

(No Model.)

A. G. MACKENZIE & J. S. HOLLINGSHEAD.
BRAKE FOR CHILDREN'S CARRIAGES.

No. 555,458.

Patented Feb. 25, 1896.

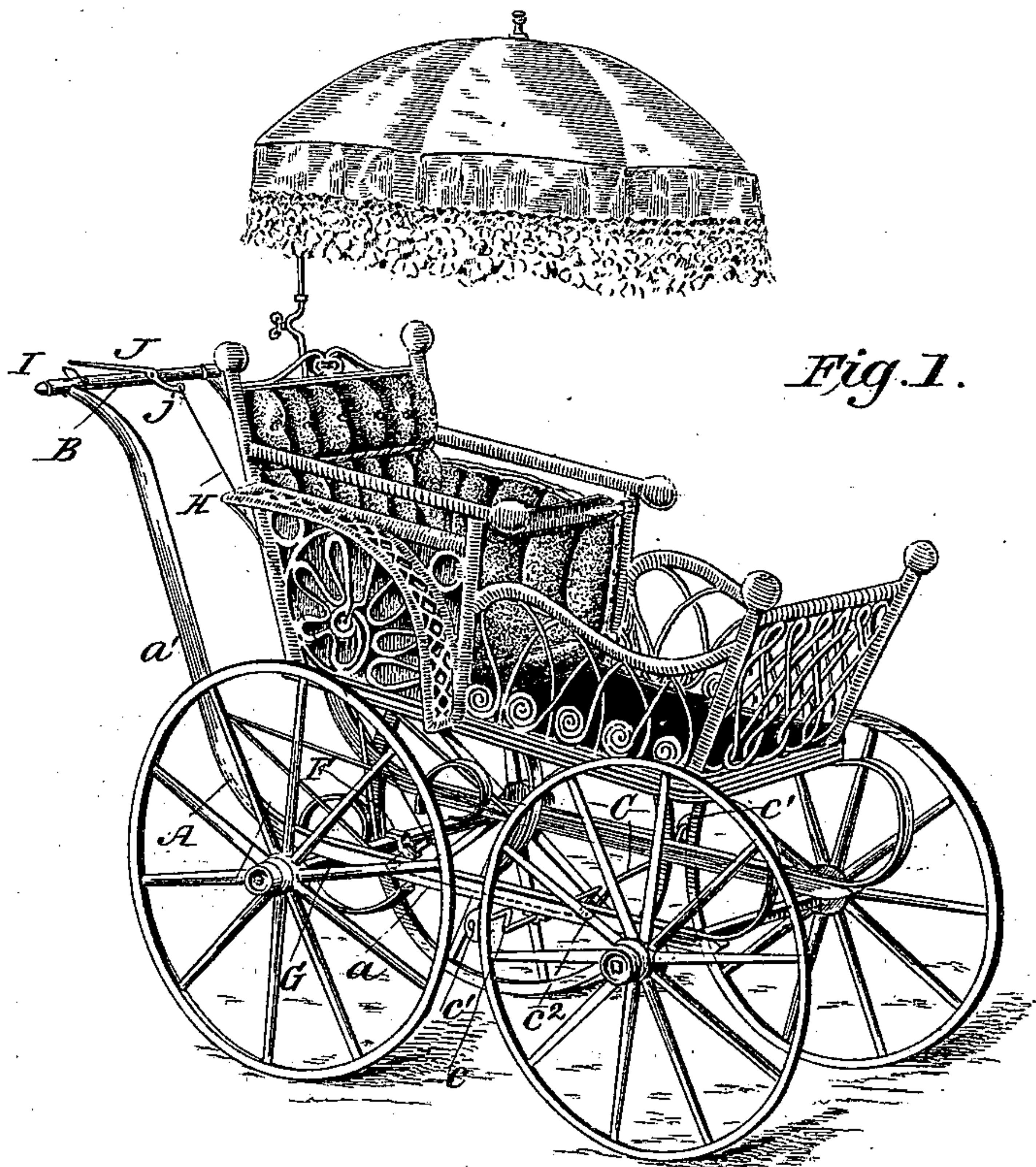


Fig. 1.

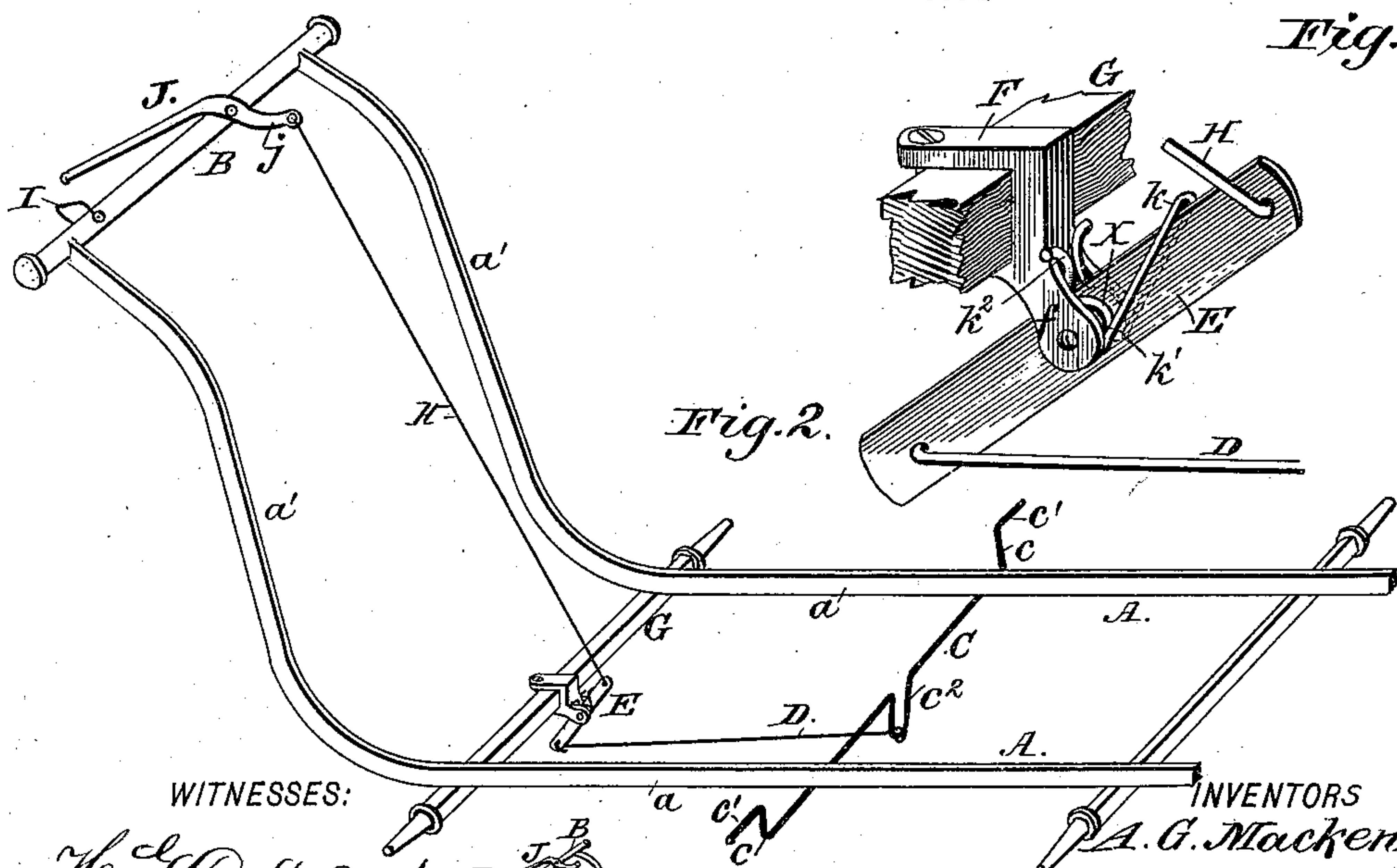
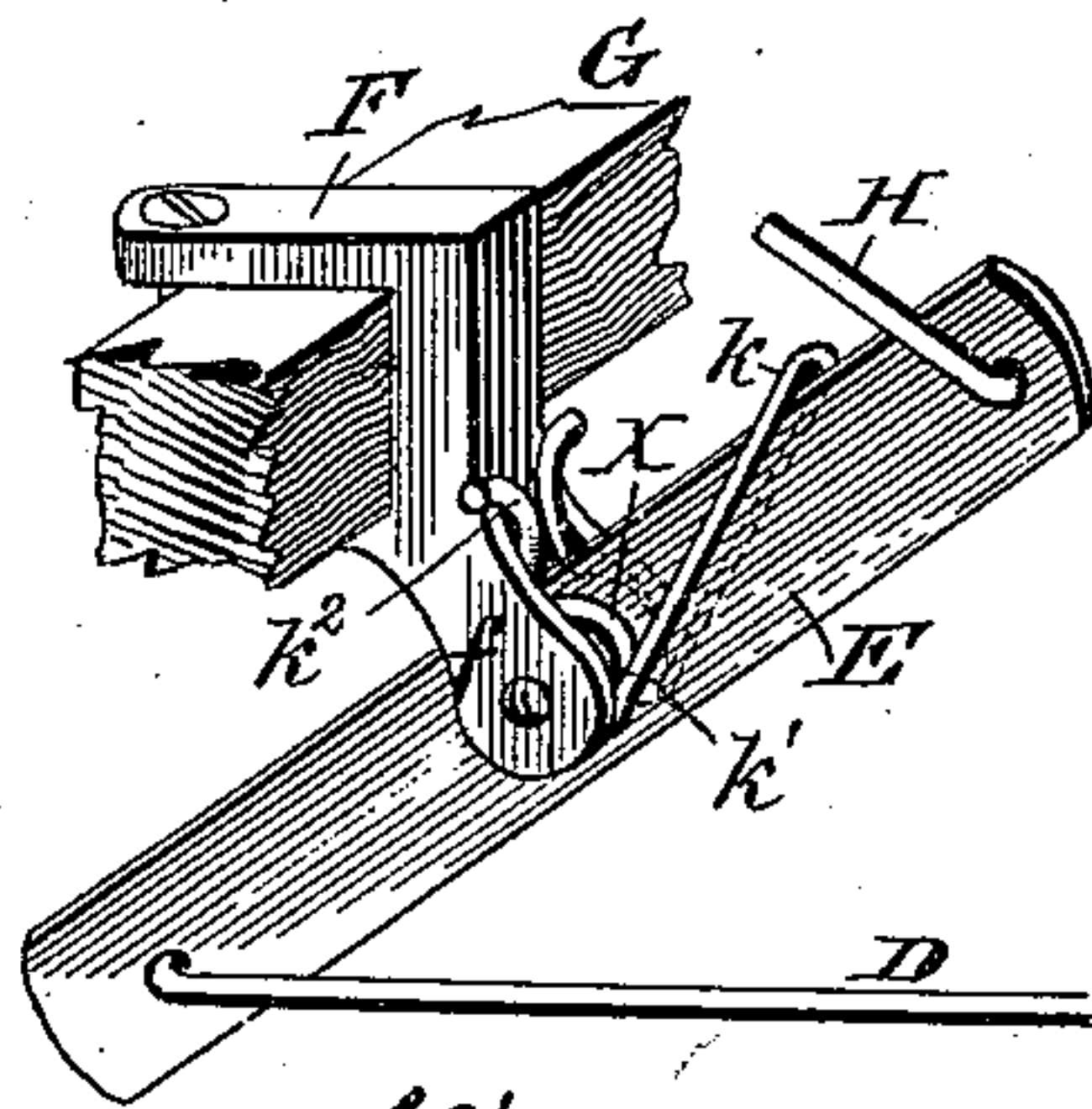


Fig. 3.

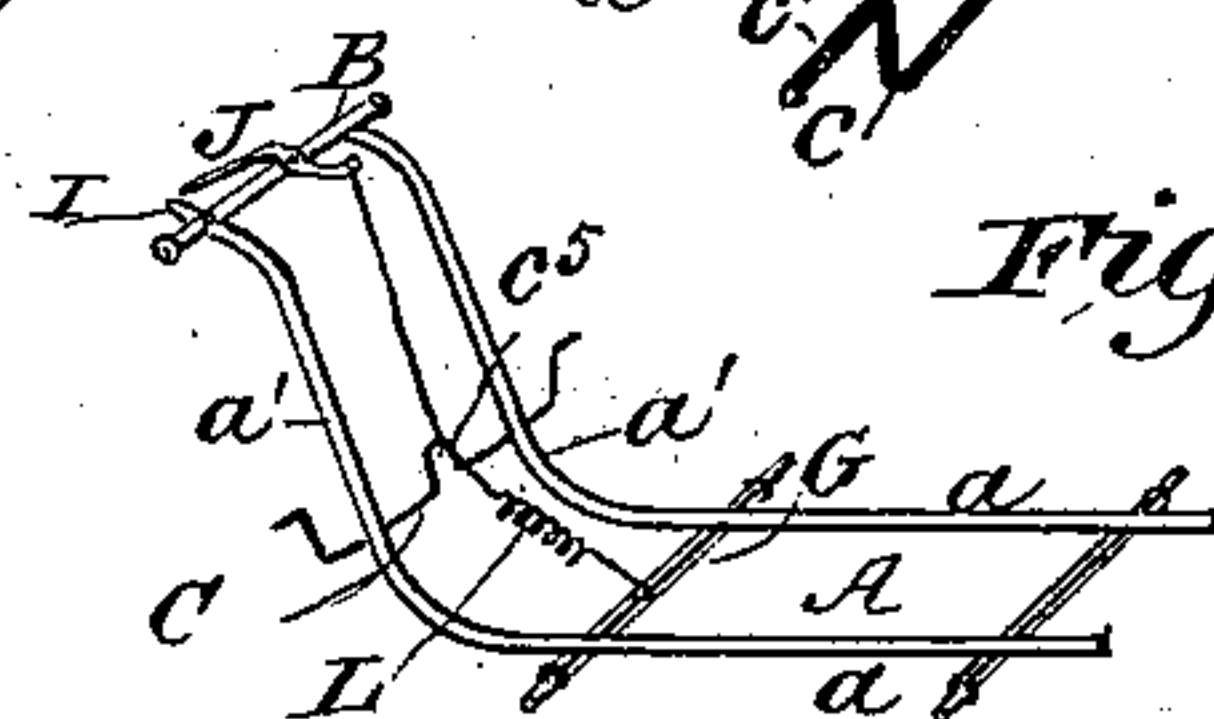
Fig. 2.



WITNESSES:

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Fig. 4.



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BRAKE FOR CHILDREN'S CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 555,458, dated February 25, 1896.

Application filed September 18, 1895. Serial No. 562,868. (No model.)

To all whom it may concern:

Be it known that we, AUSTIN G. MACKENZIE, of Wellsville, in the county of Columbiana, and JOHN S. HOLLINGSHEAD, of Tiltonville, in the county of Jefferson, State of Ohio, have invented a new and Improved Baby-Carriage Brake, of which the following is a specification.

Our invention, which is in the nature of a brake mechanism for baby-carriages, has primarily for its object to provide a mechanism of this kind of a very simple and economical construction which can readily be applied to any of the ordinary makes of baby-carriages, which can be easily manipulated and which will effectively serve for its intended purpose.

With other minor objects in view, which hereinafter will appear, our invention consists in the brake mechanism first described in detail and then specifically pointed out in the appended claims, reference being had to the accompanying drawings, in which—

Figure 1 is a view of a baby-carriage equipped with our improved brake mechanism. Fig. 2 is a view of the axles, the body-supporting and pusher-arms and the brake mechanism. Fig. 3 is a detail view of the preferred form of spring-actuated lever devices, and Fig. 4 is a view of a modified arrangement of the brake devices.

Referring to the accompanying drawings, A indicates the main or supporting frame, comprising the usual longitudinal side bars *a a*, which terminate at the rear end in upwardly-curved push members *a' a'* joined at the upper end by the handle-bar B, all of which may be of any well-known construction.

In the preferred construction, at a point between the front and rear wheels, is disposed a transverse rock-bar C journaled on the under side of the bars *a a* and which has its ends formed with crank portions *c c*, having shoe or bearing ends *c' c'*, which are adapted to bear against the rim of the front wheels, as clearly shown in Fig. 1.

The bar C has a central pendent crank portion *c²*, to which is connected one end of a connecting-rod D, the other end of which is connected to the lower end of a spring-actuated lever E, centrally pivoted in the bifurcated end *f* of a bracket or clip member F,

secured to the rear axle G. To the upper end of the lever E is connected the lower end of a rod H, the upper end of which connects to the crank end *j* of a hand-operated lever J, pivoted on the handle-bar B, as most clearly shown in Fig. 2, the handle portion of which is arranged to be moved into engagement with a pivoted clevis or ring member I, which will serve, when desired, to hold the hand-lever to a depressed position, for a purpose presently explained.

In Fig. 3 we have shown the preferred form of spring devices for actuating the lever E, which consists of a loop-spring X, having its loop *k* fitted to press against the upper end of the lever E, its arms being coiled, as at *k'*, about the pivot of the said lever E, while its ends *k²* are extended to project over the side members of the bracket F.

By providing a lever E, spring-actuated in the manner shown, it is manifest that the lower end of the lever E will be normally drawn rearward and in consequence rock the shaft C to bring its bearing portions or shoes into contact with the wheels, as shown in Fig. 1, thereby keeping the brake applied.

When it is desired to set the brake permanently free it is only necessary to depress the handle J and lock it in engagement with the clevis I.

By providing a hand-bar lever, such as is shown at J in the drawings, and a spring-actuated lever mechanism which will normally serve to apply the brake, it will be manifestly clear that as the nurse or carriage-pusher grasps the handle-bar she will also grasp and depress the lever J, and in consequence release the brake, which, the instant the handle-bar is released, will automatically move into an applied or braking condition. Thus, it will be manifestly clear, the applying of the brake is not dependent on the attention of the nurse, but is effected entirely automatic, a great desideratum in the care of infants in carriages.

In Fig. 4 we have shown a modified arrangement of the brake devices. In such construction the crank or brake shaft is journaled on the members *a' a'* of the frame to engage the rear wheel, the central crank *c⁵* connected direct with the lever J, and a coil-spring L,

connected to the crank and to the rear axle, is used for normally turning the brake-shaft to an applied or braking position.

From the foregoing description, taken in connection with the drawings, it is thought the advantages of our improvement will be readily appreciated. The same can be connected to any of the well-known styles of carriages now in use without changing the construction thereof.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. The combination with the main frame and axles, of the handle and push-bars, the rock-shaft, the bracket upon the rear axle, the lever pivoted in said bracket, the spring attached to said bracket and bearing upon said lever, the rod or link connecting the lower end of lever with the rock-shaft, the hand-lever on handle-bar, the rod connecting the hand-lever with the upper end of lever on rear axle and a clevis or ring on the handle-bar substantially as shown and described.

2. In a carriage-brake mechanism as described, the combination with the main frame A, and the rear axle, of the rock-shaft C, having brake portions, journaled on the main

frame, and having a crank member, the bracket F secured to the rear axle, the lever E journaled in such bracket, the spring device X, the rod connecting the lower end of lever E with the crank of the brake-shaft, the pivoted crank-lever J, on the handle-bar and connection between the said lever and the upper end of the lever E all arranged substantially as shown and for the purposes described.

3. In a brake mechanism as described, the combination with the main frame, the handle-bar, and the rear axle of the brake-shaft C, having brake portions at the ends and a central crank portion, the spring-actuated lever devices E, F, the crank-lever J, pivoted on the handle-bar, the connecting-rods D and H, joining the crank-shaft C and lever J, respectively to the lever E, and the clevis I, secured to the handle-bar all arranged substantially as shown and for the purposes described.

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