

No. 633,767.

Patented Sept. 26, 1899.

J. E. OSGOOD.

STOP OR BRAKE FOR CHILDREN'S CARRIAGES.

(Application filed Aug. 7, 1899.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

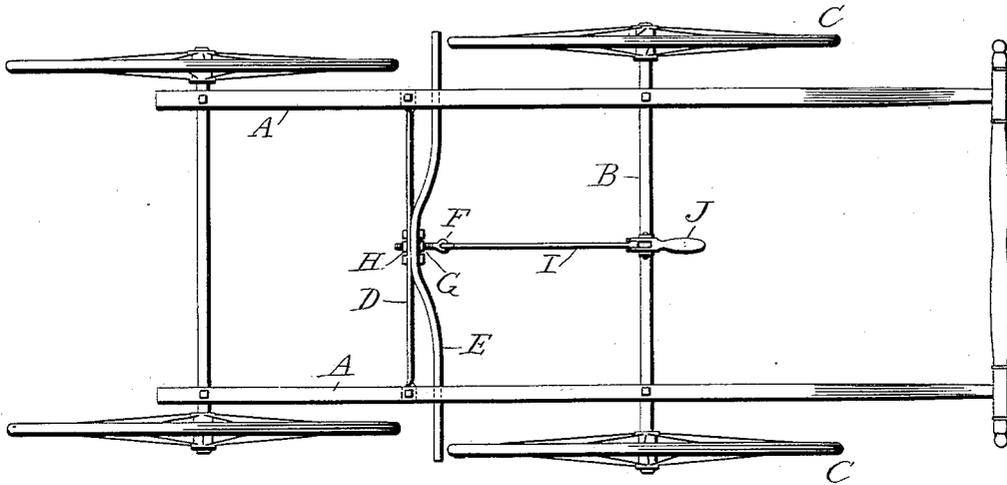
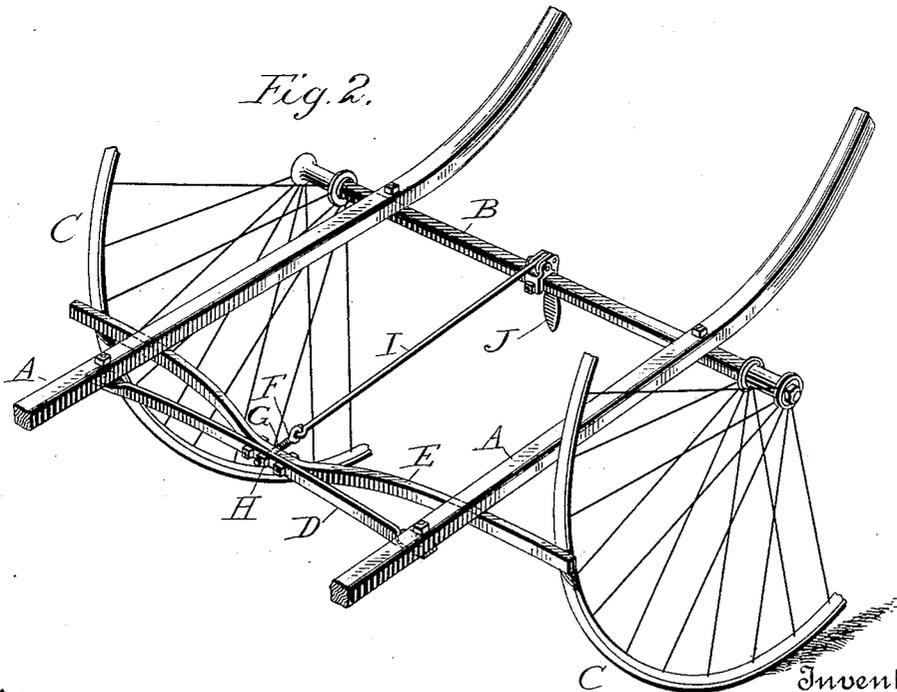


Fig. 2.



Witnesses  
W. C. Burdine,  
D. E. Burdine

Inventor:  
John E. Osgood,  
by Dodge & Sons,  
Attorneys.

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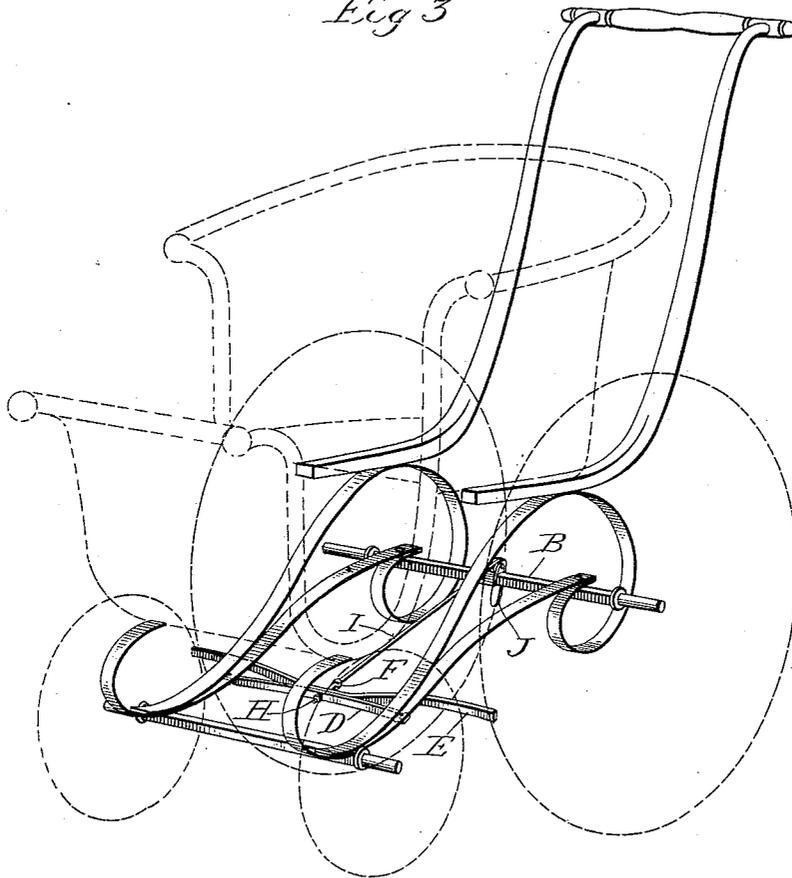
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2 Sheets—Sheet 2.

*Fig 3*



Witnesses

*C. C. Burdick*  
*D. E. Purdie*

Inventor:

*John E. Osgood,*  
*by Dodge & Sons,*  
*Attorneys.*

# UNITED STATES PATENT OFFICE.

JOHN E. OSGOOD, OF GREENFIELD, MASSACHUSETTS, ASSIGNOR TO THE  
WARNER MANUFACTURING COMPANY, OF SAME PLACE.

## STOP OR BRAKE FOR CHILDREN'S CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 633,767, dated September 26, 1899.

Application filed August 7, 1899. Serial No. 726,419. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN E. OSGOOD, a citizen of the United States, residing at Greenfield, in the county of Franklin and State of Massachusetts, have invented certain new and useful Improvements in Stops or Brakes for Children's Carriages and Go-Carts, of which the following is a specification.

My present invention relates to brakes or stops for children's carriages or go-carts, the construction and advantages of which will be hereinafter set forth, reference being had to the annexed drawings, wherein—

Figure 1 is a top plan view of so much of the running-gear of a carriage as is necessary to a clear understanding of my invention; Fig. 2, a perspective view of the parts, the stop being shown on or in contact with the wheel-tire; and Fig. 3, a perspective view of the running-gear of a go-cart with the stop applied thereto.

The object of my invention is to provide a simple and efficient stop for children's carriages or go-carts and one which may be quickly and readily put in place.

Referring to the drawings, and more particularly to Fig. 1, A indicates the reaches or push-bars of a carriage-frame, B the rear axle, and C the wheels carried thereby. Extending across between said reaches or push-bars at a point in advance of the rear wheels is a spring-bar D. In practice said bar is formed of a flat piece of spring metal, the ends being given a turn sufficient to bring the spring-bar into a position so that the part to which the brake-beam is attached will bring said beam flat against the rim of the wheel, or, in other words, the edge of the bar is uppermost. Connected to said bar is a brake-beam E, its ends preferably curving out away from the bar D, as shown, and extending across in close proximity to the tires of the rear wheels, as indicated. The beam in practice is made of wood, though of course it may be formed of metal or any other desired material.

The connection between the beam E and the spring-bar D is a permanent one, and the parts do not move one in relation to the other.

Connected to the beam E and bar D is an eye F, preferably threaded and adjustably se-

cured to the parts by nuts G and H. Extending rearwardly from said eye F is a rod I, which in turn is connected to a cam-lever J, mounted on the rear axle. The construction of the cam-lever is immaterial so long as it will act to flex or bow the spring-bar D when it is drawn back into the position indicated in Fig. 2, in which position the brake or stop is on. When in this position, it will be seen that the spring-bar D is flexed or bowed slightly and that the ends of the beam are drawn up against the tires of the rear wheels and held there, effectually preventing any rotation thereof. By throwing the cam-lever up into the position indicated in Fig. 1 the bar D will immediately withdraw the beam from the wheels and hold it in such position until the attendant shall again operate the lever.

In Fig. 3 I have shown the brake or stop as applied to the running-gear or springs of a go-cart. The construction and operation of the brake or stop are the same with this form of vehicle as with that shown in Figs. 1 and 2, and I desire to be understood as claiming the construction of the brake irrespective of the form of vehicle to which it is applied.

Having thus described my invention, what I claim is—

1. In a vehicle, substantially as described, the combination of the push-bars or their described equivalents; a spring-bar extending across between said members and directly connected thereto; a brake-beam connected to said spring-bar; and means for flexing or springing said bar and causing the beam to move toward and to come into contact with the vehicle-wheels.

2. In a vehicle, substantially as described, the combination of the push-bars, or their described equivalents; a spring-bar extending across between said members, said bar being directly connected thereto; a brake-beam connected centrally to said bar and having its ends curving away from the bar toward the vehicle-wheels; and means for flexing or springing said bar and holding it in such position, whereby the beam is drawn against the wheels and held in contact therewith.

3. In a vehicle, substantially as described,

the combination of the push-bars, or their de-  
scribed equivalents; a spring-bar D having  
its ends twisted as described and secured to  
said members; a brake-beam E connected to  
5 the central portion of the bar, and having its  
ends projecting out in line with the vehicle-  
wheels; a cam-lever secured upon the vehicle;  
and connections between said lever and the  
spring-bar whereby the bar may be sprung or

flexed and the brake-beam drawn against the 10  
wheels and held in contact therewith.

In testimony whereof I have signed my  
name to this specification in the presence of  
two subscribing witnesses.

JOHN E. OSGOOD.

Witnesses:

JOHN H. SANDERSON,  
WALTER L. BARTON.