No. 747,672. PATENTED DEC. 22, 1903.

G. E. BABCOCK.

BRAKE.

APPLICATION FILED APR. 28, 1903.

NO MODEL.

Fig. 1.

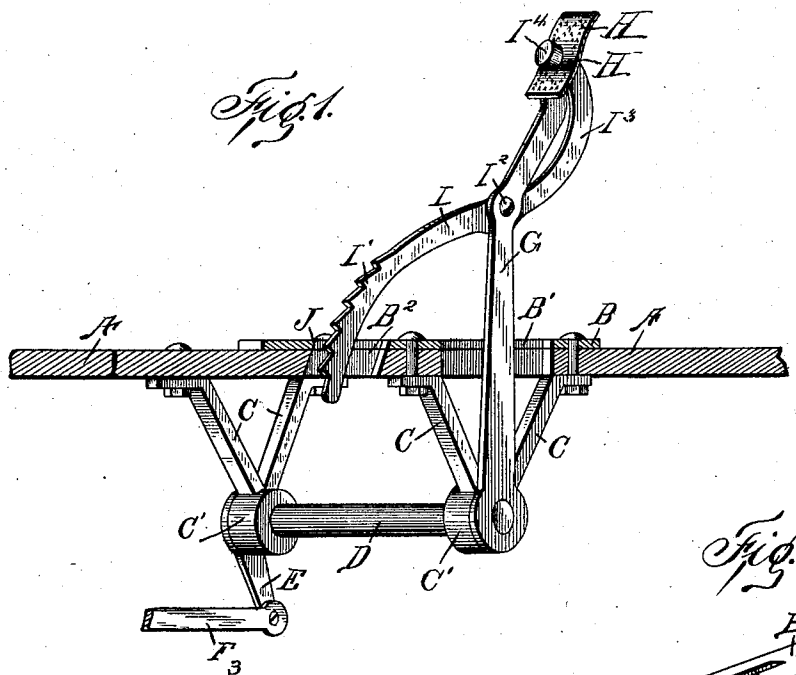


Fig. 5.

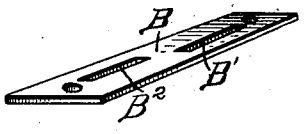


Fig. 2.

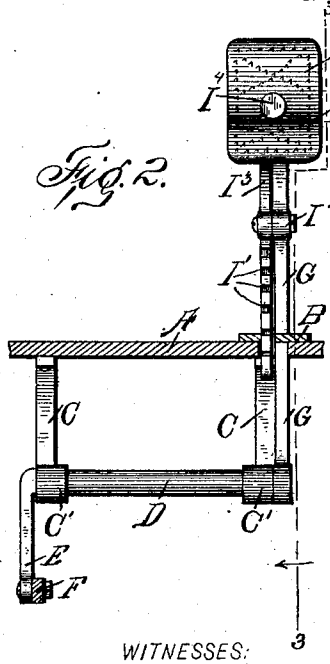


Fig. 3.

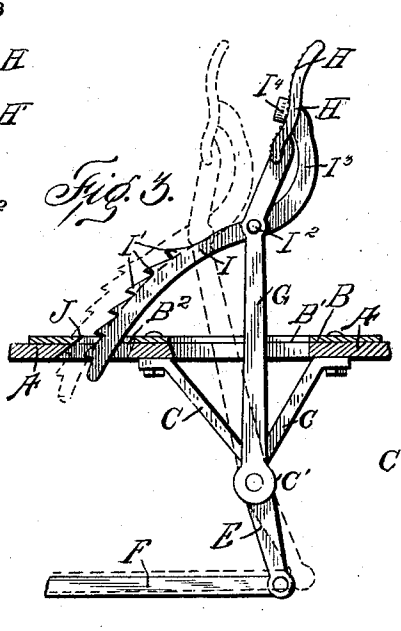
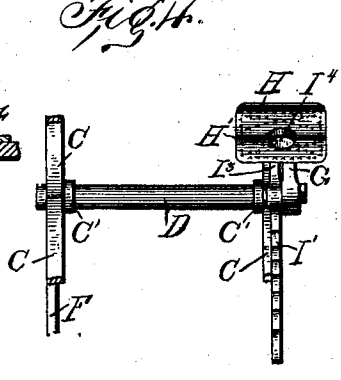


Fig. 4.



WITNESSES:

Wm. C. McKenzie

Perry B. Turpin

INVENTOR

Graham E. Babcock.

BY Munn & Co.

ATTORNEYS.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

No. 747,672. Patented December 22, 1903.

UNITED STATES PATENT OFFICE.

GRAHAM E. BABCOCK, OF CORONADO, CALIFORNIA.

BRAKE.

SPECIFICATION forming part of Letters Patent No. 747,672, dated December 22, 1903.

Application filed April 28, 1903. Serial No. 154,625. (No model.)

To all whom it may concern:

Be it known that I, GRAHAM E. BABCOCK, a citizen of the United States, residing at Coronado, in the county of San Diego and State of California, have made certain new and useful Improvements in Brakes, of which the following is a specification.

My invention is an improvement in vehicle-brakes, and has for an object, among others, to provide a novel construction of detent mechanism by which to hold the brake set; and the invention consists in certain novel constructions and combinations of parts, as will be hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a portion of a brake mechanism embodying my invention. Fig. 2 is a front view thereof. Fig. 3 is a detail section on about line 3 3 of Fig. 2. Fig. 4 is a top plan view, and Fig. 5 is a detail perspective view of the steel floor-plate.

As shown, the brake is applied to the floor A of a vehicle, the latter having upon its upper side a steel floor-plate B, provided with a slot B′ for the play of the brake-lever and with a slot B^2 for the ratchet-lever, presently described. Brackets C depend from the floor and provide at C′ bearings for the brake-shaft D, which may be connected with the brake-shoes by means of the crank E and pitman F or in any other suitable manner, as may be desired. The brake-lever G is secured to the shaft D and extends thence up through the slot B′ and is provided at its upper end with the foot-plate H, which may be roughened to afford a proper surface for the foot, and is provided with an opening H′, through which projects the treadle end of the ratchet-lever I, presently described. This lever I has the rack-teeth I′ to engage the floor-plate or other pawl-point at J and is pivoted at I^2 between its ends to the lever G and has its upper arm I^3 extended toward the foot-plate H and having its treadle end I^4 arranged adjacent to the foot-plate H and preferably projecting through the opening H′ therein, so the treadle portion I^4 may be operated by the heel of the operator while his foot is pressing against the foot-plate H. The weight of the lever I is so disposed that its lower arm will normally hang by gravity clear of the pawl-point J, so the rack I′ will not engage with the said point J unless it is positively operated into such engagement in the manner presently described.

In operation the driver can press with the ball of his foot against the foot-plate H without affecting the position of the lever I, so the brake can be set to any desired extent without being locked in position. If it be desired to set the brake and lock the same in such position, the driver can, while pressing with the ball of his foot against the plate H, press with his heel against the treadle portion I^4 of the lever L and set the rack-teeth I′ into engagement with the pawl-point J, as will be understood from Figs. 1 and 3 of the drawings.

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

1. The improvement in brakes herein described, comprising the floor-plate slotted for the passage of the brake-lever and the ratchet-lever, the brackets having bearings for the brake-shaft, the brake-shaft journaled in said bearings, means whereby the brake-shaft may be connected with the brake devices, the brake-lever held to the shaft and projecting through the floor-plate and provided at its upper end with the foot-plate having an opening for the treadle portion of the ratchet-lever, and the ratchet-lever toothed on its upper side to engage the pawl-point of the floor-plate, said ratchet-lever being pivoted between its ends to the brake-lever between the ends of the latter, and having at its upper end a treadle portion projecting through the opening in the foot-plate in position to be engaged by the heel of the driver, substantially as and for the purpose set forth.

2. The combination of the pawl-point the brake-lever, and the detent ratchet-lever pivoted between its ends to the brake-lever, dropping at its lower ratcheted end by gravity normally clear of the pawl-point and extended at its upper end adjacent to the foot-bearing of the brake-lever, whereby it may be operated by the foot of the driver pressing on the foot-bearing of the said brake-lever, substantially as set forth.

3. The combination of the floor having a pawl-point, the pivoted brake-lever having a foot-bearing at its upper end, and the ratchet-

lever pivoted to the brake-lever and having a treadle portion at its upper end extended adjacent to the foot-bearing of the brake-lever and resting at its ratcheted end by gravity normally out of engagement with the pawl-point, substantially as set forth.

4. The improvement in brake devices herein described, comprising the brake-lever having a foot-plate and the ratchet-lever pivoted thereto and having ratchet-teeth at one end, and at its opposite end a treadle portion for operation by the foot of the driver and so located relatively to the foot-plate that the latter may be operated with or independently of the treadle portion of the ratchet-lever, substantially as set forth.

5. The combination of the brake-lever having a foot-plate provided with an opening, the ratchet-lever pivoted between its ends to the brake-lever and having at its upper end a treadle portion projecting through the foot-plate of the brake-lever, and at its lower end the series of ratchet-teeth, and the pawl-point to engage with said teeth, substantially as set forth.

6. The combination of the floor or support, the brackets depending from the under side thereof, the shaft journaled in said brackets, the pawl-point supported on the floor, the brake-lever secured to the shaft and projecting upwardly above the floor, and provided at its upper end with a foot-plate, and the ratchet-lever pivoted between its ends to the brake-lever above the floor, and having at its lower end ratchet-teeth to engage the pawl-point and resting by gravity normally out of engagement with said teeth and at its upper end a treadle portion extending adjacent to the foot-plate of the brake-lever, substantially as and for the purposes set forth.

GRAHAM E. BABCOCK.

Witnesses:
HARRY L. TITUS,
MADGE PATTON.