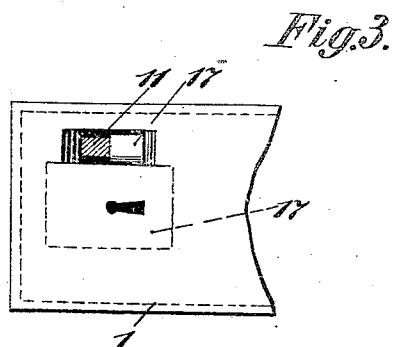
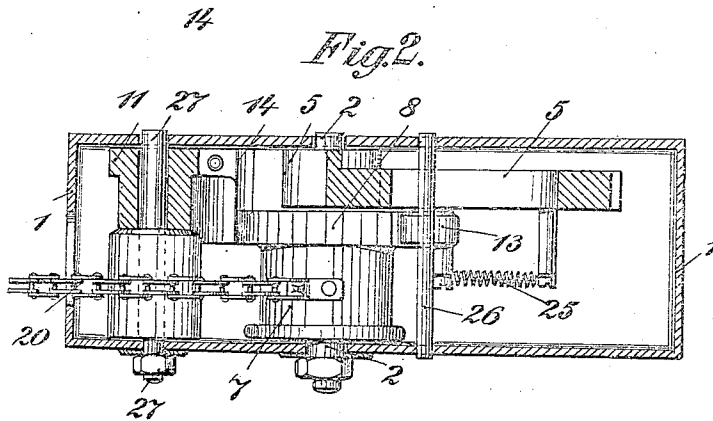
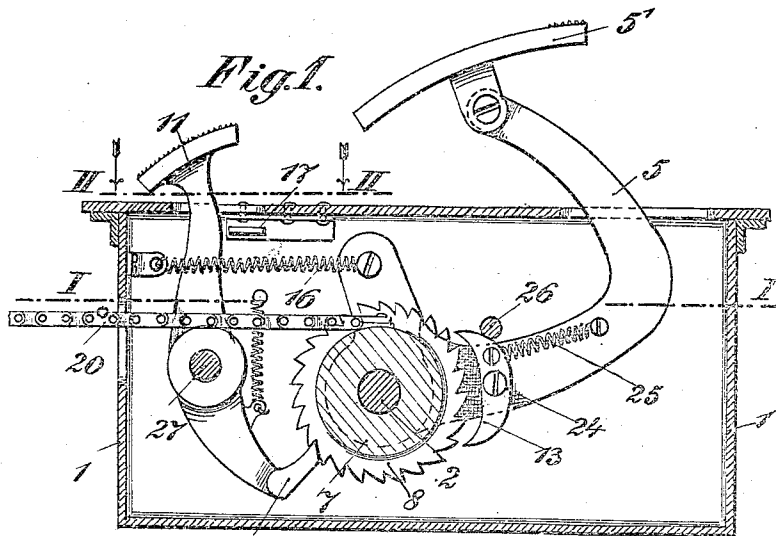


C. STROHKORB.
CARRIAGE FOOT BRAKE.
APPLICATION FILED JAN. 7, 1909.

943,104.

Patented Dec. 14, 1909.



Witnesses:

Berthold R. Pechter

Georg Otto

Inventor:

Carl Strohkorb

UNITED STATES PATENT OFFICE.

CARL STROHKORB, OF BERLIN, GERMANY.

CARRIAGE FOOT-BRAKE.

943,104.

Specification of Letters Patent. Patented Dec. 14, 1909.

Application filed January 7, 1909. Serial No. 471,125.

To all whom it may concern:

Be it known that I, CARL STROHKORB, a subject of the German Emperor, and resident of 7 Neue Promenade, Berlin, Germany, have invented certain new and useful Improvements in Carriage Foot-Brakes, of which the following is a specification.

My present invention relates to the type of carriage brakes described in the U. S. Letters Patent No. 892769 granted to me in which a special arrangement is provided for the application and the release of such brakes. The said previous arrangement comprises a ratchet firmly fixed to the winding drum in combination with two locking pawls one of which for actuating the ratchet is attached to a foot lever and the other is mounted on a stationary stud. For releasing the brake, the winding drum with the ratchet is bodily moved sidewise out of engagement with both pawls by means of a second foot lever.

Now according to this improvement I simplify the construction of the aforesaid device by providing only one locking pawl in conjunction with a foot-controlled operating pawl which is normally out of engagement with the ratchet, so that the brake can be released through the withdrawing of the locking pawl by pushing a second foot lever, the ratchet being revolubly mounted in a stationary bearing.

The modified construction will be more readily understood with reference to the accompanying drawings, in which:—

Figure 1 is a longitudinal vertical section of the same. Fig. 2 is a section taken on the line I—I of Fig. 1. Fig. 3 is a section on the line II—II of Fig. 1 with parts broken away.

In the casing 1 is mounted the shaft 2 on which is fast the winding drum 7 rigidly connected with the ratchet 8. On the shaft 2, a loose lever 5 is mounted fitted with a foot-plate 5' and having a stud 24 with an operating pawl 13. The latter is subjected to the constant pull of a spring 25 which tends to keep the effective horn of the pawl in engagement with the ratchet 8. When the foot-lever is in its usual or free position as shown in Fig. 1, the upper horn of the operative pawl is in contact with a stop 26 so disposed as to hold the said pawl out of engagement with the ratchet wheel. The ratchet wheel is however retained by the locking pawl 14 mounted on a pivot-pin 27

and adapted to be released by moving the foot-lever 11.

For applying the brake, the foot-lever 5 must be depressed whereupon the free pull of the spring 25 forces the pawl 13 into engagement with the ratchet 8. Further depression or repeated movement of the foot-lever causes the pawl 13 to turn the ratchet 8 and so wind the brake chain or the like upon the drum 7. On withdrawing the foot from the lever 5, a spring 16 pulls the lever up into its normal free position, thereby bringing the upper horn of the operating pawl 13 against the stop 26.

The brake can be released by moving the foot-lever 11 with its locking pawl 14 out of engagement with the ratchet 8. To prevent unauthorized loosening of the brake I adopt a locking device for the releasing foot-lever similar to that described in my aforementioned specification. For this purpose the lock 17 fixed on the inner side of the cover of the casing can be turned by key so as to push the bolt thereof in front of the foot-lever 11 as shown in Fig. 3.

What I claim as my invention and desire to secure by Letters Patent is:—

1. In a foot brake for carriages in combination a frame, a drum turnably arranged in the said frame, a brake chain connected to the said drum, a ratchet wheel firmly fixed to the said drum, a foot-lever turnably arranged in the said frame, an operating pawl pivotally fixed to said foot lever and adapted to engage the said ratchet-wheel, and means to normally hold the said operating pawl out of engagement with the said ratchet wheel, a locking pawl adapted to engage the said ratchet wheel, and a second foot-lever adapted to disengage the said locking pawl from said ratchet wheel, substantially as and for the purpose set forth.

2. In a foot brake for carriages in combination a frame, a drum turnably arranged in the latter, a brake chain connected to the said drum, a ratchet wheel firmly fixed to the said drum, a foot-lever turnably arranged in the said frame, an operating pawl pivotally fixed to said foot lever and adapted to engage the said ratchet wheel, a stop fixed in the said frame and adapted to normally hold the said operating pawl out of engagement with the said ratchet wheel, a second foot-lever also turnably arranged in said frame, and a locking pawl fixed to the last said foot lever and adapted to engage

the said ratchet wheel, substantially as and for the purpose set forth.

3. In a foot brake for carriages in combination, a frame, a spindle turnably arranged
5 in said frame, a drum firmly fixed on said spindle, a brake chain connected to said drum, a ratchet wheel rigidly connected to said drum, a foot-lever turnably fixed on
10 said spindle, a spring for holding the said foot-lever in its normal position, a spring controlled operating pawl pivotally fixed to said foot-lever and adapted to engage with the said ratchet wheel, a stop fixed in said
15 frame and adapted to normally hold the said operating pawl out of engagement with the said ratchet wheel, a second foot-lever

turnably arranged in said casing, a locking pawl fixed to the last said foot-lever and adapted to engage the said ratchet wheel, a spring for holding the said locking pawl in
20 engagement with said ratchet wheel, and locking means to prevent unintentional disengagement of the said locking pawl, substantially as and for the purpose set forth.

In testimony whereof I have hereunto
25 signed my name this 5th day of December 1908, in the presence of two subscribing witnesses.

CARL STROHKORB.

Witnesses:

WOLDEMAR HAUPT,
HENRY HASPER.