

(No Model.)

J. W. GRIFFIN.

BABY CARRIAGE.

No. 334,372.

Patented Jan. 12, 1886.

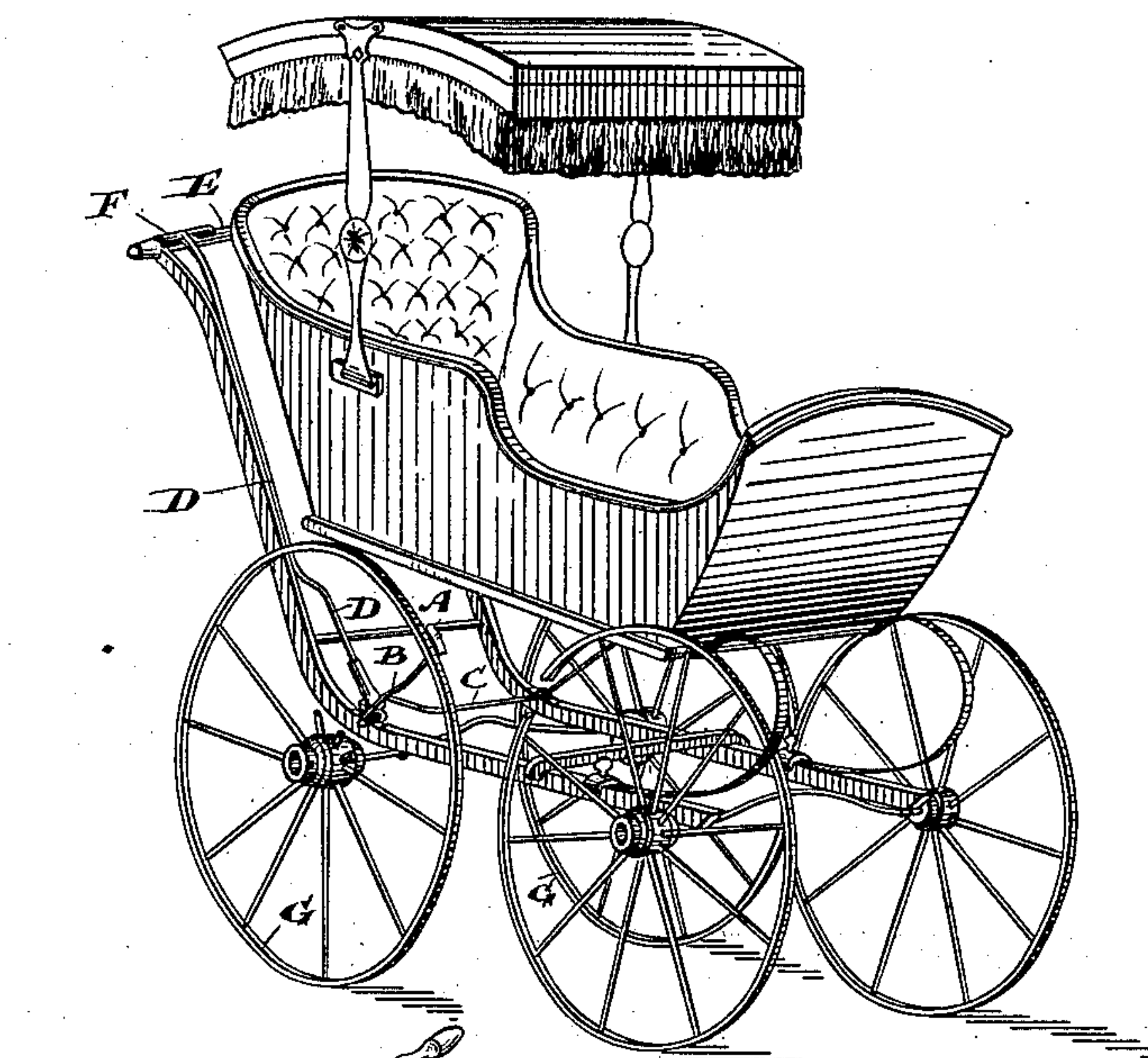


Fig. 1.

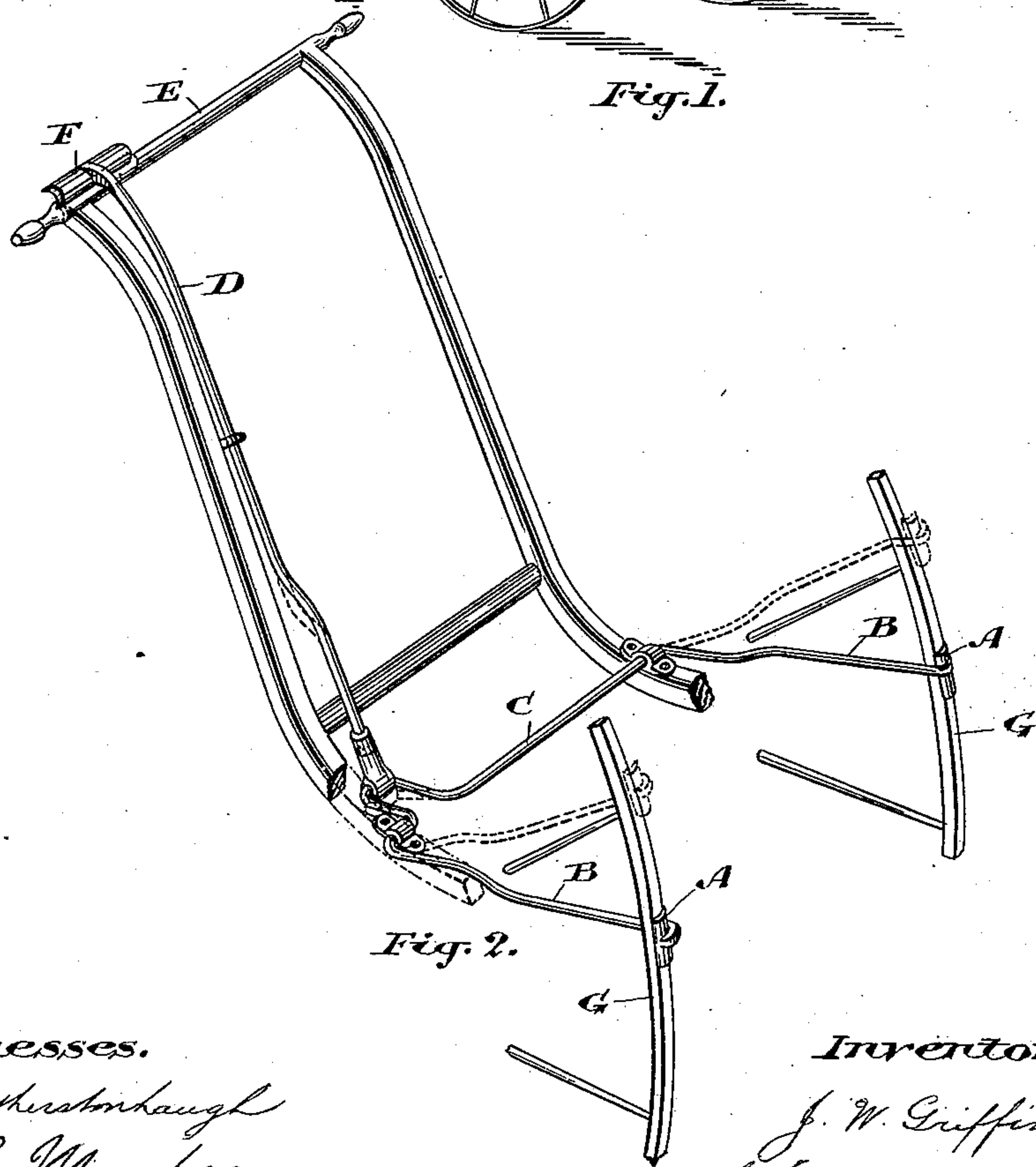


Fig. 2.

Witnesses.

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# UNITED STATES PATENT OFFICE.

JOHN WALTER GRIFFIN, OF TORONTO, ONTARIO, CANADA.

## BABY-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 334,372, dated January 12, 1886.

- Application filed October 1, 1885. Serial No. 178,744. (No model.) Patented in Canada October 10, 1885, No. 22,621.

*To all whom it may concern:*

Be it known that I, JOHN WALTER GRIFFIN, of the city of Toronto, in the county of York, in the Province of Ontario, Canada, accountant, have invented certain new and useful Improvements in the Running-Gear of Baby-Carriages, of which the following is a specification.

The object of the invention is to design a brake for a baby-carriage, which will apply itself the moment that the party pushing or dragging the carriage removes his or her hand from the handle; and it consists, essentially, of brake-shoes connected to a crank-rod journaled on the frame of the carriage, and provided with a suitable rod extending to the handle of the carriage, the whole being arranged substantially as hereinafter more particularly explained.

Figure 1 is a perspective view of a baby-carriage provided with my improved brake. Fig. 2 is an enlarged perspective view of the brake-gear.

In the drawings like letters of reference indicate corresponding parts in each figure; but before describing the construction of the apparatus I will draw attention to the necessity for a brake of the kind.

It is well known that accidents frequently occur through baby-carriages being unattended on an incline, which causes the carriage to run away, as it were, and in some instances that I know of the lives of children have been lost through that cause. By the adoption of my invention it would be impossible that an accident of the kind I mention should occur, as the mere movement of the carriage instantly applies the brake and arrests its motion.

It will be seen by the drawings that the brake-shoes A are connected by the arms B to the crank-rod C, which is journaled, as indi-

cated, on the frame of the carriage. D is a rod connected to the crank-rod C, as shown, and extending up to the handle E, as indicated. A cross-T, F, is connected to the end of the rod D, and is shaped so that when pressed against the handle E it will be held in position. When the party in charge of the carriage takes hold of the handle E, she at the same time grasps the cross-T F, holding it against the handle E. This action pushes down the crank of the rod C, imparting a corresponding upward movement to the arms B, and these arms are of such a length and so located that their upward movement carries the shoes A clear of the wheel G. When the party pushing the carriage lets go of the handle E and cross-T F, the weight of the shoes A are sufficient to cause them to drop down against the rim of the wheel G, and if the wheels move forward their motion will cause the shoes A to grip their rims more tightly, thus effecting the brake desired.

In Fig. 2 the full lines show the brake-shoes applied, while the dotted lines show them elevated, so that the operation of my device will be clearly understood by reference to the said figure.

I have shown two brake-shoes; but of course it will be understood that one may be found sufficient.

What I claim as my invention is—

A brake-shoe, A, connected to the crank-rod C, journaled on the frame of the carriage, as indicated, in combination with the rod D, connected to the crank-rod C, and provided with a cross-T, F, arranged substantially as and for the purpose specified.

Toronto, September 18, 1885.

J. W. GRIFFIN.

In presence of—

CHARLES C. BALDWIN,  
CHAS. H. RICHES.