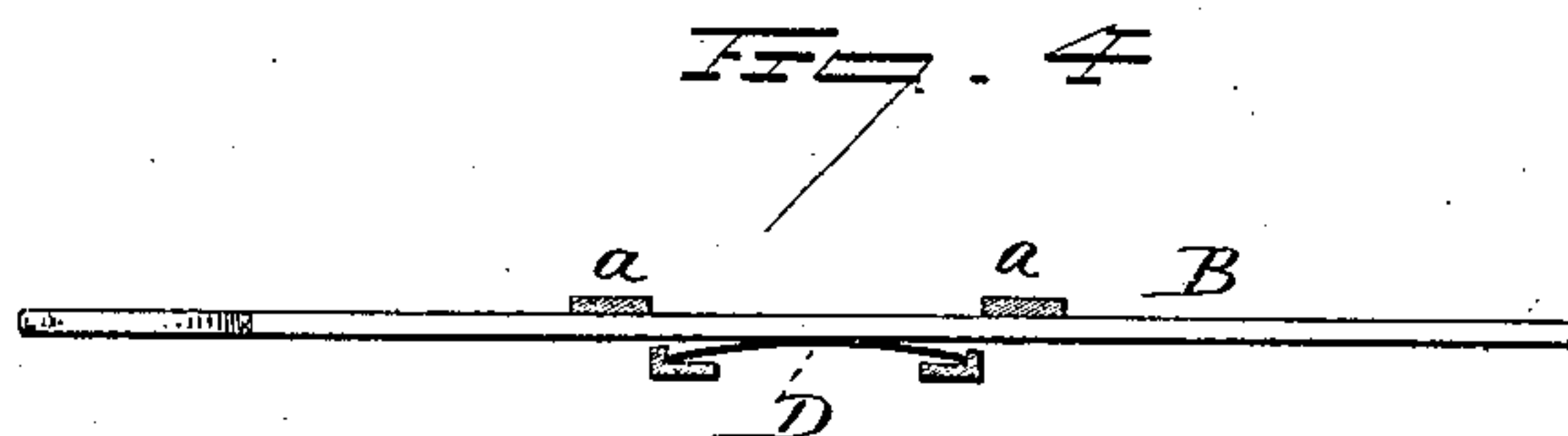
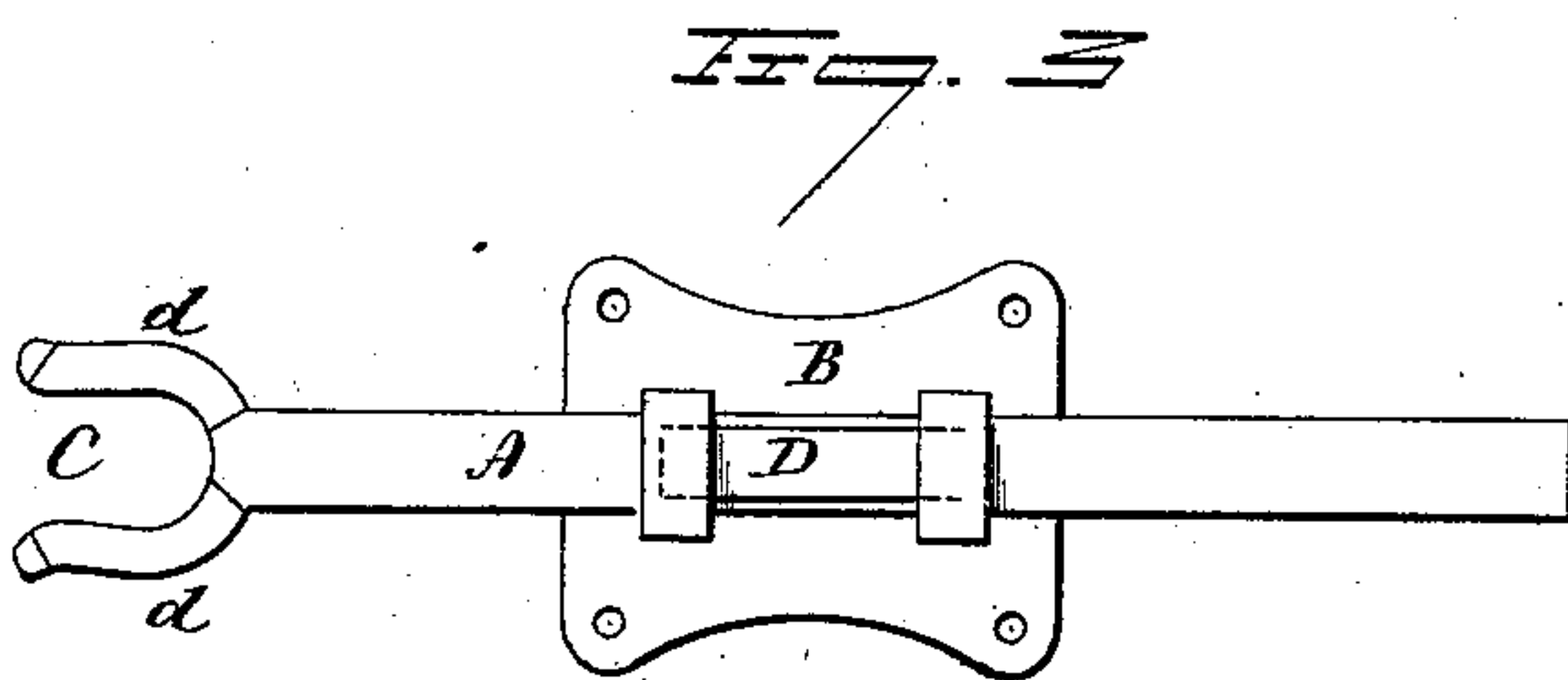
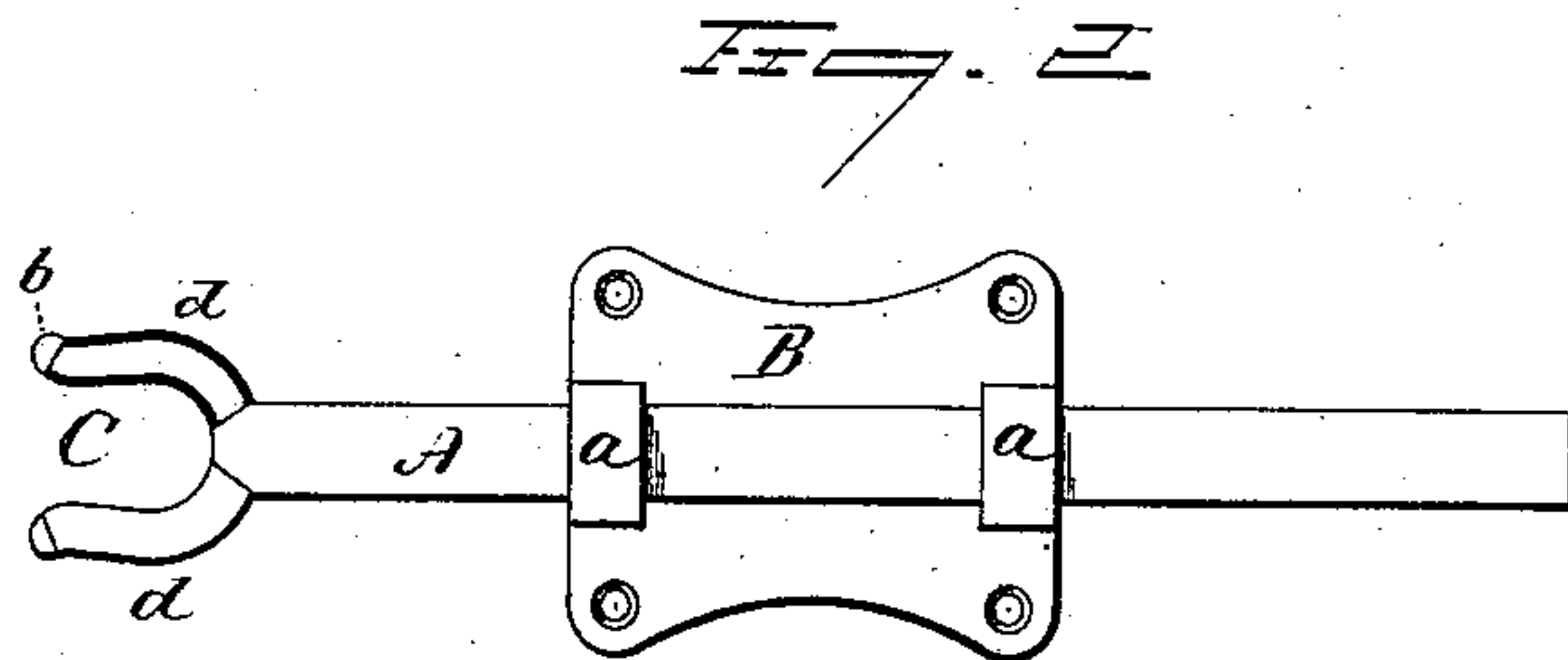
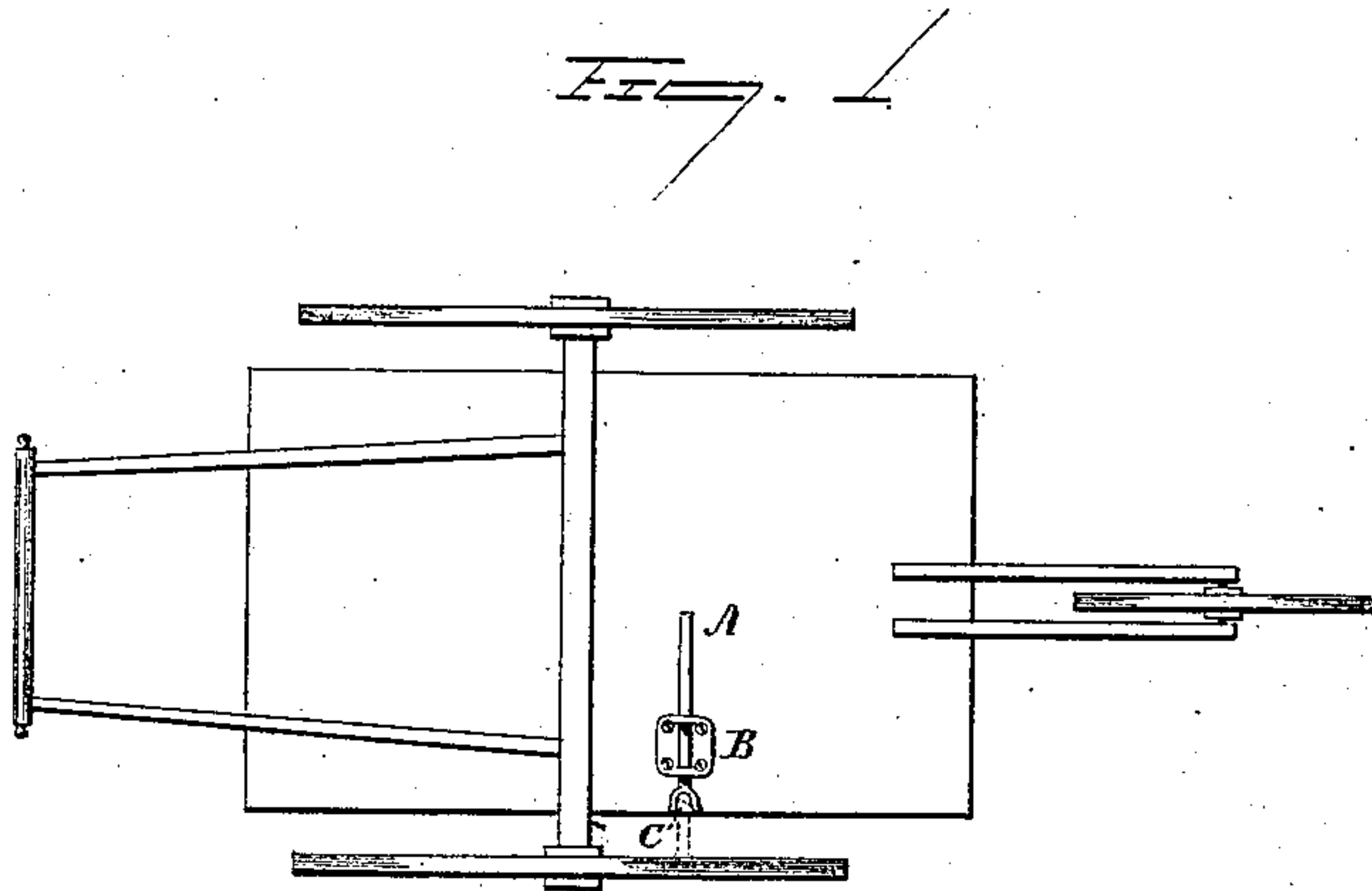


(No Model.)

R. P. COWLES.
CARRIAGE WHEEL LOCK.

No. 312,191.

Patented Feb. 10, 1885.



Witnesses.
J. H. Shumway
L. D. Kelsey

R. P. Cowles.
Inventor
By atty.
J. H. Shumway

UNITED STATES PATENT OFFICE.

RUEL P. COWLES, OF NEW HAVEN, CONNECTICUT.

CARRIAGE-WHEEL LOCK.

SPECIFICATION forming part of Letters Patent No. 312,191, dated February 10, 1885.

Application filed November 3, 1884. (No model.)

To all whom it may concern:

Be it known that I, RUEL P. COWLES, of New Haven, in the county of New Haven and State of Connecticut, have invented new Improvements in Carriage-Wheel Locks; and I do hereby declare the following, when taken in connection with 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, an under side view of the carriage, showing the lock applied; Fig. 2, the lock detached, showing one of the prongs in longitudinal section; Fig. 3, a reverse side of the lock from that shown in Fig. 2; Fig. 4, a longitudinal section through the plate, showing an edge view of the bar.

This invention relates to a device to be attached to a carriage to lock the wheel to prevent accidental movement of the carriage, with special reference to children's carriages. Many accidents occur in the use of this class of carriages, particularly on sidewalks, due to the attendant leaving the carriage standing on the walk with the child therein. The carriage is easily started, and the natural inclination of the walk causes it to run to the edge of the walk, and off the curb, and upset. Devices have been applied to prevent such accidents, such devices being in the form of a brake, or of a chain attached to the body to hook around the felly of the wheel; but the brake is uncertain, and makes a rattling, trappy attachment to the carriage; the chain permits considerable movement of the carriage, and if working properly, defaces the wheel. Such chains, however, are made from wire open-links, liable to disengagement, so that the chain is a very uncertain fastening.

The object of my invention is to provide a dead-lock for the wheel, which may be applied upon the under side of the carriage out of sight, so that it does not detract from the appearance of the carriage, will not rattle, and always ready for use; and it consists in a bar adapted to be arranged upon the under side of the carriage in guides to slide substantially parallel with the axle, the outer end of the bar forked to engage one of the spokes of a wheel when the carriage is required to stand,

or be thrown out of sight and out of the way when not required for use, and as more fully hereinafter described.

A is the bar, arranged in guides *a a* on a plate, B, and so as to slide longitudinally through said guides. The outer end of the bar is constructed to form a fork, C, the prongs of this fork being distant from each other substantially the diameter of a spoke.

On the plate B, on the reverse side of the bar A, a spring, D, is arranged to bear the bar against the guides *a*, and produce sufficient friction to retain the bar at any position to which it may be placed therein, and to prevent rattling of the bar when attached to the carriage.

The plate B is applied to the bottom of the carriage, as seen in Fig. 1, and secured thereto by screws, so that the bar will stand substantially parallel with the axle, and may be so that the prongs of the fork may pass entirely beneath the carriage out of sight.

When it is required to lock the carriage, the attendant takes hold of the prongs of the bar, draws the bar outward until the prongs will embrace one of the spokes in the wheel. This done, the wheel is securely locked, and cannot be turned until the bar is moved inward to take the fork from engagement with the spoke.

It will be understood that the plate, bar, and fork are made as an article of manufacture, to be supplied to the manufacturers of carriages or others for attachment to carriages.

If the prongs of the fork be not protected by some soft material, they will be liable to chafe the spoke. To avoid such chafing, I construct the prongs of the fork with a tip, *b*, somewhat larger than the body of the prong, then place a piece of rubber tubing, *d*, over the prong, one end abutting against the bar at the base of the prong, the other end dropping down behind the tip *b*, as seen in Fig. 2, solid black indicating the tube in section. This forms a jacket-like cushion inclosing the prong, and presenting a surface of such a character that it will not chafe the spoke, and yet does not apparently increase the size of the prong.

I do not wish to be understood as claiming, broadly, a bolt arranged to engage the wheel of a carriage, as such, broadly considered, I am aware, is not new; but I am not aware of

the construction of a bolt, brake, or lock adapted to be applied to the under side of the body of the carriage, and having its outer end forked so that the prongs of the fork may embrace one of the spokes of the wheel—essential features of my invention.

I claim—

1. As an article of manufacture, the herein-described carriage-wheel lock, consisting of the plate B, constructed with guides *a a*, the bar A, arranged in said guides, and constructed at its outer end in fork shape, substantially as described.

2. The bar A, its outer end fork-shaped, and arranged in guides upon the under side of a carriage-body substantially parallel with the

axle, substantially as and for the purpose described.

3. In a carriage-wheel lock, the sliding bar A, its outer end forked, the prongs of the fork inclosed by an elastic or flexible jacket, substantially as described.

4. In a carriage-lock, the sliding bar A, constructed at its outer end of fork shape, the prongs of the fork constructed at their outer end with a tip, *b*, and the prongs inclosed by an elastic tube between said tip and base of the prong, substantially as described.

RUEL P. COWLES.

Witnesses:

JOHN E. EARLE,
LILLIAN D. KELSEY.