

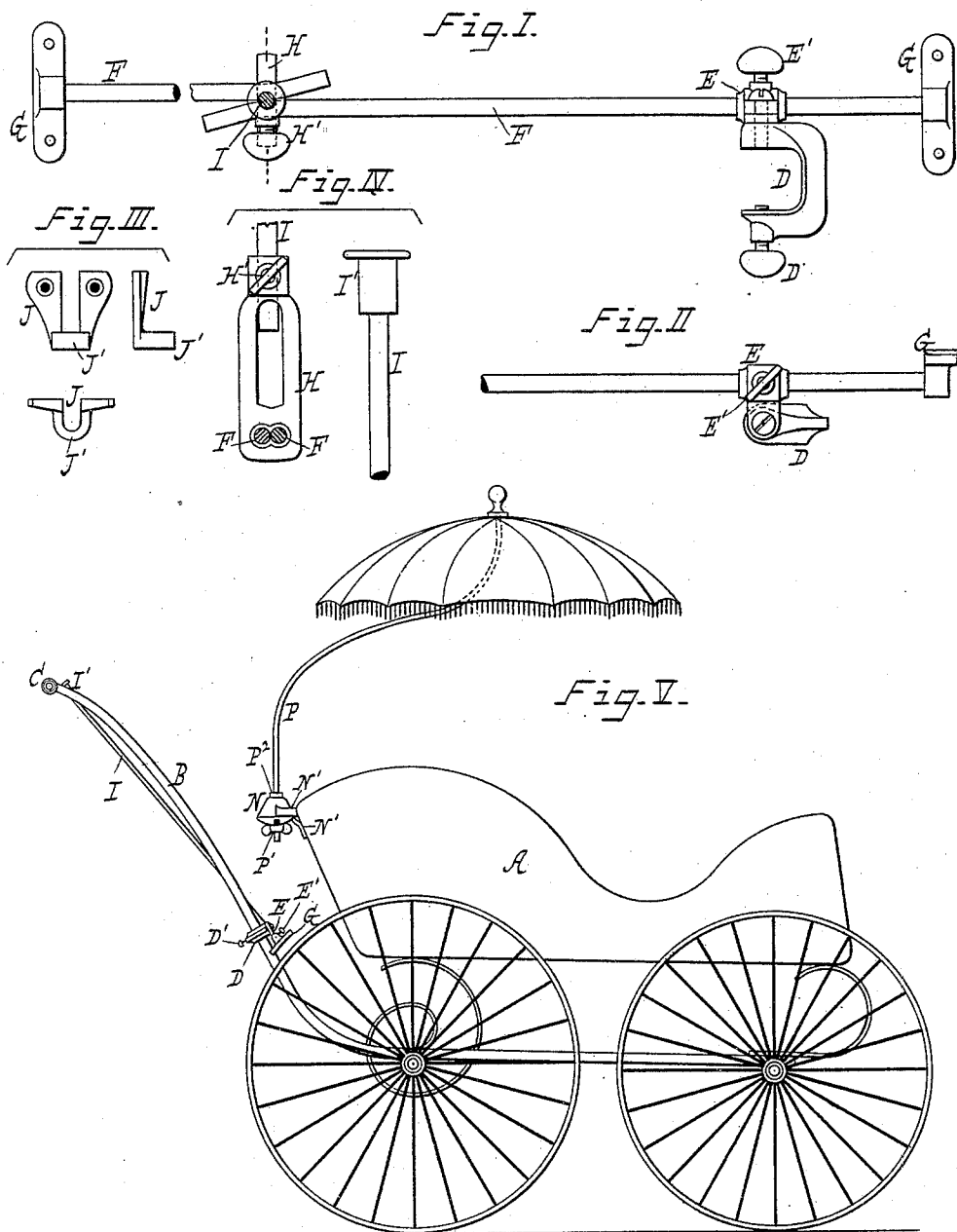
(No Model.)

2 Sheets—Sheet 1.

J. JENKINSON.
CHILD'S CARRIAGE.

No. 466,687.

Patented Jan. 5, 1892.



WITNESSES:

Isaac P. Crotshaw.
Char. Wahlers

INVENTOR

James Jenkinson
BY Francis C. Bower
ATTORNEY.

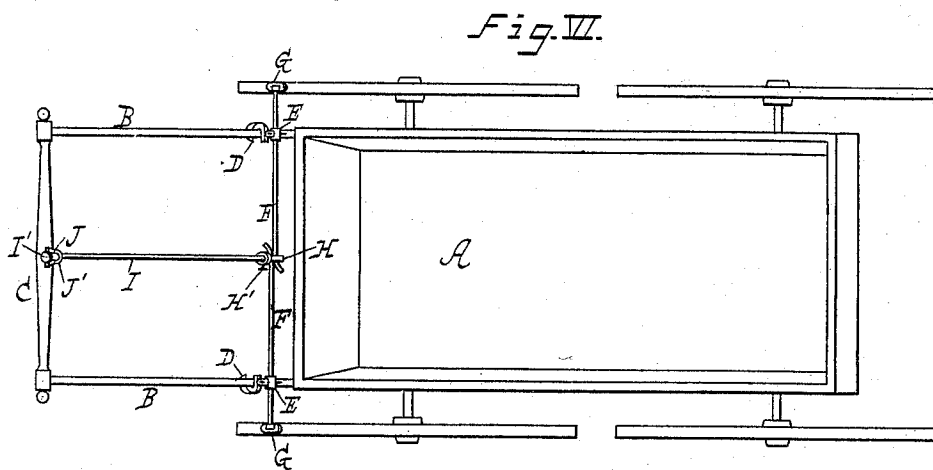
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Jas. S. Crobank

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Francis C. Bowen

ATTORNEY.

UNITED STATES PATENT OFFICE.

JAMES JENKINSON, OF BROOKLYN, NEW YORK.

CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 466,687, dated January 5, 1892.

Application filed April 23, 1891. Serial No. 390,114. (No model.)

To all whom it may concern:

Be it known that I, JAMES JENKINSON, a citizen of the United States, and a resident of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Children's Carriages, of which the following is a specification.

My invention in children's carriages consists of a certain novel construction of a brake, whereby I obtain various advantageous results, as hereinafter fully described.

In the accompanying drawings, Figure 1 represents a side view, partly in section, of the brake detached. Fig. 2 represents a plan view of a portion thereof. Figs. 3 and 4 represent detail views of parts thereof. Fig. 5 represents a side view of a carriage embodying my invention. Fig. 6 represents a plan or top view thereof omitting the holder.

The letter A indicates the body of the carriage, having in rear thereof the usual push-handle consisting of the side bars B and the cross-bar C. On each of the side bars B is in practice fitted a clamp D, and to each of said clamps is pivoted a collar E, carrying a brake-rod F. On the outer end of each of the brake-rods F is mounted a brake-shoe G, while the inner end thereof is fitted in an eye-plate H, attached to an operating-rod I. Said eye-plate is at one end of the operating-rod I, and the other end of said rod is fitted in a bracket J, which is mounted on the cross-bar C of the handle, the rod being provided with the knob I' for engaging with said bracket. The clamp D is provided with a set-screw D', the collar E with a set-screw E', and the eye-plate H with a set-screw H'. The bracket J is formed with a shoulder J' on its lower part, which, as well as the upper edge of the bracket, constitutes a support for the knob I', as will be presently explained.

When the parts are applied to the desired carriage, the clamps D are adjusted on the side bars B of the handle by means of their set-screws D' to bring the brake-rods F into a plane adjacent to the periphery of the rear wheels of the carriage, and said rods are adjusted in the pivoted collars by means of the set-screws E' to bring the brake-shoes G opposite to said wheels, respectively, while

the operating-rod I is adjusted in the eye-plate H by means of the set-screw H', so that when the knob I' is brought to the upper edge of the bracket J the operating-rod I acts on the brake-rods F to bring the brake-shoes in contact with the proper wheels, while if said knob is brought upon the shoulder J' of the bracket the operating-rod acts in like manner to bring the brake-shoes off the wheels.

In the action of the operating-rod I the brake-rods swing on the clamps D through the medium of the pivoted collars E, and the inner ends of the brake-rods simply play in the eyes of the eye-plate H. In order to obviate an accidental withdrawal of the brake-rods from the eye-plate H, each of said rods may be bent laterally at its inner end, as shown. It will be observed that by this construction of the brake it is rendered adjustable to the distance between the wheels of the carriage as well as the diameter of the wheels, and also to the height or distance of the cross-bar C of the handle from the wheels, thereby adapting itself to a variation of such dimensions, so that it may be readily applied to different styles of carriages.

It is evident that one of the brake-rods F and concomitant parts may be dispensed with, and also that the brake may be applied to the forward wheels instead of the rear wheels of the carriage.

What I claim as new, and desire to secure by Letters Patent, is—

A brake for a child's carriage, consisting of a clamp with set-screws for attachment to the side bars of the handle, the collars with set-screws pivoted to said clamps, the brake rod or rods with brake-shoes at one end fitted in said collars, the operating-rod having at one end the eye-plate with a set-screw engaging the brake-rods and at the other end a knob, and the bracket for attachment to the cross-bar of the handle, constructed to support said knob of the operating-rod at different heights, substantially as and for the purpose described.

JAMES JENKINSON.

Witnesses:

FRANCIS C. BOWEN,
CHAS. WAHLEN.