

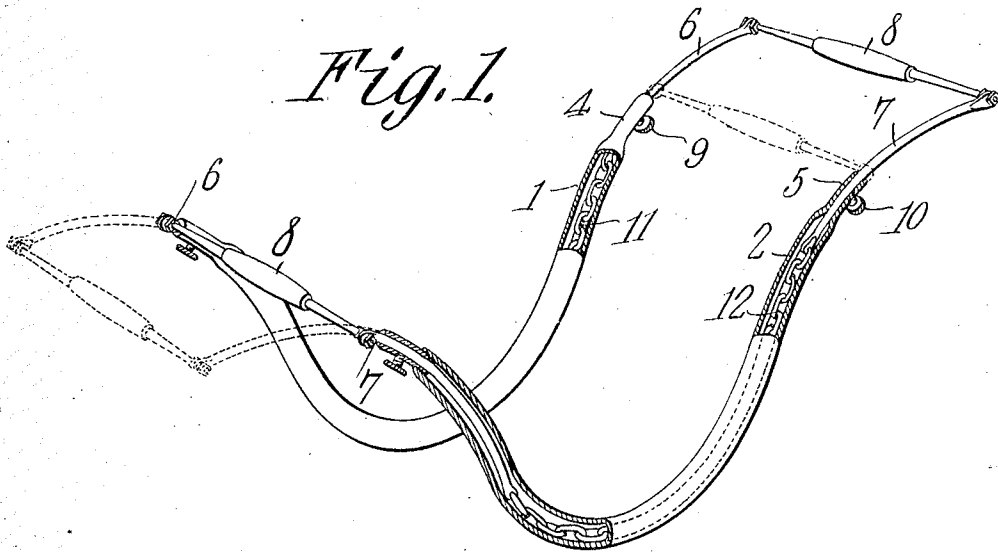
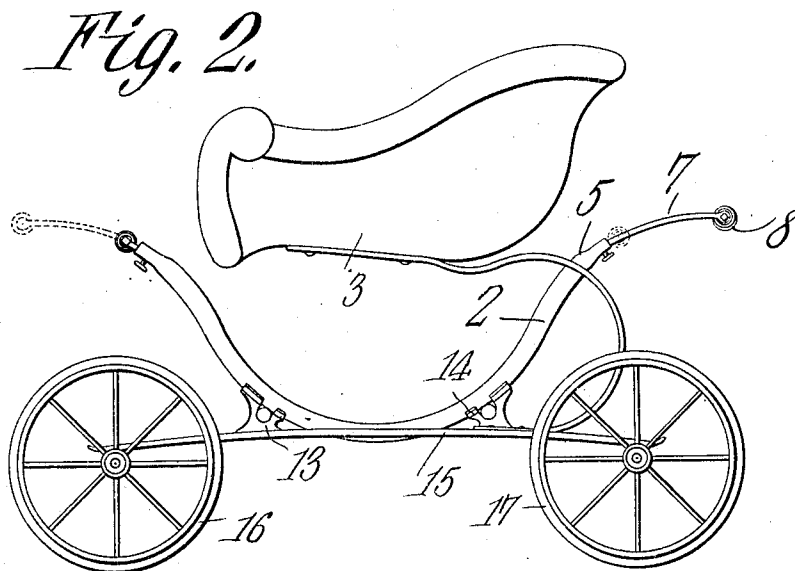
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PATENTED NOV. 12, 1907.

J. J. McINTYRE.

ADJUSTABLE AND REVERSIBLE HANDLE FOR BABY CARRIAGES.

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JAMES J. McINTYRE, OF IRONTON, OHIO, ASSIGNOR OF ONE-HALF TO FRANK L. McCAULEY, OF IRONTON, OHIO.

ADJUSTABLE AND REVERSIBLE HANDLE FOR BABY-CARRIAGES.

No. 870,739.

Specification of Letters Patent.

Patented Nov. 12, 1907.

Application filed March 21, 1907. Serial No. 363,575.

To all whom it may concern:

Be it known that I, JAMES J. McINTYRE, a citizen of the United States, residing at Ironton, in the county of Lawrence and State of Ohio, have invented a new and useful Adjustable and Reversible Handle for Baby-Carriages, of which the following is a specification.

The present invention relates to improvements in handles for vehicles of various descriptions and more especially baby carriages and the like, and it has for its object to provide a handle for vehicles of this character that may be readily reversed in order that the vehicle may be manipulated with equal facility from either the front or rear and the position of the handles relatively to the vehicle may be adjusted to accommodate them to persons of different stature, as well as to vary the distance of the handles in front and rear of the vehicle.

To these and other ends, the invention consists in certain improvements and combinations and arrangements of parts, all as will be hereinafter fully described, the novel features being pointed out with particularity in the appended claims.

In the accompanying drawing:—Figure 1 is a perspective view of pair of adjustable handles constructed in accordance with the present invention, the parts being removed from the vehicle. Fig. 2 is a side elevation of a vehicle provided with a pair of adjustable handles embodying the invention.

Corresponding parts in the several figures are indicated throughout by similar characters of reference.

The invention in its present form is particularly adapted for use in connection with baby carriages and other small vehicles that are manipulated by hand, and the handles embody a pair of parallel rigid conductors 1 and 2, preferably composed of tubing having an arc shape so as to extend beneath the body 3, the ends of these tubes being directed upwardly at the front and rear of the body. The ends of these tubes are provided with reduced portions 4 and 5 into which are adapted to fit the shanks 6 and 7 having a cross piece or handle 8 connecting them rigidly. The handles at the opposite ends of the vehicle are preferably duplicates and are adapted to slide into and out of the reduced portions of the respective ends of the tubes as guides, set screws 9 and 10 serving to immovably secure the handles in any desired position relatively to the vehicle body.

In order to cause one of the handles to assume an inoperative position when the other handle is drawn into operative position, a suitable connector is employed for causing their simultaneous movement, the connector being inclosed within and guided by the tubes. These connectors are composed, in the present instance, of flexible chains 11 and 12 inclosed within

and adapted to operate longitudinally of the respective tubes or conductors 1 and 2, the ends of the chain being attached to the inner ends of the shanks 6 and 7, respectively, of the two handles. In order to insure a free movement for the shanks of the handles the ends of each tube adjacent to the guiding or reduced portions thereof are formed on an arc having a radius corresponding to that of the handle shanks, and, consequently, the inner ends of the latter when moved into the tubes will not contact with the sides thereof.

These handles may be mounted in any desired manner upon the vehicle, they being supported by the lugs 13 and 14 carried by the carriage frame or truck 15, the latter being provided with the usual wheels 16 and 17.

When it is desirable to manipulate the vehicle from the rear, the set screws 9 and 10 are loosened, and the handle 8 at the rear of the vehicle is withdrawn from the tube, the withdrawing movement of the rear handle operating through the chains 11 and 12 to cause an inward movement of the shanks 6 and 7 at the front of the vehicle, so that the latter will be depressed and moved inwardly so as not to form an obstruction. When the handle has reached the proper position either forwardly or rearwardly of the vehicle, it is secured by tightening the set screws 9 and 10, and should it be desirable to manipulate the vehicle from the front, the set screws will be loosened and the front handle withdrawn into the position shown in dotted lines in the drawing. In either position of the parts, the handle that is not being used is depressed and lies close to the vehicle body in order to avoid forming an obstruction, and the depressed handle assumes such position automatically when the handle at the opposite end of the vehicle is drawn into operative position, or elevated.

Handles constructed in accordance with my present invention and applied to perambulators and other small vehicles provide means whereby the vehicle may be operated from either the front or rear, the handles being capable of adjustment so as to not only vary the distance of the handle in front or in rear of the body of the vehicle, but it also enables the height of the handle above the ground to be so varied as to adapt it to persons of different heights, and as the handle not in use is automatically moved into an inoperative position, it will be obvious that the desired adjustments of the handles may be accomplished with the greatest facility.

It will be understood, of course, that handles constructed in accordance with the present invention may be applied to vehicles of various kinds, and that modifications may be made therein to adapt the handle to each particular case, the form shown being but a single embodiment of the invention.

What is claimed:—

1. A pair of reversible handles adapted to be applied to

a vehicle, embodying a substantially rigid conductor, a handle mounted to operate longitudinally thereof at each end, and a connector guided by the conductor and attached to the said handles for causing simultaneous movement thereof.

2. A handle attachment for vehicles embodying a substantially rigid conductor adapted to extend longitudinally of the vehicle, handles arranged at the opposite ends of said conductor and having guiding portions cooperating with the latter, means for producing simultaneous movement of the handles, and devices cooperating with the guiding portions of the handles for retaining the latter in different adjusted positions.

3. A handle attachment for vehicles embodying a pair of substantially rigid tubes, a handle at each end thereof having shanks guided to operate axially of the respective tubes, and flexible connections attached to the inner ends of the corresponding shanks of the handles and arranged to operate longitudinally of the respective tubes.

4. A handle attachment for vehicles embodying a pair of tubes having reduced axially extending guiding portions formed at their opposite ends, handles at the opposite ends of the tubes each having a pair of shanks fitted to operate longitudinally in the guiding portions of the tubes, and connections between the inner ends of the corresponding shanks of the two handles and operating longitudinally of the tubes for causing simultaneous movement of the handles.

5. A handle attachment for vehicles embodying a pair of tubes having reduced ends, handles having shanks fitted to slide in the reduced ends of the tubes, set screws for se-

curing the handles at the desired adjusted position, and a flexible element inclosed by and adapted to operate longitudinally of each tube and having its ends connected to the inner ends of the corresponding handle shanks for causing simultaneous movement of the handles.

6. A handle attachment for vehicles embodying a pair of tubes arc-shaped to form a depression to receive the vehicle body and having guiding portions at their ends, handles having shanks cooperating with the guiding portions of the tubes and arranged to operate longitudinally at the opposite ends of the latter, and a chain inclosed within and adapted to operate longitudinally of each tube, the chains being attached to the inner ends of the corresponding handle shanks to cause their simultaneous operation.

7. A handle attachment for vehicles embodying a pair of tubes having an arc-shape to extend beneath the vehicle body, the ends of the tubes having reverse curves, handles for the opposite ends of the tubes having shanks curved to correspond to the curve of the tube ends and guided to operate longitudinally of the tubes, and a flexible element guided to operate longitudinally within each tube and connecting the proximate ends of the respective handle shanks for causing simultaneous adjustment of the handles.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

JAMES J. MCINTYRE.

Witnesses:

CHELOE D. RUSSELL,
DANIEL C. JONES.