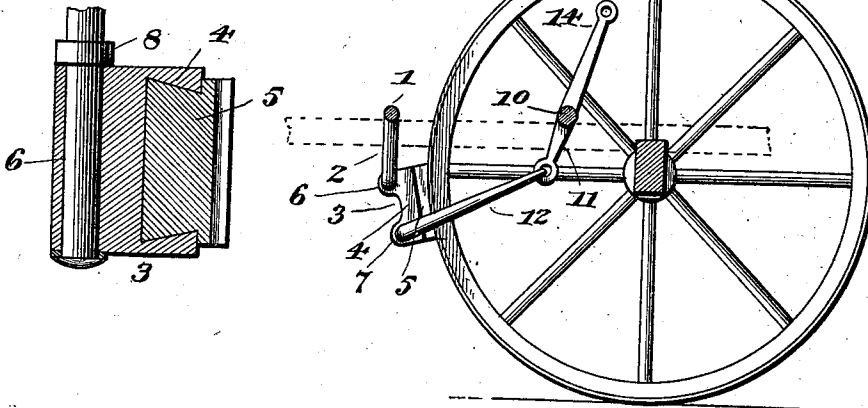
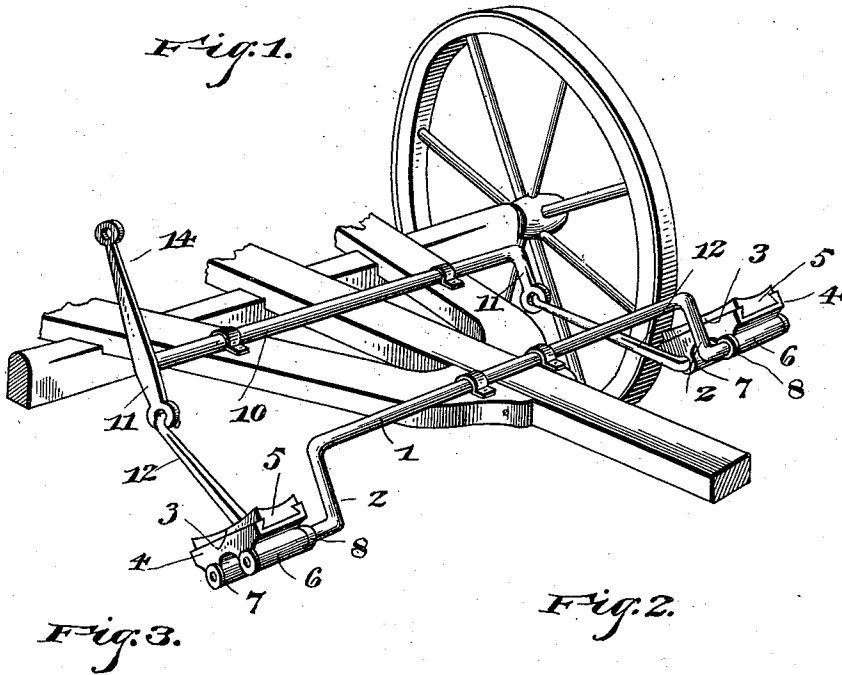


(No Model.)

C. GOELZ.
VEHICLE BRAKE.

No. 504,343.

Patented Sept. 5, 1893.



Witnesses

B. S. Ober
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UNITED STATES PATENT OFFICE.

CHARLES GOELZ, OF MINERAL POINT, WISCONSIN.

VEHICLE-BRAKE.

SPECIFICATION forming part of Letters Patent No. 504,343, dated September 5, 1893.

Application filed May 17, 1893. Serial No. 474,535. (No model.)

To all whom it may concern:

Be it known that I, CHARLES GOELZ, a citizen of the United States, residing at Mineral Point, in the county of Iowa and State of Wisconsin, have invented a new and useful Brake, of which the following is a specification.

The invention relates to improvements in brakes.

The object of the present invention is to improve the construction of vehicle brakes, and to provide a simple and inexpensive one which may be readily applied with great power.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claims hereto appended.

In the drawings—Figure 1 is a perspective view of a portion of a running gear provided with a brake constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a detail sectional view, of the brake-shoe.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a rock-shaft journaled centrally in suitable bearings on the upper faces of the rear hounds and reach of a running gear, and provided at its ends with crank arms 2 carrying brake-shoes 3. The brake shoes each consists of a casing 4 having a dove-tailed way, and a removable block 5 of wood or other suitable material arranged within the way of the casing and adapted to be readily replaced, when worn, by a new block. The casing is provided at its upper and lower ends with transverse bearings 6 and 7, the former of which receives and has journaled in it, the adjacent crank arm of the rock-shaft 1; and the crank-arm is provided with an annular shoulder 8 at the inner side of the casing and with a washer at its outer end. The brake-shoes are adapted to swing upward on the crank-arms of the rock-shaft 1 against the wheels with great force; and they are actuated by a rock-shaft 10, journaled on the rear hounds in rear of the rock-shaft 1 and provided at its ends with depending arms 11, which are connected with the lower ends of the brake shoes by link bars 12. The arms 11 of the rear rock-shaft 10 are pro-

vided at their lower ends with eyes to receive the rear ends of the link bars, which are hooked, and the front ends of the link bars are provided with laterally and outwardly extending journals arranged in the bearings 7 of the casings of the brake-shoes. At one end the rear rock-shaft is provided with an upwardly extending arm 14, designed to be connected with suitable means for turning the rear rock-shaft.

It will be seen that the brake is simple and comparatively inexpensive in construction, and that it is capable of exerting great pressure on the wheels, and that it may be readily applied.

Changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

1. The combination with a running gear, of a front rock-shaft journaled on the rear hounds and provided at its ends with crank-arms, brake-shoes mounted at their upper ends on the crank arms, a rear rock-shaft mounted on the running-gear and journaled in suitable bearings and provided with depending arms, and link connections between the depending arms and the lower ends of the brake-shoes, substantially as described.

2. The combination with a running gear, of brake shoes provided at their upper and lower ends with bearings, a front rock-shaft journaled on the running gear and provided at its ends with crank arms arranged in the upper bearings of the brake-shoes, a rear rock-shaft journaled on the running gear and provided with depending arms and having an upwardly extending arm, and link bars having their rear ends connected to the depending arms of the rear rock-shaft and provided at their front ends with journals arranged in the lower bearings of the brake-shoes, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CHARLES GOELZ.

Witnesses:

JOHN HORN,
JOHN W. HORN.