(No Model.)

J. T. WALKER.

CARRIAGE TOP STANDARD.

No. 283,690. Patented Aug. 21, 1883.

Fig. 1.

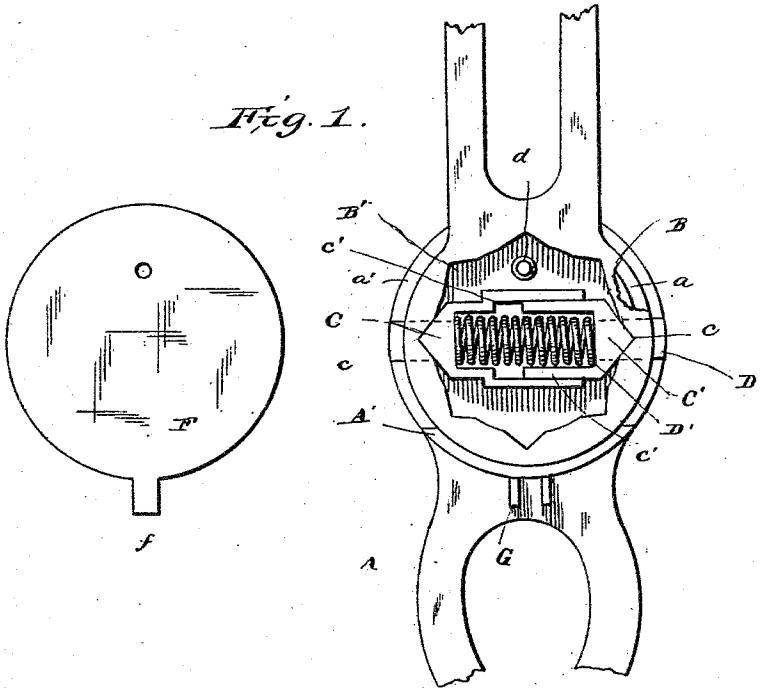
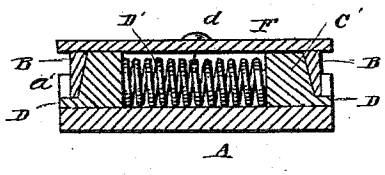


Fig. 2.



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UNITED STATES PATENT OFFICE.

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CARRIAGE-TOP STANDARD.

SPECIFICATION forming part of Letters Patent No. 283,690, dated August 21, 1883.

Application filed February 15, 1883. (No model.)

To all whom it may concern:

Be it known that I, JAMES T. WALKER, a citizen of the United States, residing at Baltimore, in the county of Baltimore and State of Maryland, have invented certain new and useful Improvements in Carriage-Top Standards, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in vehicle-top standards, and is designed particularly for baby-carriages; and it consists in the employment of a two-part or divided standard, one of which parts or sections is provided with a recessed or cup-shaped disk and the other with an annulus adapted to fit within said cup; and it further consists in supplying said parts with locking devices or tumblers.

My invention has for its object to provide a standard which shall be capable of admitting of the adjustment of the top to any desired angle, and this in such a manner that it will remain without liability of displacement, and without the necessity of resorting to adjusting or setting screws, a simple oscillation by hand of the upper section of the standard being all that is necessary to effect an adjustment of the top of the vehicle.

In the accompanying drawings, making a part of this specification, and on which like reference-letters indicate corresponding parts, Figure 1 represents a side elevation of a portion of my improved standard and the cap or covering-plate which incloses the working mechanism, the latter being removed for the purpose of showing to view the internal locking mechanism; and Fig. 2 a horizontal diametrical sectional view through the locking and adjusting devices.

The letter A indicates a portion of the lower section of the standard of the vehicle-top, the upper extremity of which terminates in a disk, A′. This disk, on one of its faces, is provided with an annular bead or bearing-ring, *a*, above which extends, in annular form, a rim or inclosing-flange, *a′*, thus forming a cup-shaped disk. Within this cup-shaped disk is adapted to freely fit the lower end of the opposite or upper section of the standard, said end terminating in an annulus, B. The inner periphery of said annulus is provided with a series of V-shaped depressions, B′, for a purpose to be hereinafter named.

The letters C and C′ refer, respectively, to a sliding dog or tumbler, the same consisting of the engaging-points *c*, having projecting therefrom two arms or extensions, *c′*, in one direction, and in the other a lug, D. The extensions *c′* of the respective tumblers are adapted to fit and slide one within the other, a spring, D′, being interposed within the space inclosed by said extensions, the respective ends of said spring being adapted to bear, respectively, on the tumblers C C′, by which they are given a tendency to separate from each other in a radial line, and the points *c* made to engage the depressions B′ of the annulus B. The lugs D, hereinbefore mentioned as extending from the points of the tumblers, pass through slots formed in the bead *a* and the encircling-flange of the disk A′. These lugs are of such length as to be flush with the periphery of the annulus A′ when the tumblers are separated their greatest distance, and are of such length as to remain within the slots when the tumblers are contracted during an adjustment of the standard, as will presently appear. The points *c′* of the tumblers are inclined toward the center of the disks from their lower side upward, the object of which is to exert a wedge-like tendency against the inner wall and depressions B′ of the annulus B, the object of which is to reduce the frictional contact between the face of said annulus and the bead *a*, upon which it rests. By the employment of a single locking-spring, D, and two locking-dogs an equal pressure is exerted on the respective diametrical points of the annulus B, thus avoiding the excess of frictional contact between the said annulus and the encircling-flange *a′*, thereby avoiding unnecessary and consequent wear.

Extending from the disk A′ is a stud, *d*, which fits an aperture in the cover F, the latter being adapted to fit upon the outer face of the annulus B, whereby the parts are inclosed. Extending from said cap is a lip, *f*, which fits between two lugs, G, on the lower section of the standard, said lugs being adapted to be bent over the lip to secure the top in place.

As thus constructed, it will be observed that in order to adjust the standard to any desired

angle it is simply necessary to take hold of the upper or oscillating section thereof and to move it in either a backward or forward direction, the inclination of the walls of the depressions B′ and the points of the tumblers causing the latter to contract radially until another set of depressions is brought across the points thereof, when the spring will be found to force them radially therein.

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

1. The combination, in a vehicle-top standard, of an upper and lower section, one of which is provided with an annulus having locking-depressions and the other with a cup-shaped disk adapted to receive said annulus, and the radiating locking-tumblers having projecting lugs which extend through the wall of the disk, and an operating-spring interposed between the tumblers, substantially as shown and described.

2. The combination, in a vehicle-top standard, of the lower and upper sections, the upper of which is provided with an annulus having V-shaped locking-depressions and the lower with a cup-shaped disk having an annular rib and encircling-flange, and the locking-dogs fitted one within the other and provided with guiding-lugs and an operating-spring, substantially as described.

3. The combination, in a vehicle-top standard, of the upper and lower sections provided, respectively, with the annulus having inclined locking-depressions, and the cup-shaped disk and tumblers having inclined points adapted to fit the said locking-depressions, substantially as shown.

4. The combination, in a vehicle-top standard, of the upper and lower flexibly-connected sections, one of which is provided with lugs with a covering-plate having a projecting lip, said lugs being adapted to be bent over the lip and to secure the same in position, substantially as shown and described.

5. The combination, in a vehicle-top standard, of the upper and lower sections, the upper of which is provided with an annulus having locking-depressions and the lower with a cup-shaped disk adapted to receive the said annulus, with radially-acting locking-tumblers having an interposed operating-spring whose points of resistance are independent of the disk or annulus, whereby an excess of friction between said disk and annulus is prevented, substantially as herein specified.

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

JAMES T. WALKER.

Witnesses:
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