S. G. BLACKMAN.

Children's Carriages.

No. 155,488. Patented Sept. 29, 1874.

fig 1

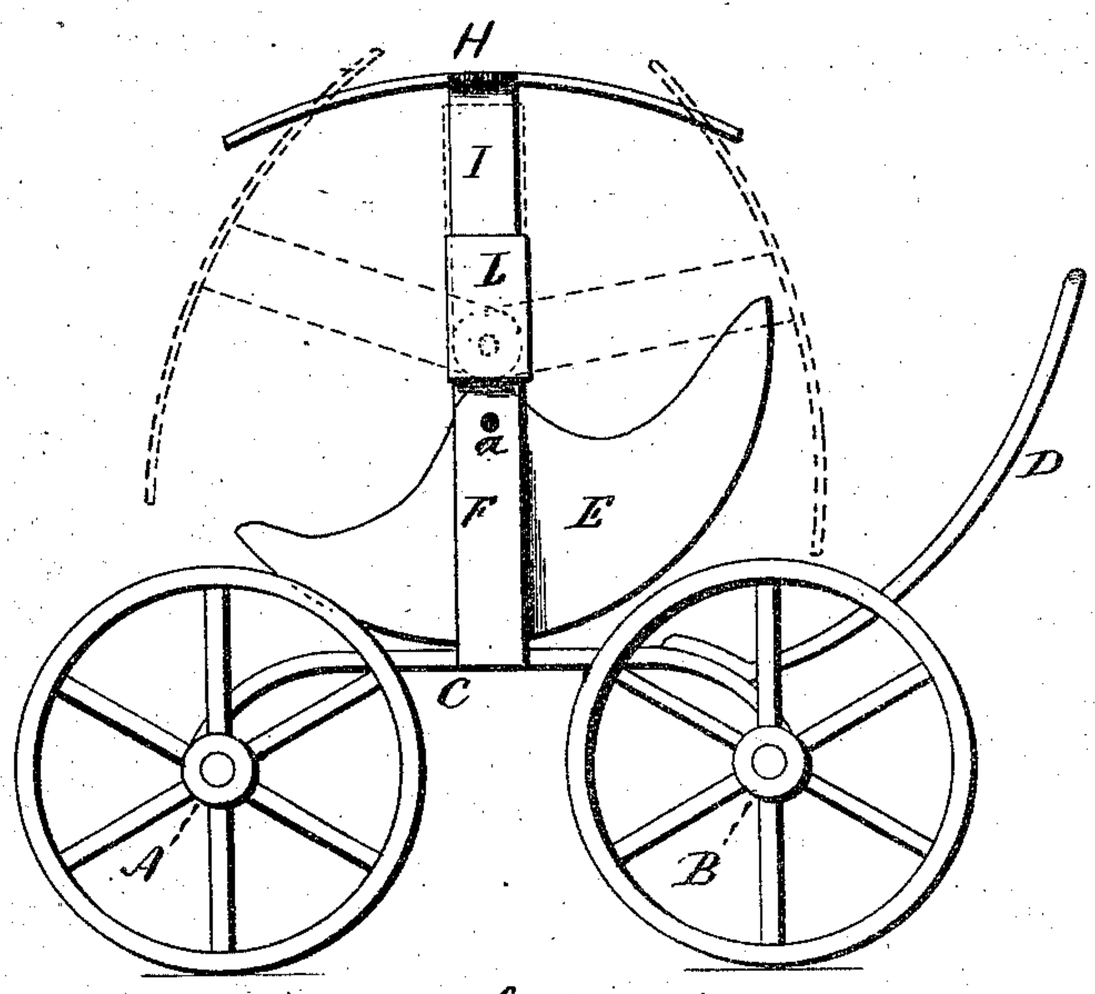
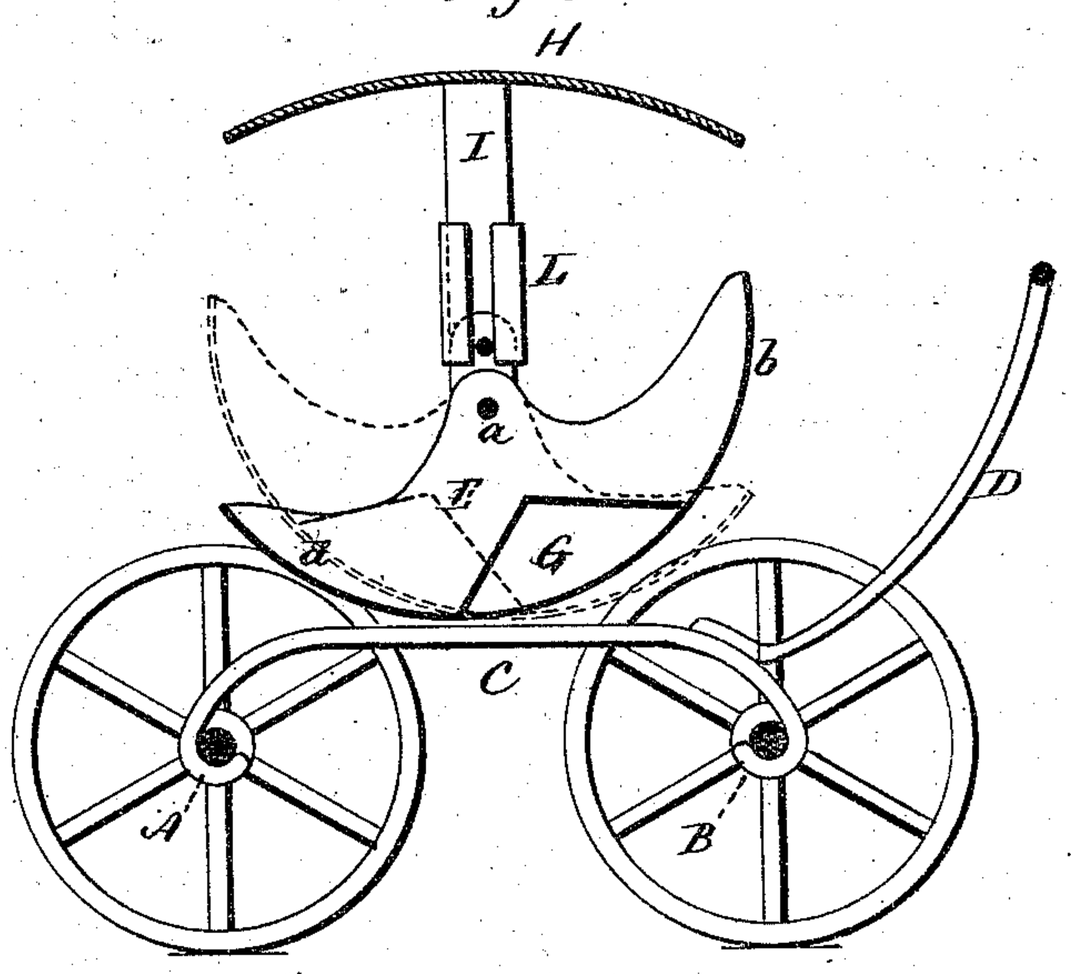


fig 2



Witnesses.
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SAMUEL G. BLACKMAN, OF NEW HAVEN, CONNECTICUT.

IMPROVEMENT IN CHILDREN'S CARRIAGES.

Specification forming part of Letters Patent No. **155,488**, dated September 29, 1874; application filed July 13, 1874.

To all whom it may concern:

Be it known that I, SAMUEL G. BLACKMAN, of New Haven, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Child's Carriage; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, side view; Fig. 2, longitudinal section.

This invention relates to an improvement in what are known to the trade as child's carriage or "baby-cabs," the object of the invention being to make the body reversible, so that the child may sit facing the person who trundles the carriage, or in the opposite direction, as may be desired.

The usual method of reversing the body has been to pivot it to the running-gear, so that it would swing around upon the said pivot. This necessitates the hanging of the body so high that it will clear the wheels in turning, and in turning the weight is necessarily carried so far over to one side that it is very liable to upset—difficulties overcome by my invention; and it consists in hanging the body upon each side to the running-gear, so that it may swing upon an axis parallel to the axles from one extreme to the other, so that one end of the body raised becomes the back, and the opposite end the foot, and vice versa, as more fully hereinafter described; also, in the method of hanging and securing the top or canopy, whereby it may be turned down in either direction or set in an elevated position over the body.

A is the forward, and B the rear, axle, connected by bars C, and provided with the handle D by which to trundle the carriage, all in substantially the usual manner. E is the body, preferably made alike at both ends, and centrally hung to uprights F, or otherwise to the running-gear, turning upon pivots *a*, the line of the said pivots being parallel to the axles A B, so that the body may be turned upon said pivots, as from the position denoted in solid lines, Fig. 2, to that denoted in broken lines, same figure; hence that part, *b*, which is the back in the first position becomes the foot in the other, and that part, *d*, which is the foot in the first position becomes the back in the other. Midway in the body the seat G is arranged. The seat-board and pivot, when in one position, become reversed when the body is reversed; hence, these two parts of the seat have each the same relative position to the respective ends of the body, as seen in Fig. 2. The body is firmly secured in either position to prevent its turning accidentally. This construction will allow the body to be hung low between the wheels and reversed without changing the vertical center of gravity. H is the canopy, hung, by an arm, I, on each side, to the uprights F, so as to swing in either direction, as denoted in broken lines, Fig. 1. To secure it in its raised position a sleeve, L, is fitted to the arm I, which, when in a vertical position, will slide down over the joint, as seen in Fig. 2, and then hold the canopy elevated. To lower the canopy, raise the sleeve L, as seen in broken lines, Fig. 1. This makes a very simple and effective means of securing the canopy.

I claim—

1. A carriage-body, E, hung upon an axis, *a*, parallel to the axles, all combined so that the body can be turned upon the axis from one extreme to the other for the purpose of reversing the body, the back and foot at one extreme becoming, respectively, the foot and back at the other extreme, substantially as described.

2. In combination with the reversible carriage-body, the canopy H, supported by the arms I jointed to said body, and the sleeve L, to pass over and secure said joint, substantially as described.

SAMUEL G. BLACKMAN.

Witnesses:

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