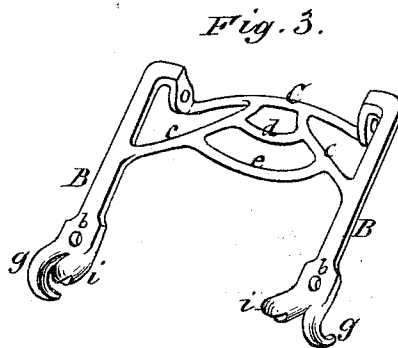
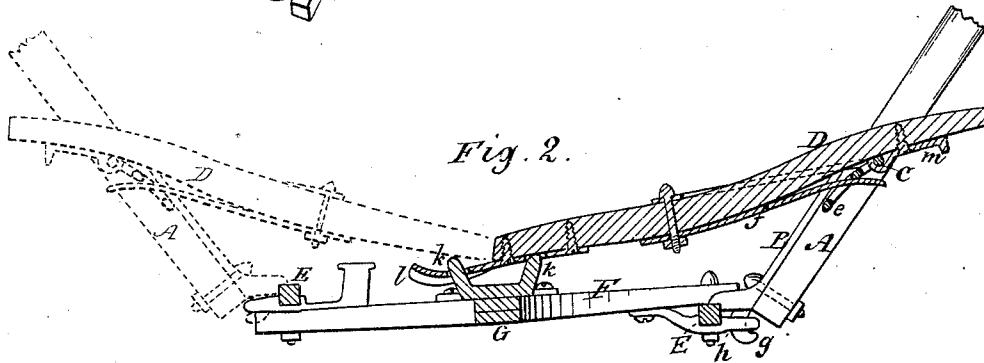
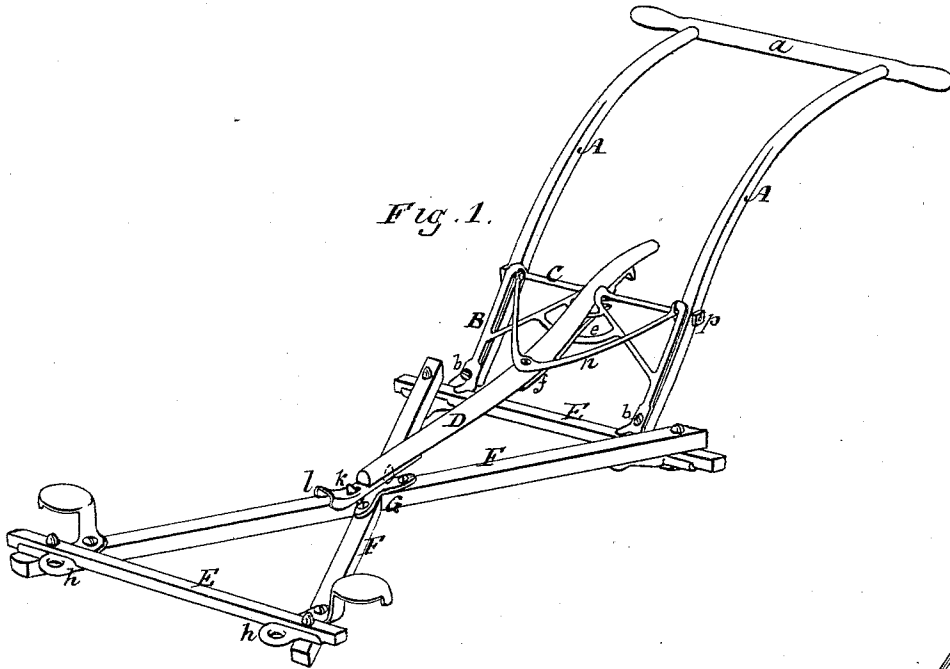


F. W. WHITNEY.

REVERSIBLE HANDLES FOR CHILDREN'S CARRIAGES.

No. 176,155.

Patented April 18, 1876.



Witnesses
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IMPROVEMENT IN REVERSIBLE HANDLES FOR CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **176,155**, dated April 18, 1876; application filed
March 23, 1876.

To all whom it may concern:

Be it known that I, FRANCIS W. WHITNEY, of Leominster, in the county of Worcester and State of Massachusetts, have invented certain new and useful Improvements in the Mode of Attaching the Handles to Children's Carriages; and that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 represents, in perspective, the handles and devices used to connect them to the axles and reaches of a child's carriage. Fig. 2 represents a longitudinal vertical section through the same devices, drawn in full lines as attached to the rear axle, and in dotted lines to the front axle. Fig. 3 represents, in perspective, the braces by which the handles are connected together, and to the axles of the carriage.

My invention relates, first, to certain devices attached to the front and rear axles and the reaches of children's carriages in connection with the handles, by which said handles can be conveniently and promptly attached to the front or rear of the carriage, as may be desired. It also relates to a spring-latch lever pivoted to the braces of the handles, in connection with hasps attached to the reaches of children's carriages, to unite the parts securely together. It also relates to the braces used in connection with the handles, to unite them near their lower extremities, said braces having hooks to engage with eyes attached to the front and rear axles.

To enable those skilled in the art to make and use my invention, I will proceed to describe the same, with reference to the drawings.

The handles of a child's carriage are represented at A. They are united at their upper extremity by a transverse bar, *a*, and at their lower extremity by metallic braces, cast preferably in one piece, as shown in Fig. 3. These braces are in the form of two longitudinal bars, B, bolted on the handles A at *b*, and united by a transverse bar, C, that is strengthened by two diagonal braces, *c*, that are also connected by braces *d* and *e*, the brace *b* being

so located as to be the fulcrum for the spring *f* of the latch-lever D to bear against, and lock the parts together. To the lower end of the bars B hooks *g* are formed to engage with eyes *h*, bolted to the axles E and reaches F of the carriage; and adjacent to the hooks *g* the feet *i* are formed on the end of the bars B to rest on the axles E. To the center of the reaches F is bolted a hasp, G, having two projections, *k*, upon which the perforations of the channeled plate *l*, attached to the extremity of the spring latch-lever D, engage and retain it securely. The latch-lever D is pivoted to the transverse bar C by means of the retaining-staple *m* attached to the lower side of it, and secured by the braces *n*, that are also pivoted to the handles A at *p*, in line with the transverse bar C. The eyes *h* are placed at the same distance apart under the front and rear axles, so that the hooks *g* on the end of the handles will engage with them as readily when the handles A are applied to the rear or front axles of the carriage, and the projections *k* of the hasp G being placed at or near the centers of the reaches F, the latching-lever D will engage as well with them when the handles are in the front as in the rear of the carriage.

When it is desired to remove the handles from the location shown in Fig. 1, the handles A are slightly lifted, and pressure is applied upon the outer end of the latch-lever D, that is pivoted at C, thus releasing the plate *l* at the opposite end from the hasp G, and the upper extremity of the handles is lowered until the hooks *g* are disengaged from the eyes *h*. When it is desired to attach the handles of the carriage, either front or back, the hooks are passed through the eyes *h*, and the handles A are raised until the lever D is securely latched over the projections *k*. The free end of the spring *f*, bearing against the brace *d*, presses the lever D down upon the projections *k*, while the feet *i* on the lower end of the handles keep them from reaching too far forward. By this arrangement of the handles the carriages can be made to occupy much less space in transportation, as the handles can be removed, and the latch-lever be reversed so as to lie out of the way between the handles.

Having thus fully described my invention, what I claim is—

1. In combination, with eyes attached to the front and rear axles of a child's carriage, the hooks *g* and feet *i*, formed on the lower extremity of the braces attached to the handles, to connect them to the carriage, substantially in the manner and for the purpose specified.

2. In combination with the handles of a child's carriage, connected by hooks to the eyes attached to the front or rear axles, and the projection *k*, placed at or near the center

of the reaches *F*, the latch-lever *D*, constructed substantially as and for the purpose described.

3. In combination with the handles *A*, reaches *F*, and the front or rear axles of a child's carriage, having eyes *h*, the braces *B C d e* to connect said handles, substantially in the manner and for the purpose specified.

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