No. 696,077. Patented Mar. 25, 1902.

J. B. PICKING.

VEHICLE BRAKE.

(Application filed Aug. 19, 1901.)

(No Model.)

Fig. 1.

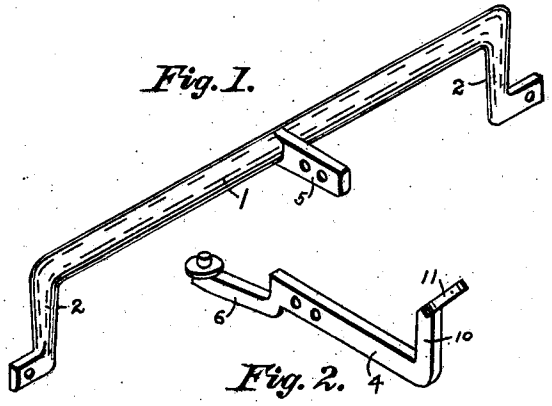

Fig. 2.

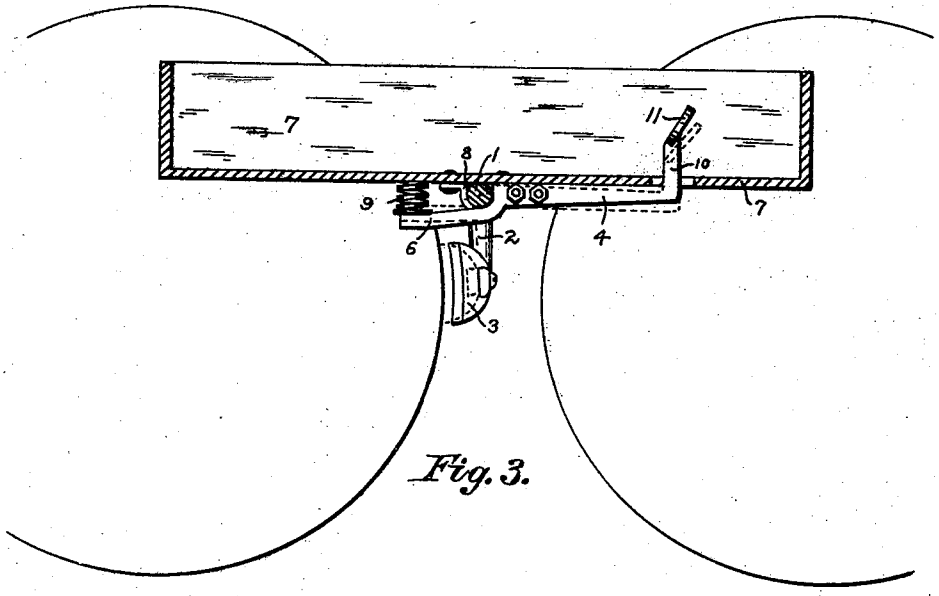

Fig. 3.

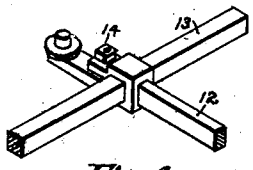

Fig. 4.

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JOSIAH B. PICKING, OF MANSFIELD, OHIO, ASSIGNOR OF ONE-HALF TO LORENZO D. PATTON AND SAMUEL MARRIOTT, OF MANSFIELD, OHIO.

VEHICLE-BRAKE.

SPECIFICATION forming part of Letters Patent No. 696,077, dated March 25, 1902.

Application filed August 19, 1901. Serial No. 72,490. (No model.)

To all whom it may concern:

Be it known that I, JOSIAH B. PICKING, a citizen of the United States, residing at Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Vehicle-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the figures of reference marked thereon, in which—

Figure 1 is a detached view of the brake-bar, showing the brake-shoes removed. Fig. 2 is a detached view of the brake-lever. Fig. 3 is a longitudinal section of a vehicle-body, showing the brake properly connected. Fig. 4 is a view showing a portion of the brake-bar, also a portion of the brake-lever, illustrating a slight modification.

The present invention has relation to vehicle-brakes; and it consists in the novel construction hereinafter described, and particularly pointed out in the claim.

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

In the accompanying drawings, 1 represents the brake-bar, which is formed of a length to correspond substantially with the distance between the traveling wheels of the vehicle and its ends provided with the downturned portions or parts 2, which downturned portions or parts are for the purpose of providing a means for connecting the brake-shoe 3. The brake-lever 4 is securely connected by bolts or rivets to the short arm 5, which short arm is formed integral with the brake-bar 1.

The brake-lever 4 is provided with the rearward-extended arm 6, which is for the purpose hereinafter described.

In the accompanying drawings the brake-bar 1 is shown connected directly below the vehicle-body 7 and is pivotally connected thereto by means of the clips 8; but it will be understood that this arrangement may be varied without departing from the nature of my invention, as the only object is to provide a pivotal connection for the brake-bar 1, regardless of its exact location.

For the purpose of normally holding the brake-shoe 3 away from the wheels of the vehicle the spring 9 is provided, which spring is located between the rearward-extending arm 6 and the bottom or under side of the vehicle-body 7 or its equivalent.

The brake-lever 4 is provided with the upward-extending arm 10, the extreme upper end of which is provided with the foot-step 11.

In use when it is desired to apply the brake-shoe 3 the lever 4 is pressed downward, rocking the brake-bar 1 in the direction to throw the downward-extending arms 2, together with their brake-shoes 3, against the wheels of the vehicle. As the brake 4 is pressed downward the rearward-extending arm is moved upward, thereby compressing the spring 9, and when the brake-lever 4 is released the spring will automatically move the brake-lever 4 upward and release the brake-shoe 3 from the wheels of the vehicle.

It will be understood that by my peculiar arrangement no pivoted rods or links are required to operate the brake and that the brake is noiselessly operated, and when out of use there are no links or bars to rattle.

In Fig. 4 I have illustrated a slight modification, which consists in providing an adjustable brake-lever 12, which brake-lever is held in proper position from the brake rod 13 by means of the bolt 14, this construction being desirable when it is necessary to place the brake-lever at one side of the vehicle body or box and inside thereof. In the description heretofore given the brake-lever 4 is designed to occupy a position in the center of the vehicle body or box and is non-adjustable laterally on the brake-bar 1.

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

In a brake for vehicles a brake-bar having connected thereto brake-shoes, a brake-lever fixed to the brake-bar and provided with a rearward extension, and a spring located between the top of the rearward extension and the bottom of the vehicle-body, and the forward end of the brake-lever provided with an upward-curved portion, substantially as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOSIAH B. PICKING.

Witnesses:
VICTOR LIME,
JOSEPH N. CUSTER.