as close to the top edge of the carriage-side as the standard will allow, and the prongs F³ forced into the wood to retain it in place. The turn-button is then placed coincident with the base-piece and the screw E³ driven home. The screws H are then removed from the feet B' and their places supplied by a wire pin of the same size driven into the wood; or short pins may be riveted in the feet and bushes provided in the carriage-body for the same. This being done on both sides of the carriage completes the job.

To operate the improvement, the spring G, by its incline G', is pressed into the recess, and the turn-button is turned to the left until it is

perpendicular. The slot E² then permits the button to drop below the arch of the standard, and this being done to both standards the top is lifted bodily away. To reinstate the top, it is placed in position over the carriage, the feet of the standards sliding upon the pins H H, the turn-buttons raised until the ends of the slots E² are against the screws E³, when they are turned to the right, which carries the ears E' over the inclines G' of the springs, and when coincident with the base, the spring being released, springs outward, and the button is supported by the incline thereof.

The improvement, with a slight change in the construction of pleasure-carriage-top irons, is applicable thereto, and offers a ready means of changing from a top to a non-top carriage.

Having shown my improvement, its adaptation to the purpose designed, and its ease of application, I desire to secure by Letters Patent the following claims thereon:

1. A shifting carriage-top having the follow-

ing elements in combination: a standard, B, of the usual construction, a base-piece, F, with recessed seats for the standard, a spring-ear, F², spring G G', and turn-button E, held in place by screw E³ and spring G G', all adapted to operate as and for the purpose set forth. 25

2. A standard base-piece, F, provided with seats F', spring-ear F², steady-prongs F³, spring G G', and central hole, F⁴, in combination with the standard B, pins H H, turn-button E, and carriage A, substantially as shown, and for the purpose described. 30

3. A turn-button, E, provided with recessed seat-ears E', an oblong central slot, E², and screw E³, in combination with base-piece F, spring G G', standard B, and carriage A, substantially as shown, and for the purpose set forth. 35

GEORGE M. BECHTEL.

Witnesses:

A. K. STAUFFER,
WM. WIRT MILLS.