O. O. RICHARDS.
REVERSIBLE FOLDING BABY CARRIAGE.
APPLICATION FILED SEPT. 8, 1914.

2 SHEETS—SHEET 1.

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To all whom it may concern:

Be it known that I, OSCAR OWEN RICHARDS, a subject of the King of Great Britain and Ireland, and residing at 275 Barclays Road, Birmingham, in the county of Warwick, England, have invented certain new and useful Improvements in and Relating to Reversible Folding Baby-Carriages, of which the following is a specification.

This invention relates to reversible folding baby carriages, that is to say folding baby carriages in which means are provided whereby propulsion can be effected from either end of the car and has for its object to provide an improved construction.

The invention mainly consists in such a carriage with a single toggle joint such as that used on a perambulator or like hood connecting the frame to the handle in both the position for forward driving and for driving from the opposite end.

The accompanying drawings show one construction applied in the well known Allwin type of car.

Figure 1 illustrates the position for propulsion from the back; and Fig. 2 for propulsion from the front.

The figures are not to the same scale.

In the form illustrated I provide a rail a short distance above the frame b on each side of the car and pivotally attach a guiding piece c to the end of the handle d on each side to slide along the rail. I also provide the handle with extensions e in the form of plates with V-shaped notches f and g engaging stops h and i on each side of the frame both at the front (h) and back (i) to fix the position of the handle both for forward and reverse driving.

The handle d is connected to the frame b by arms k with a toggle or hinged joint j of the kind used in connection with perambulator or like hoods and these arms and joint operate to form a rigid connection when the handle is in either driving position.

Any suitable means may be provided for fixing the handle d in relation to the seat support n when the car is to be folded.

The form shown comprises a slotted plate m on the bar n, a perforated plate l on the handle d adapted to pass through the slot in the plate m and a pivoted catch p adapted to enter the hole in l.

In operation the car is unfolded in the manner usual with Sidway Allwin cars and as soon as the joints j are tightened it is ready for driving from the back. To change the arrangement for driving from the front of the car the handle d is released from the link a, the joints j are released and the handle d drawn over to the front of the frame b and the notch g engaged over the stop h. The joints j are then again tightened. This operation of changing from back to front propulsion can be repeated as often as necessary without any further manipulation of the hooks or other means attaching the handle to the link a, such attachment only being required when the car is to be folded.

The invention may be applied in connection with the more usual type of Sidway Allwin car in which the wheels collapse inward during folding (see the drawings) or other types for instance in which the wheel axles are rigid and the frame folds down on to them.

Having now described my invention, what I claim as new and desire to secure by Letters Patent is:

1. In a folding car in combination a horizontal frame on each side of said car, rods fixed to the frame on each side, a U-shaped handle with means at each end for sliding along said rods and a toggle connecting each arm of the handle to each side frame.

2. In a folding car in combination a U-shaped horizontal frame and a U-shaped handle, rods fixed parallel to the arms of the U-shaped frame, one for each arm, a sleeve piece fixed to each end of the U-shaped handle for sliding along said rods, projecting stops connected at the top and bottom of the arms of the U-shaped frame, notched metal plates connected to the bottom ends of the U-shaped handle and toggles connecting each arm of the U-shaped handle with substantially the middle point of the corresponding arm of the U-shaped frame.

3. In a folding car in combination on each side of the car, a horizontal frame member and a rigid handle of length substantially equal to that of the frame member, connec-
tions at each end of each frame member for detachably connecting the aforesaid handle and frame members, and a toggle on each side of the car, one arm of each toggle being pivotally connected to the corresponding handle member and the other arm to a point approximately midway along the frame members.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

OSCAR OWEN RICHARDS.

Witnesses:

STELLA BENSON,

ERNEST HARKER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D.C."