No. 629,483. Patented July 25, 1899.

H. J. WARMINGTON.

BRAKE.

(Application filed Jan. 24, 1899.)

(No Model.)

Fig: 1.

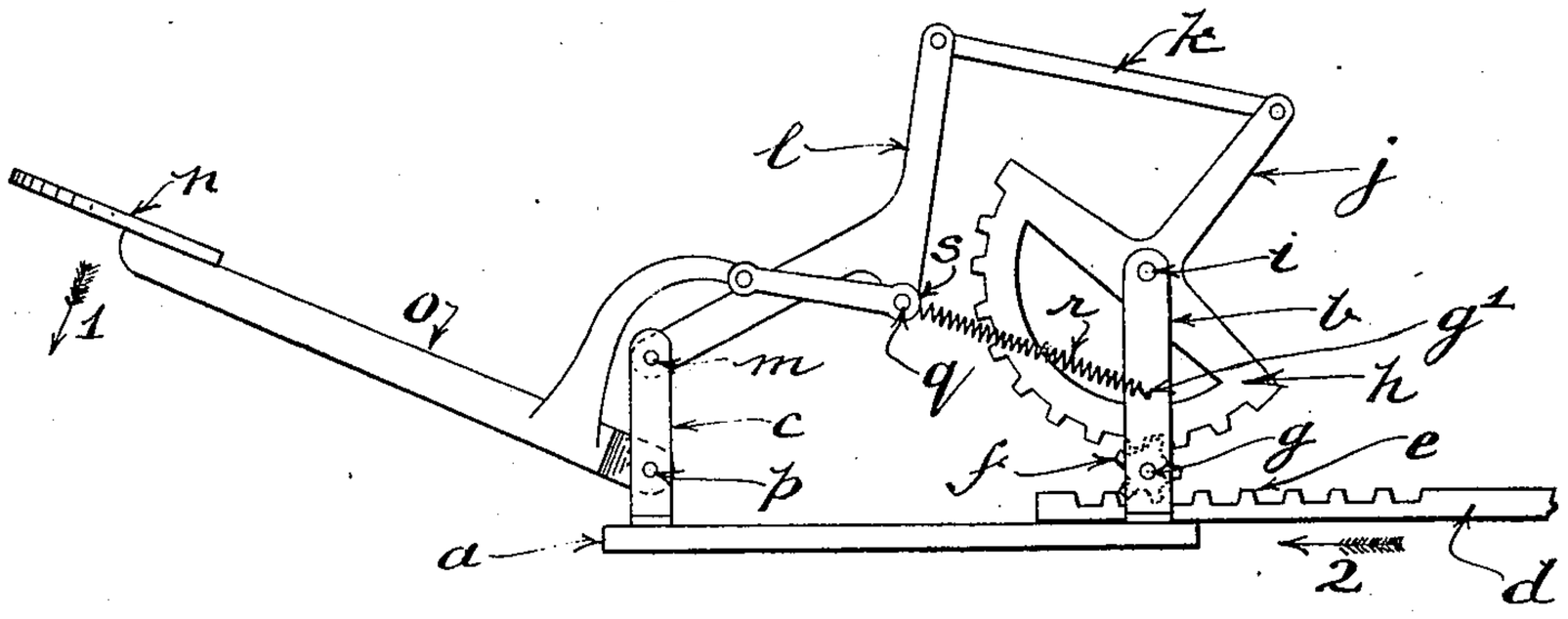
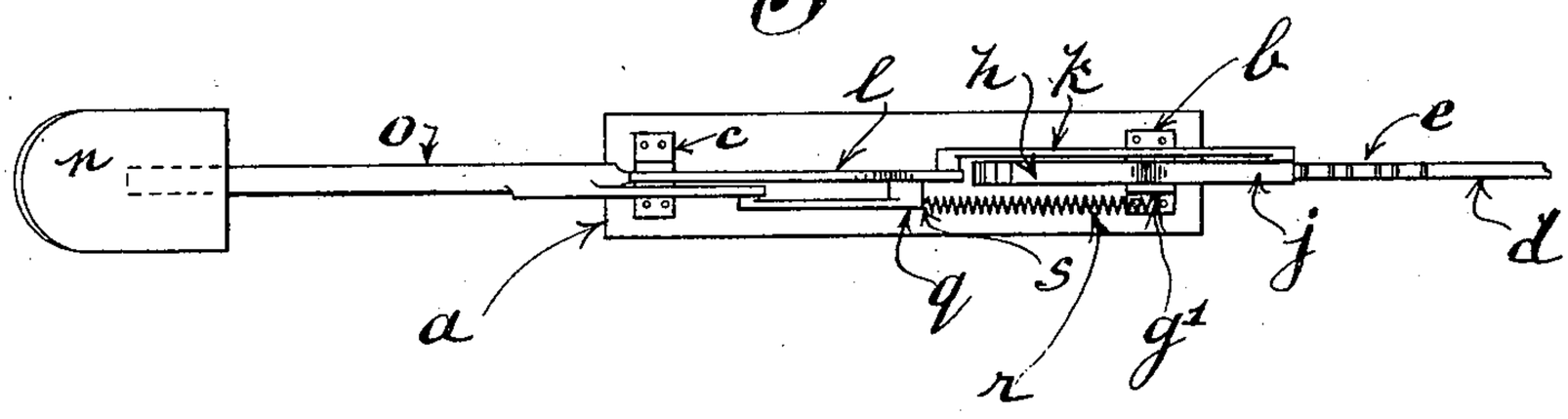


Fig: 2.



Witnesses:-
Benjamin Clark
Charles H. Briggs.

Inventor;-
Henry James Warmington.
per;- E. Eaton.
His Attorney.

UNITED STATES PATENT OFFICE.

HENRY JAMES WARMINGTON, OF LONDON, ENGLAND.

BRAKE.

SPECIFICATION forming part of Letters Patent No. 629,483, dated July 25, 1899.

Application filed January 24, 1899. Serial No. 703,275. (No model.)

To all whom it may concern:

Be it known that I, HENRY JAMES WARMINGTON, a subject of the Queen of Great Britain, and a resident of Staines, London, in the county of Middlesex, England, have invented certain new and useful Improvements in Brakes, of which the following is a full, clear, and exact specification.

This invention consists of an improved brake-treadle for road-vehicles.

In carrying out my invention I provide a bracket or support which carries a toothed quadrant which operates a rack which is connected to the brake-block by any suitable and well-known means, such as a rod or chain. This quadrant is connected to one end of a bent pivoted lever by means of a link, the other end of this lever being adapted to receive the foot-pressure of the operator. A spring is provided for bringing the brake back to its inoperative position after use.

Referring to the annexed drawings, Figure 1 is a side elevation of my invention; Fig. 2, a plan view of same.

a is a base-plate or support which carries the bearing-supports *b* and *c*, and upon which base-plate or support *a* the rod *d*, having the rack *e* upon same, slides.

f is a pinion-wheel pivoted at *g*, which gears in the teeth of the rack *e* and also with the toothed quadrant-piece *h*, which is pivoted at *i*, and having the prolongation *j*, to which the link *k* is pivotally attached. This link *k* is again pivotally attached to the lever *l*, pivoted at *m* to the support *c*.

n is a surface for receiving the pressure of the foot upon the lever *o*, which is pivoted at *p* to the support *c* and also at *q* to the lever *l*.

r is a spring connected at *s* to the lever *l* and at *g'* to the support *b* or other suitable position for the purpose of bringing the mechanism to its initial or inoperative position after having been used.

It will be seen that when the end *n* of the lever *o* is moved in the direction of the arrow 1 the racked rod *d* will be moved in the direction of the arrow 2, and to this rod are attached the connections to the brake-block, which may be of any convenient and well-known arrangement, and the movement of the racked rod *d* in the direction of the arrow 2 causes the brake-block to be brought into contact with the wheel of the vehicle, which may be of any suitable class.

The mechanism is attached to any suitable part of the vehicle through the medium of the base-plate *a* or support by means of screws, bolts, or the like.

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

In brakes for vehicles of the class herein described in combination; a base-plate carrying a sliding racked rod or bar in connection with the brake-blocks, a racked quadrant-piece; a support carried upon the base-plate, and pivotally carrying said racked quadrant, a lever or prolongation upon said racked quadrant, a pinion which connects the movement of the racked quadrant, and racked bar; a foot-lever pivotally carried upon said base-plate; links or levers pivotally connected to said foot-lever, and the prolongation upon said quadrant, a spring for the purpose of bringing the parts to their inoperative position.

In testimony that I claim the foregoing I have hereunto set my hand this 6th day of January, 1899.

HENRY JAMES WARMINGTON.

Witnesses:

BENJAMIN CLARK,

S. CLAUSAR.