

(No Model.)

D. A. FOSTER.
WAGON BRAKE.

No. 604,380.

Patented May 24, 1898.

Fig. 4.

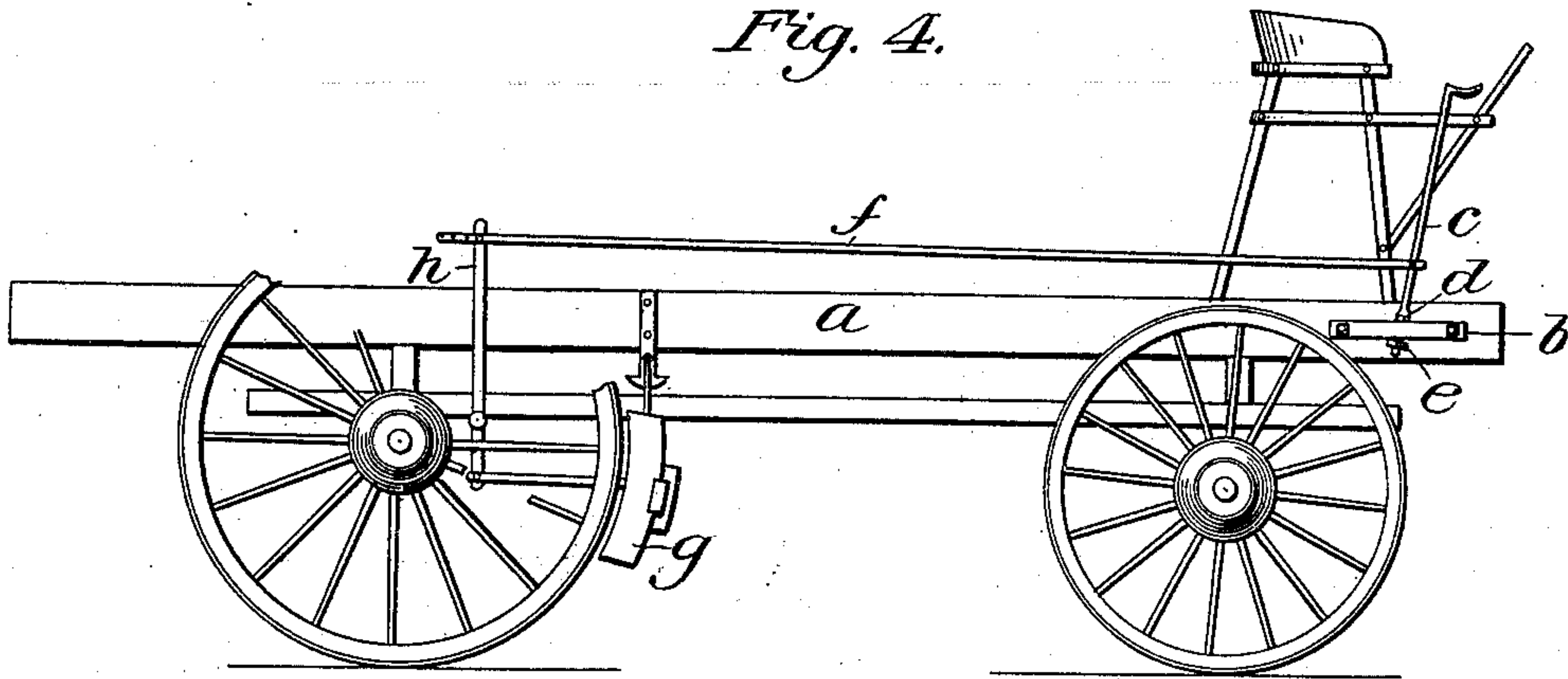


Fig. 3.

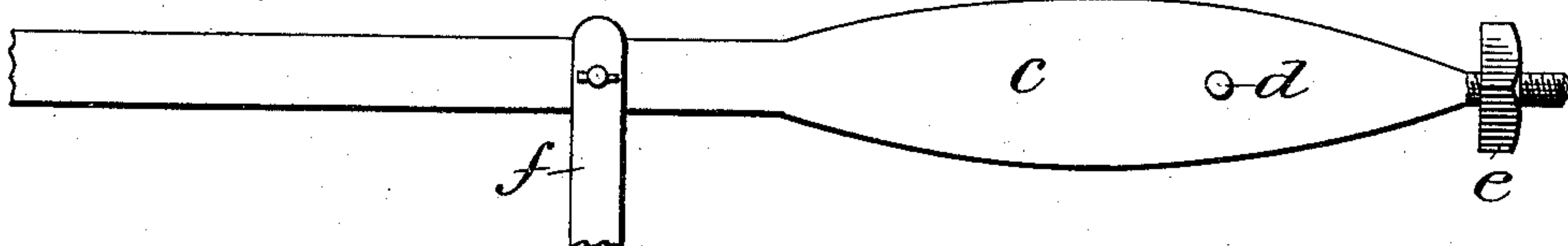


Fig. 2.

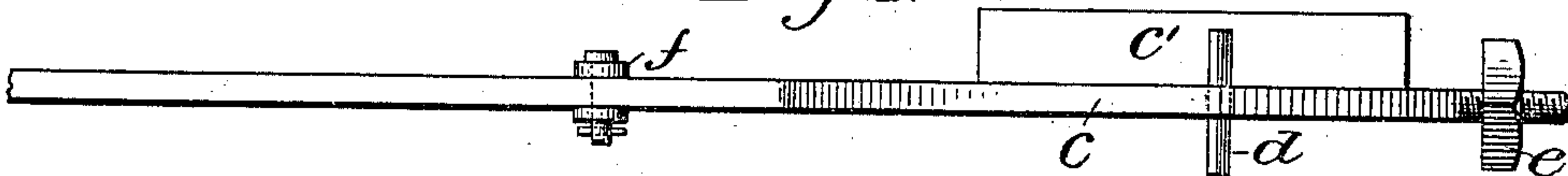
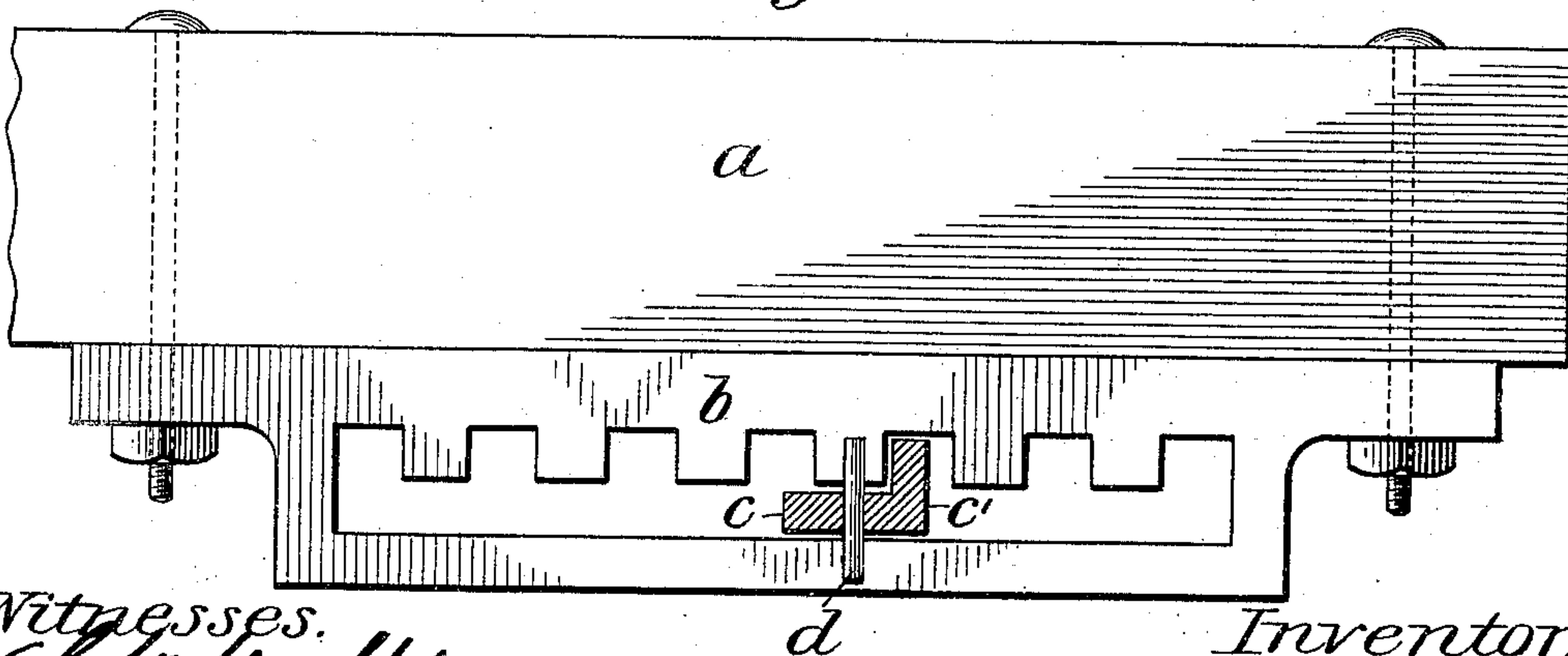


Fig. 1.



Witnesses.
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UNITED STATES PATENT OFFICE.

DUANE ALMOND FOSTER, OF SANTA ROSA, CALIFORNIA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 604,380, dated May 24, 1898.

Application filed October 31, 1896. Serial No. 610,778. (No model.)

To all whom it may concern:

Be it known that I, DUANE ALMOND FOSTER, a citizen of the United States, residing at Santa Rosa, in the county of Sonoma and State of California, have invented a new and useful Improvement in Brakes on Wagons or other Vehicles, of which the following is a specification.

My invention consists of an adjustable fulcrum for the brake-lever or brake-staff; and the objects of the same are, first, to enable the operator to exert additional force upon the brake-block when needed—as, for instance, in going down a steep hill—and, second, to throw the brake-block off the wheel altogether when advisable—as, for instance, in going across a muddy stretch of level road. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a top or plan view of the adjustable fulcrum bolted against the side of the wagon bed or frame. Fig. 2 is a back view of the lower portion of the brake-lever. Fig. 3 is a side view of the same; and Fig. 4 is an outline of a wagon, showing the connection of these parts with the brake-block.

Similar letters refer to similar parts throughout the several views.

The adjustable fulcrum consists of a bar *b*, bolted to the wagon-frame *a*, which bar has a longitudinal slot into which open lateral notches, the whole series forming a rack. Fig. 1 is a top view of this device, showing also the brake-lever *c* in cross-section at *d*.

The brake-lever *c* is a flat rod, somewhat widened near the lower end, and to this widened portion is attached a piece *c'* at right

angles. The flattened portion of the rod *c* fits loosely into the longitudinal slot in *b*, and the side piece *c'*, fitting into either of the notches, holds the lever at any desired point. A nut *e* at the lower end of the lever *c* prevents said lever from being drawn upward too far. A pin *d* set in the lever holds the same in the proper place, the pin resting on top of the bar *b*.

The brake-lever *c* is not fastened permanently at the lower end, as is usual in wagon-brakes, but may be pulled up out of a notch and set down again in any other of the notches at will. By thus changing its position the distance between the fulcrum of the brake-lever *c* and the rear brake-lever *h* is also changed, and this change gives a new purchase to the front lever. If the distance is lengthened, a firmer grip is given to the brake-block, or if the distance is shortened the brake-block is loosened or even thrown off the wheel altogether. These operations can be performed easily and rapidly by the driver occupying the seat and while the team is in motion.

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

A fulcrum-bar for wagon-brakes provided with two or more notches in combination a brake-lever having a tooth for engagement with the notches and capable of being shifted from one notch to another in the manner described.

DUANE ALMOND FOSTER.

Witnesses:

SAM I. ALLEN,
H. H. CHURCHILL.