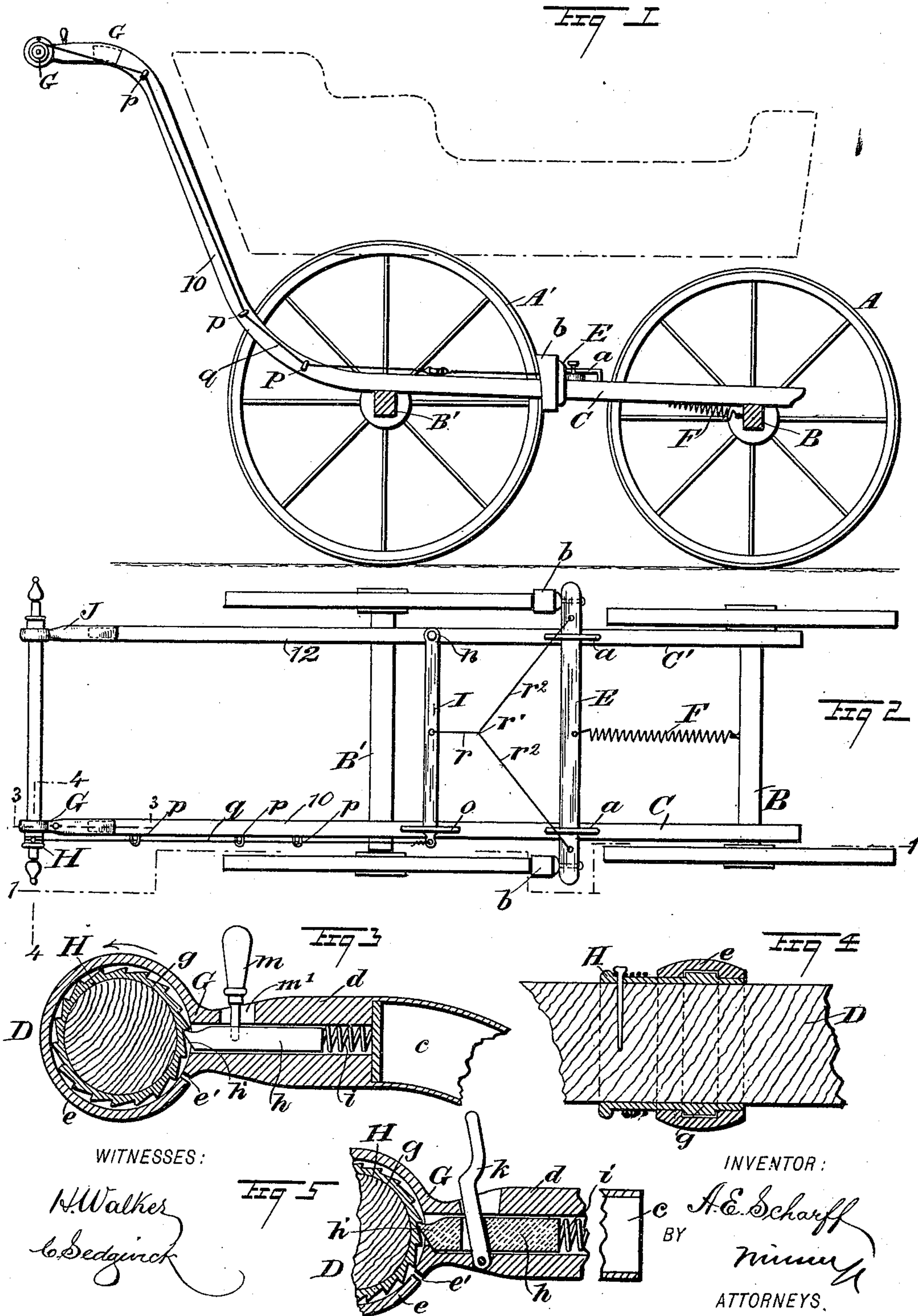


(No Model.)

A. E. SCHARFF.
BRAKE FOR CHILDREN'S CARRIAGES.

No. 467,054.

Patented Jan. 12, 1892.



UNITED STATES PATENT OFFICE.

AUGUSTUS E. SCHARFF, OF TACOMA, WASHINGTON.

BRAKE FOR CHILDREN'S CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 467,054, dated January 12, 1892.

Application filed April 21, 1891. Serial No. 389,790. (No model.)

To all whom it may concern:

Be it known that I, AUGUSTUS E. SCHARFF, of Tacoma, in the county of Pierce and State of Washington, have invented a new and useful Improvement in Brake Mechanisms for Children's Carriages, of which the following is a full, clear, and exact description.

The object of my invention is to provide a simple, practical, and convenient device, which will afford efficient means to set and release the brake of a baby-carriage.

To this end my invention consists in the construction of parts and their combination, as is hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a portion of this specification, in which similar letters and figures of reference indicate corresponding parts in all the views.

Figure 1 is a sectional side elevation of a child's carriage having my invention applied, taken on the line 1 1 in Fig. 2. Fig. 2 is a plan view of the vehicle-frame and attached novel brake mechanism. Fig. 3 is a longitudinal section of a portion of one handle-arm enlarged, taken on the line 3 3 in Fig. 2, showing interior construction of parts. Fig. 4 is an enlarged broken portion of a transverse handle-bar in section on the line 4 4 in Fig. 2, and Fig. 5 is a longitudinal enlarged broken section of a modified form for the locking and releasing mechanism of the brake.

The improved brake mechanism is applicable to any hand-pushed vehicle, and particularly to baby-coaches provided with four wheels.

In Figs. 1 and 2 the running-gears of a child's carriage are shown to illustrate the application and operation of the improved brakes, A A' representing the front and rear wheels, respectively, B B' the axles, and C C' the side frame-bars that are preferably extended in easy curves rearward and upward to afford arms 10 12 for the attachment of a transverse handle-bar D. The transverse brake-bar E is held in position free to slide on the frame-pieces C C', between the wheels A A', by the keeper-straps a, having attachable or integral brake-blocks b on the side nearest the rear wheels A', and at a suitable distance therefrom, said blocks being held

normally from contact with the peripheries of the wheels named by the contractile spring F. At the upper terminal of the handle-arm 10, a metal bracket-support G for the end of the transverse handle-bar D, is affixed, preferably, by the provision of a socket-box c on the end of the support named, wherein the reduced end of the arm is inserted and secured; and it may here be mentioned that the bracket-head G may have a straight or curved socket-box provided to engage either curved or straight handle-arms, as may be preferred. (See Figs. 3 and 5.) The portion of the bracket-head G, which affords support to the transverse handle-bar D is constructed with an elongated cylindrical body d, which is axially apertured, and terminates at the end opposite the socket-box c in a circular band e, that is separated at e' from the body.

A sleeve H is provided which is of such a relative internal diameter as will adapt it to fit closely upon the handle-bar D, as shown in Fig. 4, and when in place is thereto secured by an inserted pin or screw. The sleeve H has an annular rib g projected from its exterior near one end, which rib is seated within a mating channel formed on the inner surface of the band e, the assembling of these parts being effected by springing the band near the severed end e' of the same, which should have a sufficient degree of elasticity to resume a close bearing upon the sleeve when in position. The rib g is serrated on its surface to produce ratchet-teeth, (shown in Figs. 3 and 5,) and is engaged by a slide-bolt h, which is located within the longitudinal perforation of the bracket-body d. A spiral spring i, that is introduced within the axial perforation of the body d, between the end of the slide-bolt h and handle-arm 10, projects the bolt and holds its latch-head h' in connection with the teeth of the ratchet-rib g until purposely withdrawn by a manipulation of the rocking lever k or finger-piece m, the latter having one end introduced through a slot m' in the body d, and affixed to the slide-bolt, as shown in Fig. 3, so as to slide in the slot m'. The lever k, which is equivalent in service, is pivoted by one end to the wall of the body d, and extends upwardly through a slot in the slide-bolt and a mating-slot in the on-

posite side of the body, so that a vibration of the projecting portion of the lever will release the slide-bolt from interlocking connection with the ratchet-rib *g*.

5 The opposite end portion of the handle-bar D is revolvably sustained in connection with the arm 12 by a bracket-head J, that for uniformity in design should be a duplicate of the head G, the sleeve H being omitted on
10 this end of the handle-bar.

Preferably there is a transverse lever I employed, which is pivoted by one end, as at *n*, upon the frame-bar C', its opposite end projecting through a guide-loop *o*, that is attached
15 upon the upper surface of the opposite parallel side bar C. From the free end of the lever I a cord or similar flexible connection *q* is extended along the side of the curved arm 10, and thereon supported by passing it
20 through screw-eyes *p* or equivalent means, and has its upper end attached to the end portion of the transverse handle-bar D, whereon it is designed to be wrapped by a rotary manipulation of the handle-bar in a proper direc-
25 tion. Near the center of the lever I a wire strand or chain *r* is attached by one end and bifurcated at *r'*, so as to furnish two equal portions *r*², that have their terminal ends secured to the brake-bar E, so that a rotation
30 of the handle-bar in the direction of the arrow in Fig. 3 will wind the cord or wire strand *q* on the handle-bar and draw the brake-bar so as to apply the brake to the wheels A', and when the brake is to be released the finger-
35 piece *m* or lever *k* is properly manipulated to remove the slide-bolt *h* from interlocking contact with the teeth of the annular rib *g*, the spring F by its contractile force drawing said brake-bar away from the wheels named. If
40 preferred, the cord *q* may be attached directly to the brake-bar E, and thence extended to the handle-bar D, its end being attached to the parts mentioned, the operation in each method of attachment being similar.

45 Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. In a brake for a child's carriage, the combination, with a brake-beam carrying brake-

shoes, of a retractile spring normally main- 50
taining said beam out of contact with the carriage-wheels, a rotatable handle-bar, a chain or cord connected with said handle-bar and adapted to wind thereon, and connections be-
55 tween the said chain or cord and the brake-beam for applying the brake by the turning of the handle-bar, substantially as described.

2. In a brake for a child's carriage, the combination of a brake-beam having brake-shoes, a retractile spring normally maintaining the 60
brake-shoes out of contact with the carriage-wheels, a lever fulcrumed on the carriage, connections between said lever and the brake-beam, a rotatable handle-bar, and flexible
65 connections between the said lever and handle-bar, substantially as described.

3. A brake for a child's carriage, having its brake-bar held to slide in keeper-straps on the frame and actuated to set it by a rotary
70 handle-bar, which is provided with a ratchet and slide-bolt locking device, substantially as described.

4. In a brake for a child's carriage, the combination, with a transverse brake-bar held to slide on the carriage between the pairs of 75
wheels, a transverse lever loosely connected to the brake-bar and adapted to vibrate, and a retractile spring, of a rotatable handle-bar on the arms of the frame, ratchet-locking
80 gear connected therewith, and a flexible connection between the lever and handle-bar, substantially as described.

5. In a brake for a child's carriage, the combination, with a frame, a brake-bar thereon, a spiral spring which retracts said bar, and a 85
vibratable lever loosely connected to the brake-bar, of a rotatable handle-bar supported on rearwardly-extended handle-arms, a ratchet-rib on the handle-bar which may be engaged by a slide-bolt on one arm, a spring 90
which holds the bolt normally interlocked with the ratchet-rib, means to withdraw the bolt, and a flexible connection between the handle-bar and lever, substantially as described.

AUGUSTUS E. SCHARFF.

Witnesses:

R. G. PETTIBONE,
GEO. H. TARBELL.