

(Model.)

C. F. HARRINGTON.

CARRIAGE AXLE IRON.

No. 321,291.

Patented June 30, 1885.

Fig 1

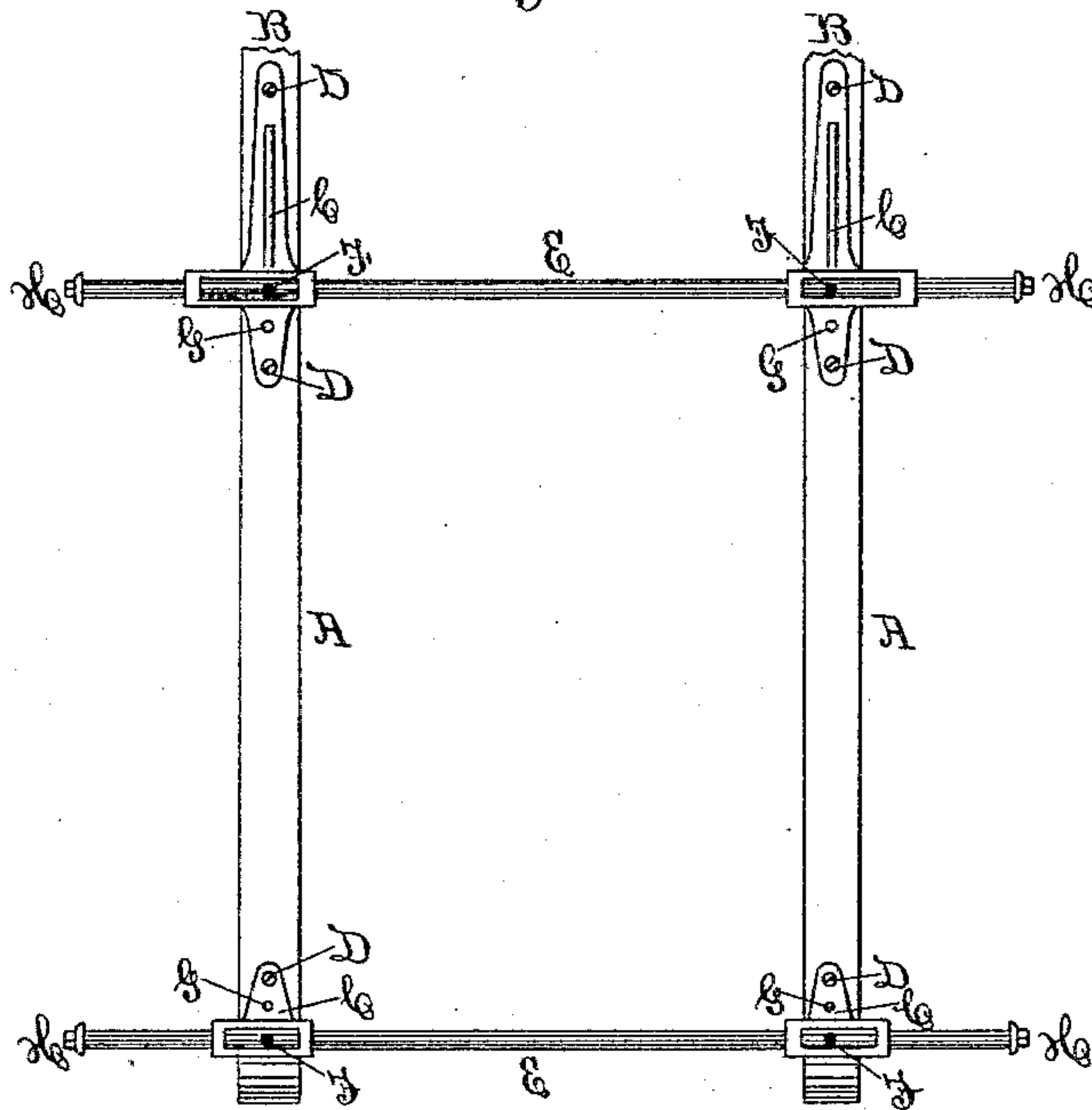
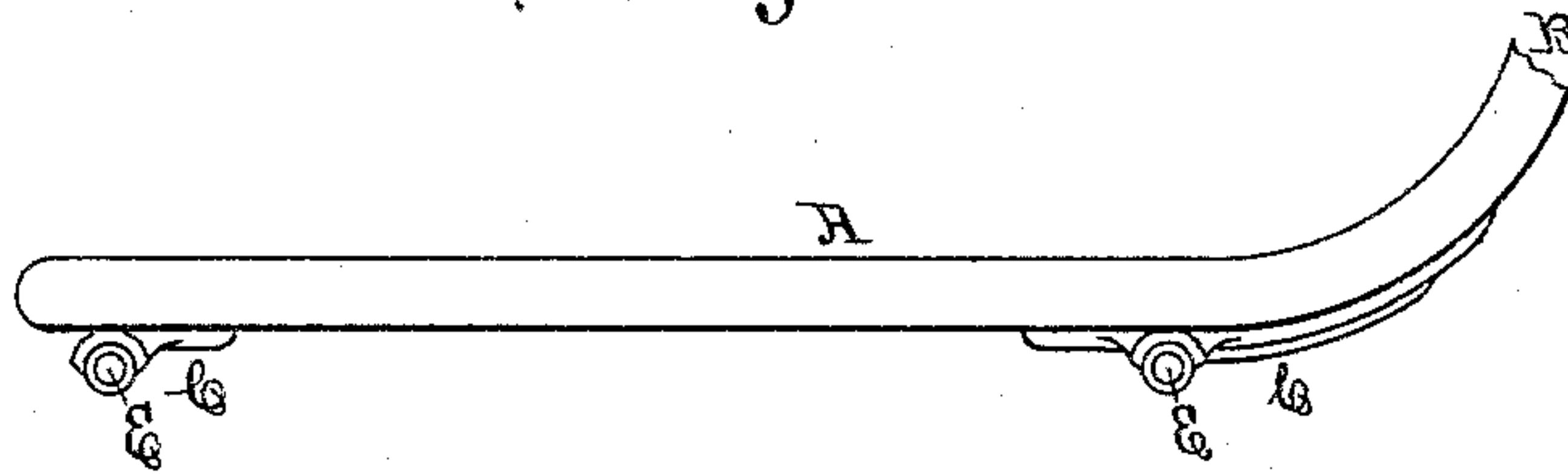


Fig 2



Witnesses

*L. Smith.*  
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# UNITED STATES PATENT OFFICE.

CHARLES F. HARRINGTON, OF LYNDHURST, NEW JERSEY.

## CARRIAGE-AXLE IRON.

SPECIFICATION forming part of Letters Patent No. 321,291, dated June 30, 1885.

Application filed November 25, 1884. (Model.)

*To all whom it may concern:*

Be it known that I, CHARLES F. HARRINGTON, a citizen of the United States and resident of Lyndhurst, in the county of Bergen and State of New Jersey, have invented certain new and useful Improvements in Carriage-Axle Irons, of which the following is a specification.

My invention relates especially to castings used in the construction of baby-carriages; and it has for its object the provision of devices whereby the handles or supporting-frame may be united to round axles, said castings serving as braces and also forming the bearings for the wheel-hubs, obviating the necessity of turning or rounding the axles for the reception of the wheels, greatly reducing the cost of construction, and at the same time adding to the stability and durability of the carriage.

To attain the desired end my invention consists, essentially, in the combination, with the handles or frame of a carriage, of castings so constructed and arranged as to engage with the axles, forming the supports and braces of the handles, keeping the gears square, and also constituting the flanges or shoulders for the axles, against which the hubs of the wheels find a bearing, all of which will be hereinafter first fully described, and then pointed out in the claims.

In the drawings, Figure 1 is a bottom plan view of the handles, axles, and castings, showing the location and arrangement of the parts, and Fig. 2 is a side elevation of the same in their proper position.

Like letters of reference indicate corresponding parts in both figures.

A are the bent wood handles of the carriage, broken off at B. C are cast-metal clips and braces, secured to the wood A by means of screws D, the axles E passing through the castings, as plainly shown, being secured to the axles by means of rivets F. G are holes through which bolts pass for securing the carriage-springs to the handles or frame.

The outer extremity of each casting forms a shoulder or bearing for a wheel-hub, thus enabling me to use round metal axles, the only manipulation necessary being to cut the

screw-threads for the reception of the nuts H and drill the holes for rivets F, instead of the usual turning up of the spindles where square axles are employed. Again, the castings C take the place of the ordinary braces and hold the parts of the running-gear in a true position, permitting substantially perfect adjustment and insuring proper running of the wheels.

It will thus be seen that my invention admirably answers the uses and purposes for which it is intended, materially reducing the cost of constructing carriages of the class to which it relates, while rendering the same more durable.

I am acquainted with Letters Patent No. 158,815, dated January 19, 1875, and make no claim to the device shown and described therein; but,

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

1. The combination, with the handles and axles of a carriage, of castings forming the supports and braces for the handles and shoulders or bearings upon the axles, said castings being secured to the parts by two or more screws, bolts, or rivets, and adapted and arranged to keep the gear true and square, substantially as shown and described.

2. A casting adapted and arranged to form a bearing upon a round axle, being secured thereto by a rivet or rivets passing there-through, and to the carriage handle or frame by two or more bolts or screws, substantially as shown and described.

3. A carriage-axle made of round metal and provided with castings forming shoulders, as set forth, said castings being secured to the axle by a rivet or rivets passing there-through, and adapted and arranged to form the supports for the carriage-handles, substantially as shown and described.

4. The combination, with a round axle, of a casting encircling the same, as set forth, said casting being secured to the axle by a rivet or rivets passing therethrough and engaging with the carriage handle or frame, substantially as shown and described.

5. In a carriage, handles or supports A, 100



castings C, prepared for the reception of  
screws D and rivets F, and axles E, passing  
through said castings, being held in place by  
the rivets, the whole combined and arranged  
5 to operate substantially as shown and de-  
scribed.

Signed at New York, in the county of New

York and State of New York, this 20th day  
of November, A. D. 1884.

CHARLES F. HARRINGTON.

Witnesses:

A. M. PIERCE,

WM. H. WEIGHTMAN.