No Model.)

C. W. JEFFRIES.

GEAR FOR CHILDREN'S CARRIAGES.

No. 490,289. Patented Jan. 24, 1893.

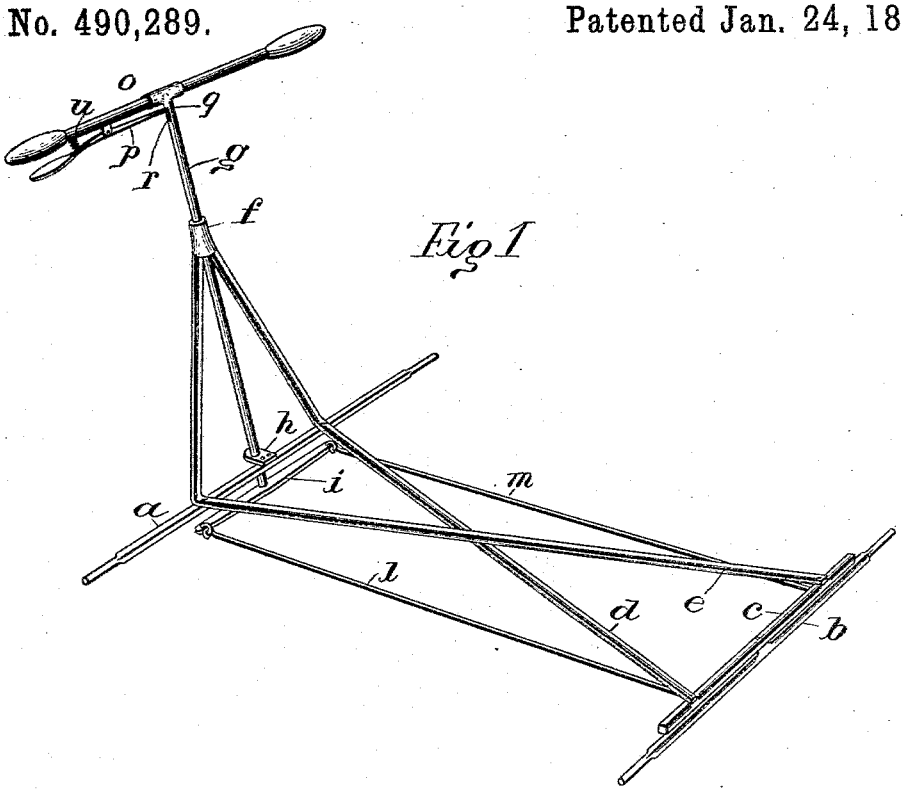


Fig 1

Fig 2

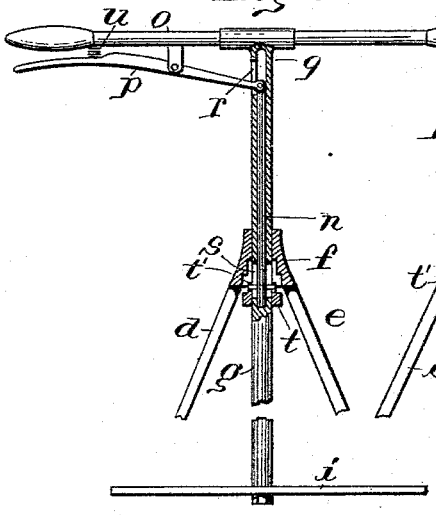
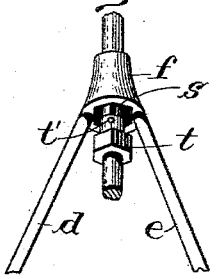


Fig 3



WITNESSES:

C. C. Burdine

N. Hume Clendenin

INVENTOR

Charles W. Jeffries

BY

DuBois & DuBois

ATTORNEYS.

UNITED STATES PATENT OFFICE.

CHARLES W. JEFFRIES, OF SOUTH BEND, INDIANA.

GEAR FOR CHILDREN'S CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 490,289, dated January 24, 1893.

Application filed May 31, 1892. Serial No. 434,995. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. JEFFRIES, a citizen of the United States, residing at South Bend, in the county of St. Joseph and State of Indiana, have invented certain new and useful Improvements in Vehicle-Gears; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to that class of children's carriages adapted to be guided from the rear.

The object of my invention is to produce a device which will be more simple, convenient, and effective than those heretofore in use.

With this end in view my invention consists in the peculiar features and combinations of parts as will be more fully described hereinafter and pointed out in the claims.

In the accompanying drawings: Figure 1 represents a skeleton view of a child's carriage to which my device is applied. Figs. 2 and 3, enlarged detail views of the steering and locking mechanism.

The reference letter *a* represents the rear axle of a child's carriage, and *b* the front axle, pivoted at its center to a rigid cross-bar *c*, supported by crossed brace-rods *d* and *e*, secured to the rear axle. From the rear axle these brace-rods *d* and *e* extend upward and backward, converging as they extend upward, and their upper ends are rigidly secured to a bell-shaped clutch socket *f*, forming part of a locking device. The top of this clutch socket *f* is provided with a hole through which passes a guide rod *g*, its lower portion being held in place by a lug *h* secured to the rear axle, and having a hole in its outer end, through which said guide-rod passes. The guide-rod passes through and extends below the said lug, and to its lower end is fixed a cross-bar *i*. The ends of this cross-bar are provided with rings, which receive hooks on the ends of connecting rods *l* and *m*; the opposite ends of said rods *l* and *m* being secured to the front axle on both sides of its central point. The upper portion *q* of the guide-rod *g* is hollow, and in this hollow tube is placed a movable rod *n*. To the upper extremity of the portion *q* is fixed a handle bar *o*, on the under side of which and under the right-hand handle, is fulcrumed a lever *p*, one end of which extends through the hollow tube, by means of an oblong opening *r* therein, and is secured to the upper end of the movable rod *n*.

That part of the guide-rod *g* which is directly in the mouth of the bell-shaped clutch socket *f*, is provided with an oblong slot *s*, by means of which a clutch nut *t* can be secured to the lower end of the movable rod *n* by a pin *t'* passing therethrough. This clutch nut is of hexagon form or otherwise provided with squared sides and, when drawn up into the mouth of the socket, which corresponds therewith, it will rigidly hold the guide-rod *g* from further rotation. A coil spring *u* is interposed between the lever *p* and the handle bar *o*, thus tending to keep the nut *t* in constant engagement with the socket *f*, and it will only be disengaged by actuating the lever *p*.

In operating my device, the operator grasps the handle bar *o*, and draws up the lever *p* which releases the clutch nut *t* from the socket *f*, through the medium of rod *n*, and allows the guide-rod *g* to be turned at the will of the operator. As the handle bar *o* is revolved to the right, the connecting rod *l* will pull on the right-hand side of the front axle, thus turning the wheel in that direction. The same movements will apply if he wishes to turn to the left, the rod *m* being brought into play to draw that side of the front axle back. If it is desired to allow the carriage to stand, it is only necessary to revolve the handle bar and draw one wheel as far around as possible and release the lever *p*, which movement will allow the nut *t* to enter the socket *f*, thus preventing the wheels resuming their proper position. The carriage is thus effectually locked and cannot roll backward, as do most carriages now in use.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent is:

1. In a vehicle the combination with a pivoted axle, of a guide rod for moving the same,

a lock for rigidly holding said guide rod and a lever for unlocking the rod, substantially as described.

2. The combination in a vehicle having a revoluble front axle, a hollow guide-rod provided with a cross-bar on its lower end, rods connecting the ends of said bar with the front axle, a clutch-socket supported at the rear of the vehicle, and in which the guide rod is supported, a movable clutch nut adapted to enter said socket by means of a rod in said hollow guide-rod, and a lever for actuating said rod, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES W. JEFFRIES.

Witnesses:
JOHN A. MCMICHAEL,
BURTON STEWART.