

J. N. HAZELIP.  
PERAMBULATOR.

No. 184,867.

Patented Nov. 28, 1876.

Fig. 1.

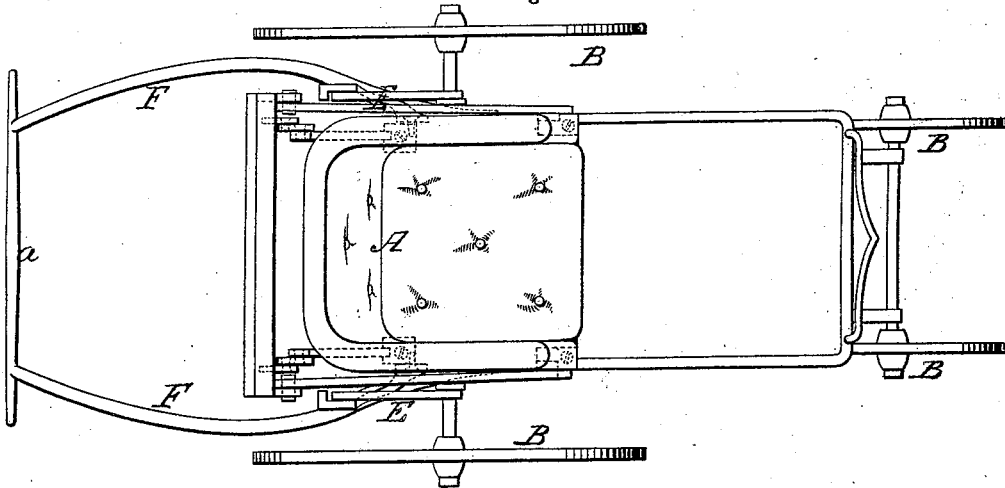
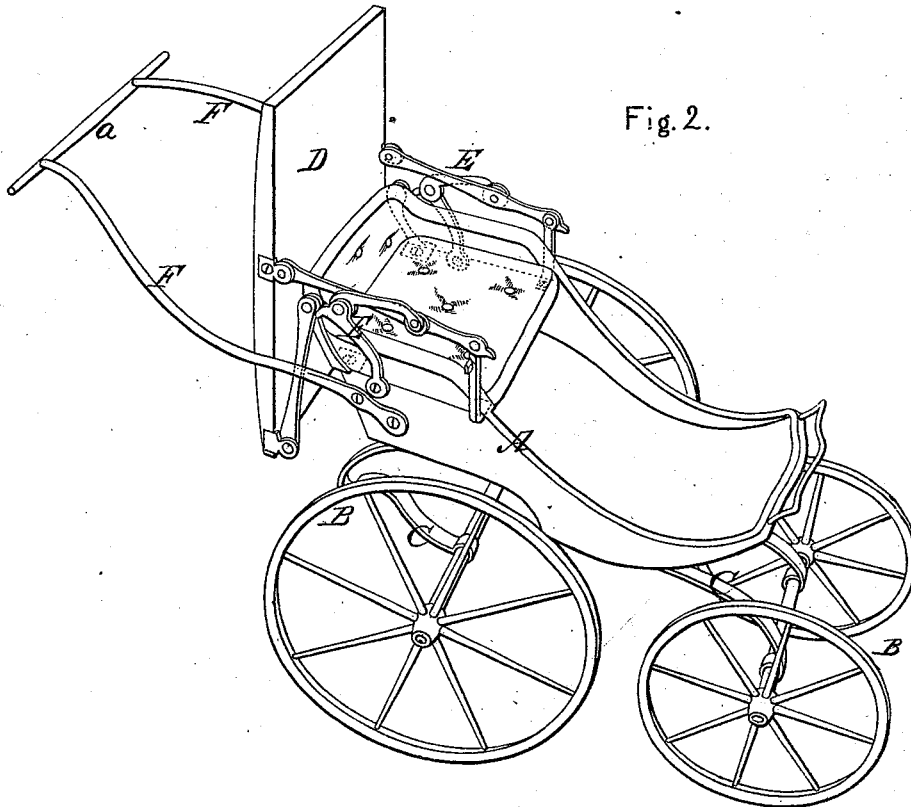


Fig. 2.



WITNESSES

*Villette Anderson*  
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By

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# UNITED STATES PATENT OFFICE.

JOSEPH N. HAZELIP, OF BALTIMORE, MARYLAND, ASSIGNOR TO ALEXANDER McCLYMONT, OF SAME PLACE.

## IMPROVEMENT IN PERAMBULATORS.

Specification forming part of Letters Patent No. 184,867, dated November 28, 1876; application filed March 21, 1874.

*To all whom it may concern:*

Be it known that I, JOSEPH N. HAZELIP, of Baltimore, in the county of Baltimore and State of Maryland, have invented a new and valuable Improvement in Children's Perambulators; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a plan view of my children's perambulator, and Fig. 2 is a perspective view of the same.

This invention has relation to perambulators or carriages for children, wherein a rigid or stiff top or canopy is connected to the body by side joints and jointed standards in such manner that this canopy can be turned back as described in my Letters Patent numbered 132,531, and dated October 29, 1872.

My invention consists in combining rear handles with a canopy of the above-named kind, in such manner that the canopy can be turned backward and downward between these handles without interference there, as will be hereinafter explained.

Prior to my invention carriages for children have been constructed with tops which would fold back upon but not between rear handles; consequently the tops would not serve as backs to the seats when folded.

The following is a description of my improvement: In the annexed drawings, A designates the body of a child's carriage; B B, the wheels thereof. C are the upright springs, and D the top or canopy, which latter is of the same width as the body A, and is made rigid or stiff, as shown. This top or canopy D is connected to the body A by means of side joints

and jointed standards E, substantially as described in my Letters Patent above referred to, which joints allow the top or canopy to be erected over the body, or to be turned back, as shown in both figures of the drawings. F F designate the handles of the carriage, which are rigidly secured to the body A, at its rear part, and extended backward and upward a suitable distance, and connected together by a hand-bar, a. I bow or bend the handles F F laterally between their ends, so as to allow a sufficient space between them for the passage of the top or canopy, to be turned down between them, and brought in close relation to the back board of the carriage, thereby forming a good back to the carriage. Instead of bowing the handles F F, for the purpose just named, they may be secured to offsets on the carriage-body, and extended back parallel to each other, or any other suitable arrangement of these handles may be adopted which will leave the space between them greater than the width of the canopy D, or which will allow the canopy to be turned fully back without interference with them.

What I claim as new, and desire to secure by Letters Patent, is—

Rear handles F, combined with the pivoted top or canopy D, and the carriage-body A, said handles being so constructed and arranged with reference to the body and top, that, when the latter is thrown backward, it shall fall between said handles, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

J. N. HAZELIP.

Witnesses:

LLOYD SLEMMER,  
D. FULTON.