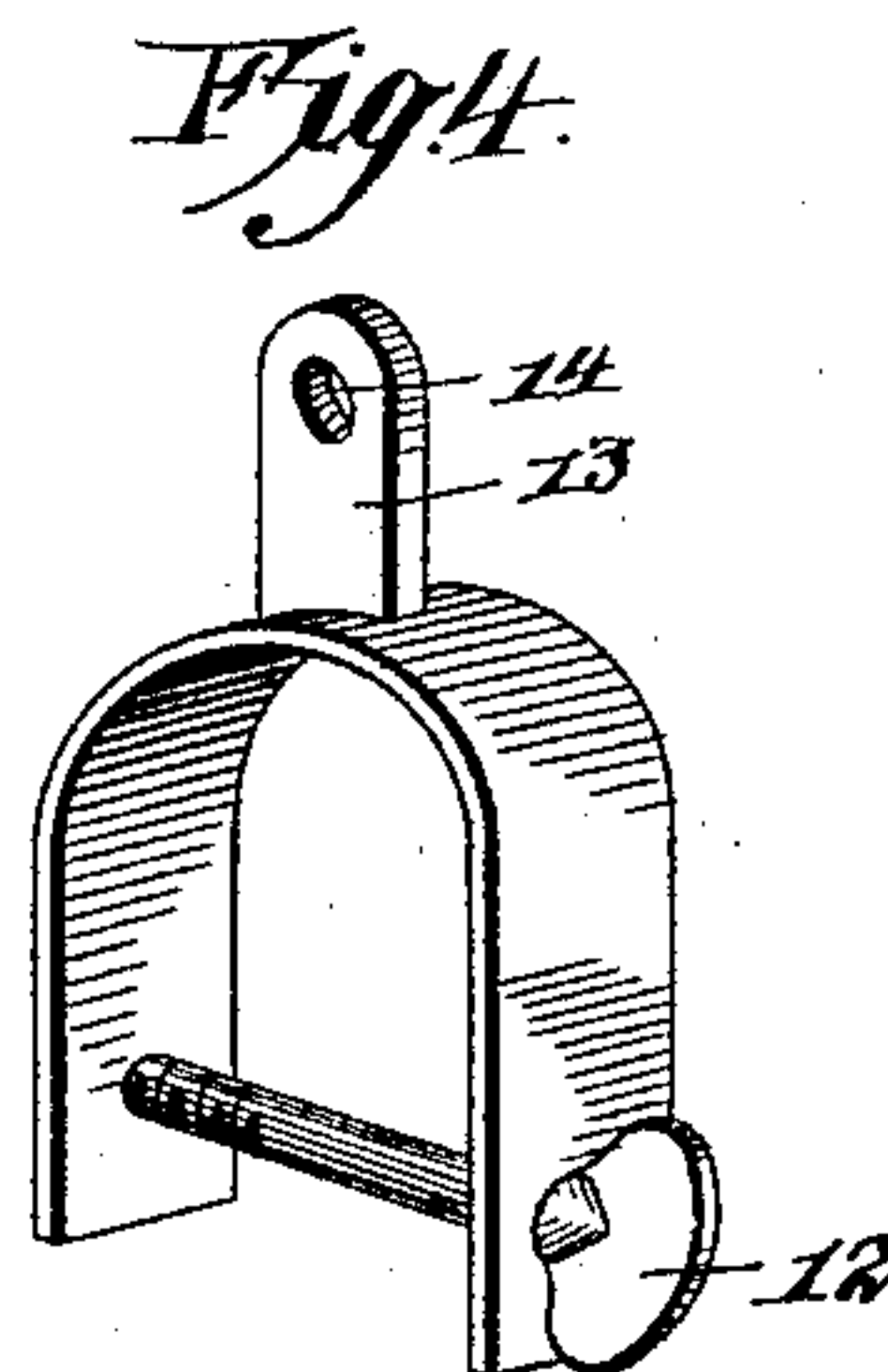
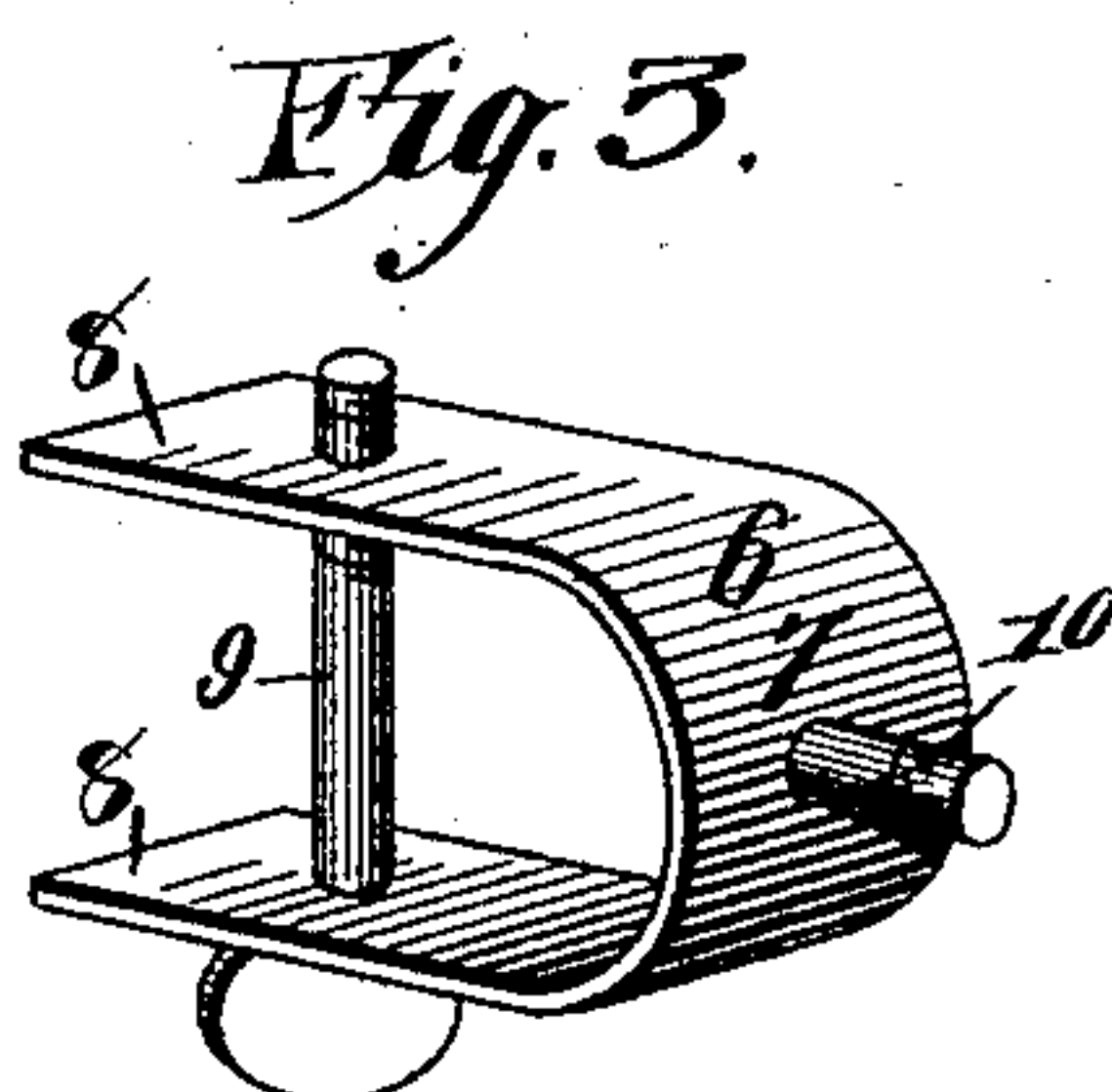
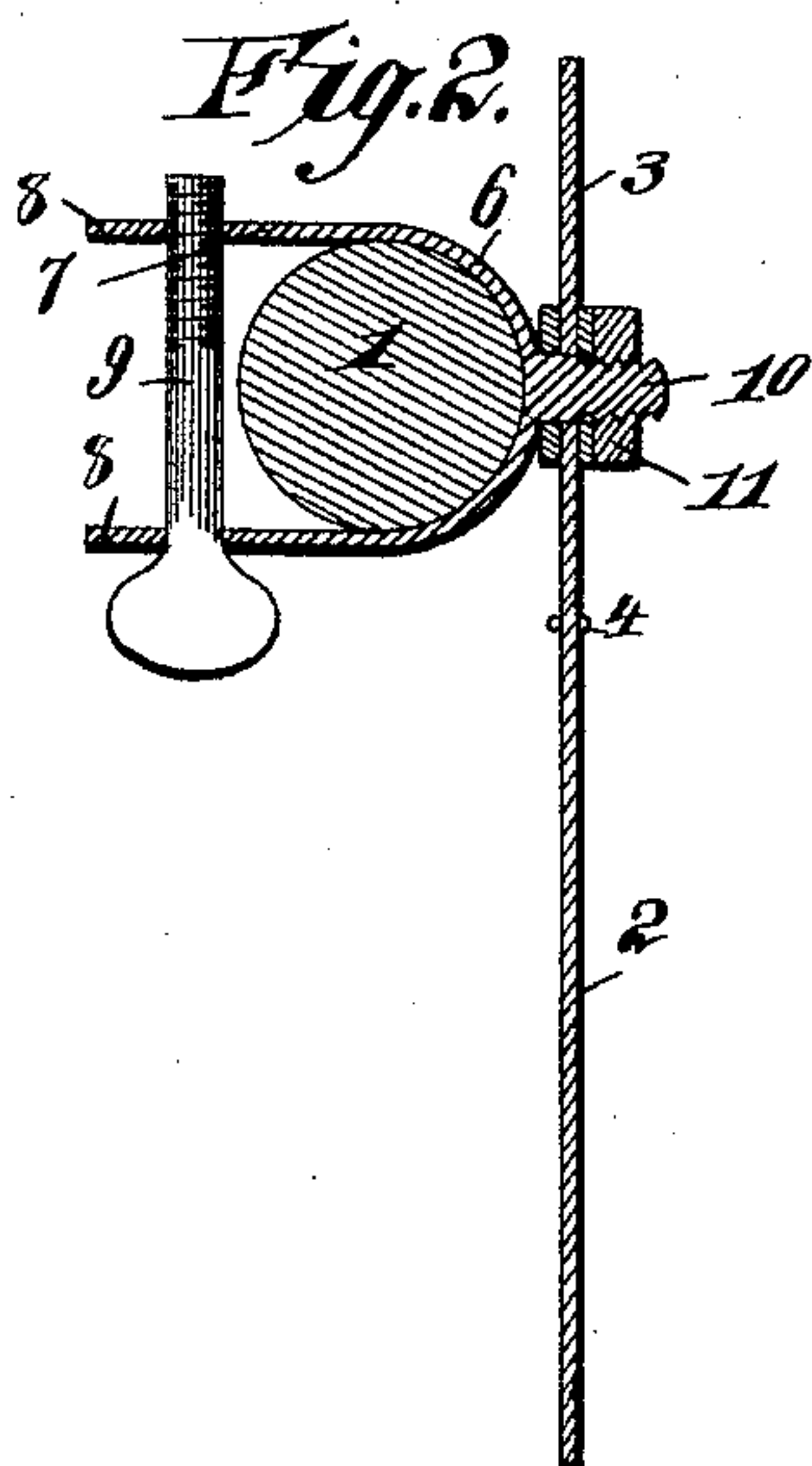
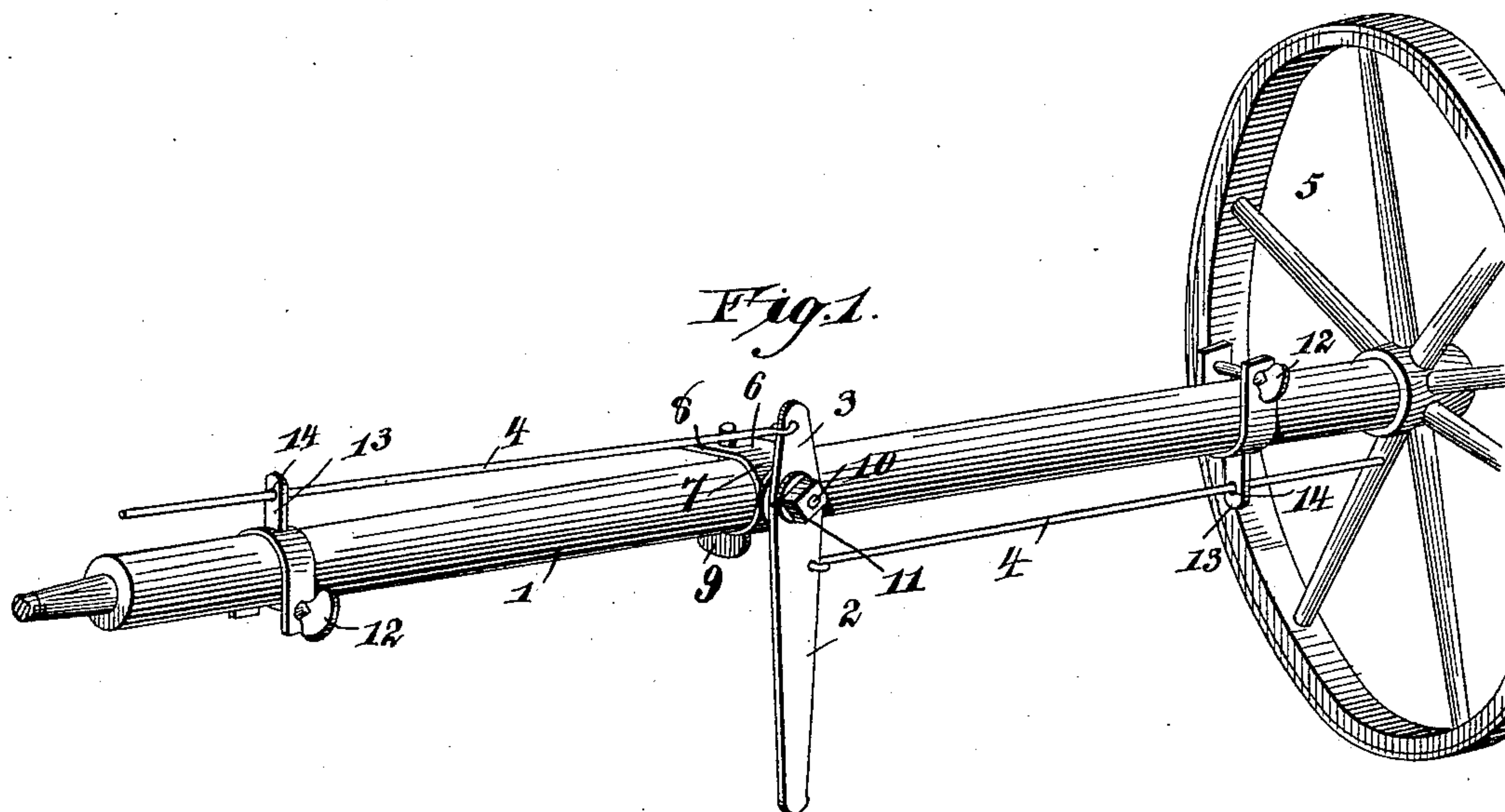


(No Model.)

A. V. STRAIT.
BRAKE FOR BABY CARRIAGES.

No. 452,087.

Patented May 12, 1891.



Witnesses
H. G. Dieterich

Inventor
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A. F. Riley

By his Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

ANDREW V. STRAIT, OF SIDNEY, NEW YORK, ASSIGNOR OF ONE-HALF TO
FRANK E. SCHROM, OF SAME PLACE.

BRAKE FOR BABY-CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 452,087, dated May 12, 1891.

Application filed October 8, 1890. Serial No. 367,413. (No model.)

To all whom it may concern:

Be it known that I, ANDREW V. STRAIT, a citizen of the United States, residing at Sidney, in the county of Delaware and State of New York, have invented a new and useful Brake for Baby-Carriages, of which the following is a specification.

The invention relates to improvements in brakes for baby-carriages.

10 The object of the present invention is to provide a simple and inexpensive brake adapted to be readily attached to the axle of an ordinary baby-carriage and capable of operation by the foot to engage the wheels of
15 the carriage to prevent the latter accidentally rolling when an attendant is not near, and thereby avoid injury to the carriage or occupant.

20 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

25 In the drawings, Figure 1 is a perspective view illustrating the brake applied to an axle. Fig. 2 is a central transverse sectional view. Fig. 3 is a detail perspective view of the central clip. Fig. 4 is a similar view of one of the guide-clips.

30 Referring to the accompanying drawings, 1 designates a baby-carriage axle, having centrally mounted upon it a lever 2, which is designed to be operated by the foot, and is pivoted intermediate of its ends and is connected upon opposite sides of the pivotal point
35 with the inner ends 3 of brake-rods 4, which are arranged parallel with the axle and are adapted to be moved longitudinally along the same by the foot-lever 2, to project between
40 the spokes of the wheels 5 and prevent rotation of the same, and to be returned beneath the body of a baby-carriage when not in use, and it will thus be seen that there is no danger of a baby-carriage being accidentally
45 rolled by the wind or by an inclined surface when an attendant is not near, and of injury to the occupant.

50 The brake mechanism is detachably secured to the axle 1 by guide-clips 6 and a central clip 7, the latter of which fulcrums the foot-lever 2 to the axle, and consists of in-

tegral members, which are curved a short distance from their ends and form a split collar to receive the axle 1, and the ends 8 are parallel and are connected by a thumb-screw 55 9, which is adapted to vary the size of a clip to clamp the axle 1. The clip is constructed of spring metal and is provided with a stem 10, which passes through a perforation in the foot-lever and serves as a pivot for the latter, 50 and has its end threaded and engaged by a nut 11, which secures the lever to the central clip. The rods 4 are supported near their outer ends with guide-clips 6, which are constructed similarly to the central clip, and consists of a body constructed of a single piece 65 of spring metal bent to form a collar and having its ends parallel with each other and connected by a thumb-screw 12. The guide-clip is provided intermediate of its ends with a 70 plate 13, which is provided with an opening 14 to receive the brake-rod and guide the same, and the said plate 13 is arranged longitudinally of the collar or body of the clip and transversely of the axle. 75

. It will readily be seen that the clip enables the brake mechanism to be readily secured to the axle 1 and to be easily attached to the ordinary construction of baby-carriages.

The brake-rods are arranged on opposite 80 sides of the axle and have their inner ends provided with eyes which engage perforations 15, arranged at opposite sides of the pivotal point of the lever, and the said guide-plates are oppositely disposed on the axle 85 and are arranged a short distance from the spindles of the same.

What I claim is—

1. As a new article of manufacture, a brake adapted to be applied to the axle of a baby- 90 carriage, and comprising the central clip designed to be secured to the middle of the axle, the reversely-arranged guide-clips designed to be secured near the ends of the axle and provided with perforations, the foot-lever 95 pivoted to the central clip, and the brake-rods having their inner ends secured to the lever on opposite sides of the pivotal point and having their outer ends arranged in the perforations of the guide-clips, substantially 100 as described.

2. As a new article of manufacture, a brake

comprising the central clip provided with a
stem, the reversely-arranged guide-clips pro-
vided with perforated plates, the foot-lever
fulcrumed on said stem, and the brake-rods
5 having their inner ends secured to the lever
on opposite sides of the stem and their outer
ends arranged in the perforations of said
plates, substantially as described.

In testimony that I claim the foregoing as
my own I have hereto affixed my signature 10
in presence of two witnesses.

ANDREW V. STRAIT.

Witnesses:

H. J. PHELPS,
IRA E. SHERMAN.