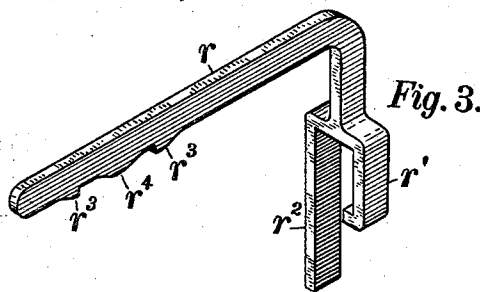
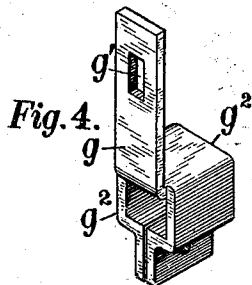
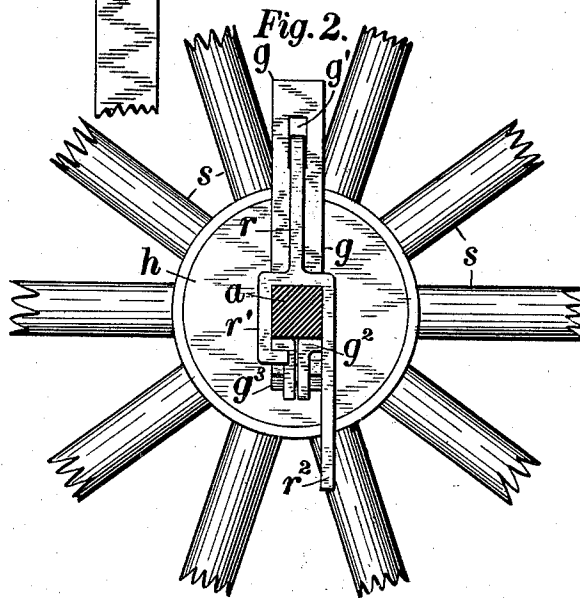
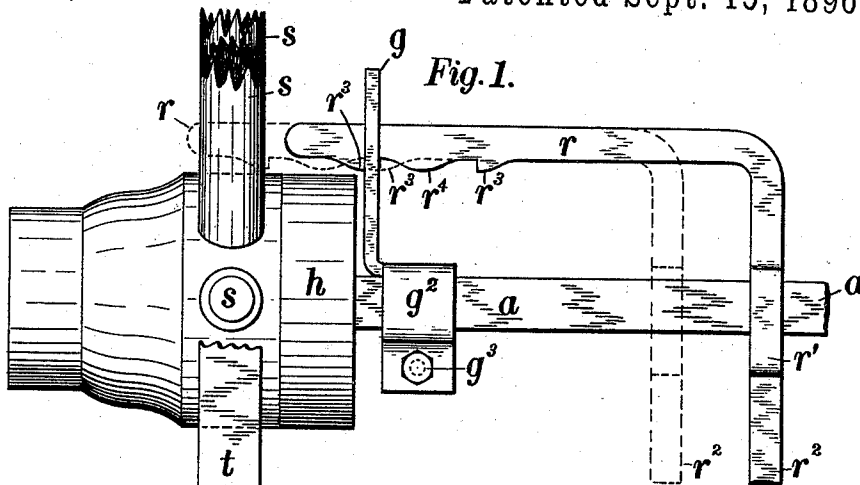


(No Model.)

W. F. REDDING.
STOP FOR VEHICLES.

No. 567,842.

Patented Sept. 15, 1896.



Attest:
William F. Redding
John J. Parley

Inventor.
William F. Redding, per
Henry J. Miller atty.

UNITED STATES PATENT OFFICE.

WILLIAM F. REDDING, OF SARATOGA SPRINGS, NEW YORK.

STOP FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 567,842, dated September 15, 1896.

Application filed April 3, 1896. Serial No. 586,046. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM F. REDDING, a citizen of the United States, residing at Saratoga Springs, in the county of Saratoga and State of New York, have invented a certain new and useful Improvement in Vehicle-Stops, fully described and represented in the following specification and the accompanying drawings, forming a part of the same.

This invention relates to an improvement in that class of vehicle-stops wherein a sliding rod is projected laterally between the spokes of one of the rear wheels to prevent rotation thereof; and its object is to provide a device of this class simple in construction and suitable for application to existing children's carriages without special adaptation of the latter therefor.

The invention consists in the construction for such device herein shown and described, and specifically set forth in the claims annexed.

In the annexed drawings, Figure 1 is a side elevation of a portion of the rear axle and one wheel of a child's carriage provided with the improvement; Fig. 2, a view of the inner end of the same with the axle in transverse section. Fig. 3 is a perspective view of the stop-rod, and Fig. 4 a similar view of the guide therefor.

The axle *a* is shown provided with a wheel comprising the hub *h*, spokes *s*, and tire *t*, in the usual manner. The stop-rod *r* is of L shape, with a depending transverse member forked at the lower end to embrace the axle *a*, one of the prongs, *r'*, being preferably bent inwardly to lock the axle within the fork and the other prong, *r''*, being extended downward sufficiently to form a handle for shifting the rod upon the axle. The body of this rod *r* is formed near the outer end and upon its under side with two opposed stop-shoulders *r'''* and an intermediate rounded projection *r''''*, and its outer end is projected through and guided by the edges of an aperture *g'* in a radial arm *g*, fixed upon the axle adjacent to the wheel-hub by means of an integral strap *g''* with clamp-bolt *g'''*. In its normal position the rod *r* is withdrawn to the position indicated in full lines in Fig. 1, with its outer stop-shoulder *r'''* in engagement with the outer face of the guide *g* and its forward extremity

retracted from the path of the wheel-spokes *s*. In order to shift such rod, so as to project its outer end into the path of the spokes, as indicated in dotted lines in said figure, the handle-piece *r''* may be thrust outwardly by either the hand or foot of the operator, so as to force the projection *r''''* to ride over the lower edge of the aperture *g'* in the guide *g* and the rod to move outwardly until arrested by the engagement of the inner shoulder *r'''* with the inner face of the guide adjacent to its aperture.

It has been customary heretofore to employ a spring for preventing the displacement of the rod from either of its extreme positions; but I am enabled to dispense with such member by the formation of the intermediate projection with inclined sides for engagement with the guide *g* between the two stop-shoulders. While the barrier thus offered to the shifting of the rod *r* tends to repel the guide toward the adjacent stop-shoulder and to retain such parts in engagement, it is obvious that any positive actuation of the rod by means of the handle *r''* will readily overcome the resistance to its movement thus offered.

By the present construction, in order to apply the device to any of the children's carriages at present in use, it is only necessary to clamp the arm *g* upon the axle adjacent to one of the rear wheels by the means provided thereon and to insert the outer end of the rod *r* in the aperture *g'* therein and drop the forked opposite end upon the axle. While desirable, it is not essential that the extremity of the prong *r'* be bent inwardly, so as to lock the rod upon the axle, as it will rest thereon by gravity and operate with similar effectiveness in the form in which it is applied.

Having thus set forth the nature of the invention, what I claim herein, and desire to secure by Letters Patent, is—

1. The combination, with a vehicle-axle and a wheel applied thereto, of a guide fixed upon the axle adjacent to the hub of said wheel, and a rod having its inner end fitted movably to said axle and its outer end provided upon the under side with two opposed stop-shoulders and an intermediate projection having inclined sides, the outer end of said rod being projected through said fixed guide and sustained thereby and being

adapted to be shifted into and out of engagement with the spokes of said wheel, as and for the purpose set forth.

2. The combination, with a vehicle-axle
5 and a wheel applied thereto, of the arm g with
aperture g' and integral strap g^2 fitted to and
clamped upon said axle, and the L-shaped
rod r having at its inner end the transverse
member with forked extremity r' r^2 fitted to
10 said axle and provided upon the under side
of its outer end with the opposed stop-shoulders r^3 and intermediate projection r^4 adapted
to engage the lower edge of the aperture g'
15 of the guide g , as and for the purpose set
forth.

3. The vehicle-stop comprising the guide-

arm g with aperture g' and integral strap g^2
as described, and the L-shaped rod r having
one end adapted to project through said aperture
in the guide and formed upon its under 20
side with opposed stop-shoulders r^3 and intermediate rounded projection r^4 and at the
opposite end the transverse member with
forked extremity r' r^2 , as and for the purpose
set forth. 25

In testimony whereof I have hereunto set
my hand in the presence of two subscribing
witnesses.

WILLIAM F. REDDING.

Witnesses:

HENRY J. MILLER,

JOHN J. FARLEY.