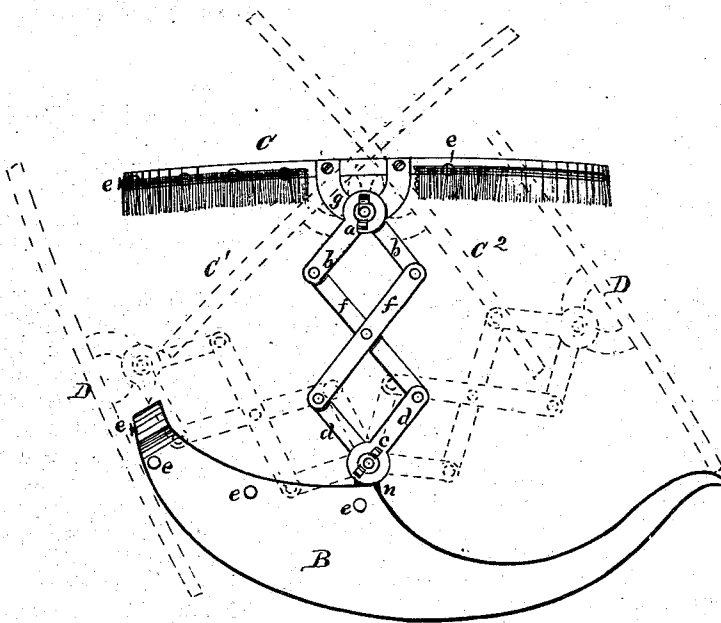


F. L. HUGHES.
Children's Carriages.

No. 154,757.

Patented Sept. 8, 1874.



Witnesses.

J. A. Loughborough
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Inventor.

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UNITED STATES PATENT OFFICE.

FRANCIS L. HUGHES, OF ROCHESTER, NEW YORK.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. 154,757, dated September 8, 1874; application filed July 28, 1874.

To all whom it may concern:

Be it known that I, FRANCIS L. HUGHES, of Rochester, in the county of Monroe and State of New York, have invented a certain new and useful Method of Hanging Carriage-Tops; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, making part of this specification, in which the figure is a side elevation of a carriage body and top, having my improved hanger or suspension-braces attached, a portion of the gimp or fringe trimming being removed to show the arch *g*.

This invention is designed to be more especially applicable to children's carriages, and its object is to provide a simple and efficient method of adjustment for the top or canopy, whereby its position may be varied to any desired extent vertically, as well as to the front or rear, and be fixed at any desired angle in any adjustment. The nature of this invention consists in the employment of suspension-braces composed of "lazy-tongs," which are pivoted by suitable clamping-screws to the body and to the canopy.

For simplicity and cheapness, I prefer to construct the lazy-tongs or suspension-braces of the two pairs of short links *b* and *d*, and one pair of long ones, *f*, as shown. The short ones *b* and *d* may have enlarged heads at their outer ends, where they are pivoted by the clamping-screws *a* and *c* to the yoke or arch *g* of the canopy *C*, and to the metal shank *n*, fixed to the carriage-body *B*. Or, if preferred, instead of the enlarged heads, the contiguous faces of that end of the short links might be slightly roughened or serrated, in order to assist the clamping-screws to secure the parts in the desired adjustment. These clamping-screws are composed of an ordinary thumb-nut, as shown, and a screw-bolt with a thin head. The screws on one side may be

made right-handed, and left-handed on the other, if desired.

By providing the sides and rear of the frame of the canopy or top *C*, and also the sides and rear of the body *B*, with buttons *e*, the ordinary curtains may be used with this style of top.

It will be seen that by loosening the screws *a* and *c*, the canopy may be raised above the position shown in full lines, or folded down as low as may be desired. Or, by loosening the screws *a*, the canopy may be thrown into the position indicated by the dotted lines *C*¹, so as to shade from the rear; or, as indicated by the dotted lines *C*², so as to shade from the front. Or, by loosening the screw *c*, the suspension-braces and top or canopy may be thrown forward, as shown at *D*, or back, as shown by the dotted lines at *D*¹. A partial lateral or side adjustment may be effected by means of this style of suspension-braces by closing the tongs on one side and opening or unfolding those on the other.

The short links *b* might be dispensed with by pivoting one of the links *f* to the top, and connecting the other thereto by a sliding joint.

I am aware that the tops of children's carriages have heretofore been rigidly fixed to the suspension-braces, they bearing the same relative position, whether swung forward or back, as shown in the Patent No. 143,421, dated October 7, 1873. Such a construction I do not claim; but

What I claim as my invention is—

In combination with the body and top of children's carriages, the lazy-tongs suspension-braces, as and for the purposes set forth.

FRANCIS L. HUGHES.

Witnesses:

WM. LOUGHBOROUGH,
A. MANDEVILLE.