

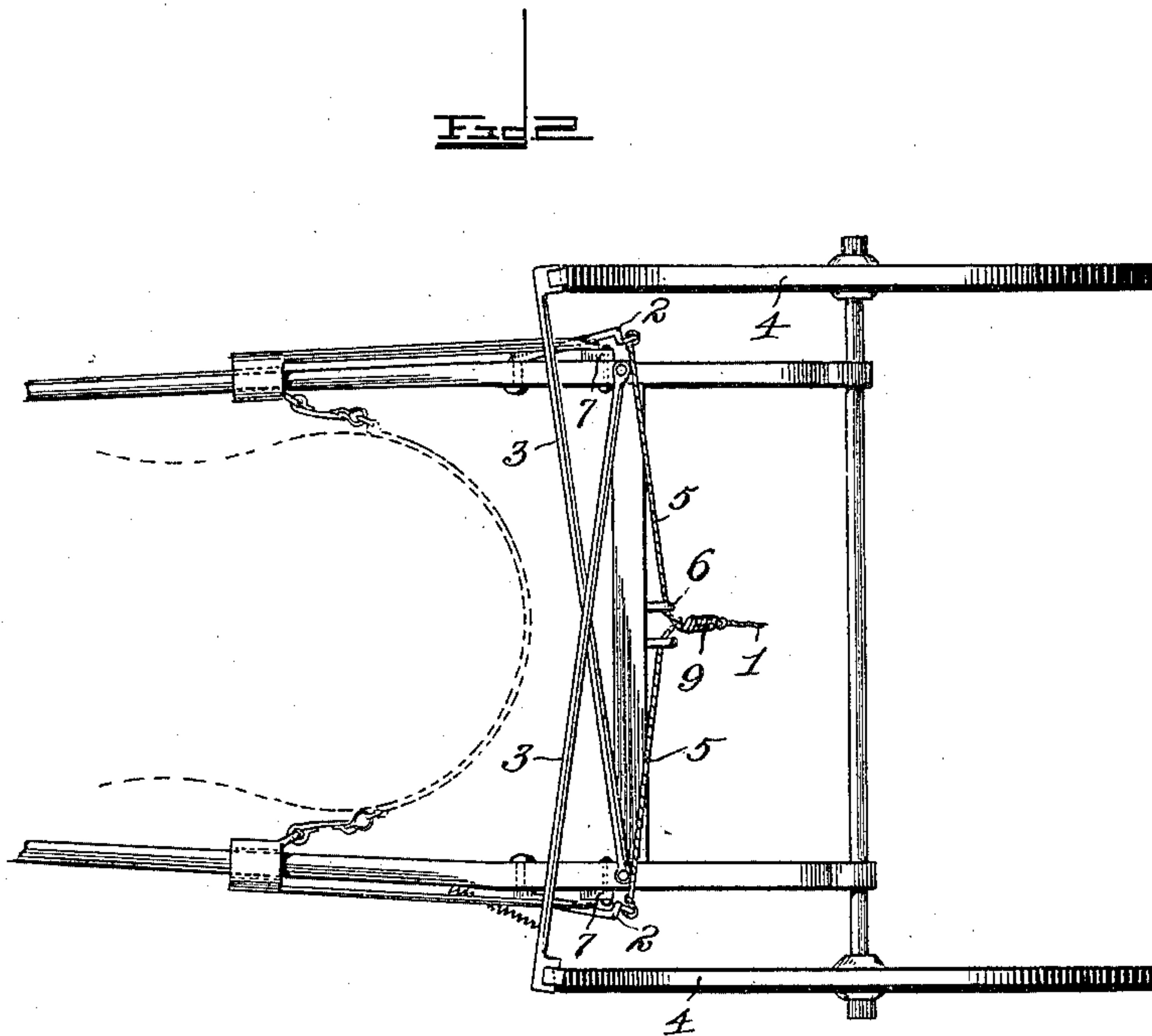
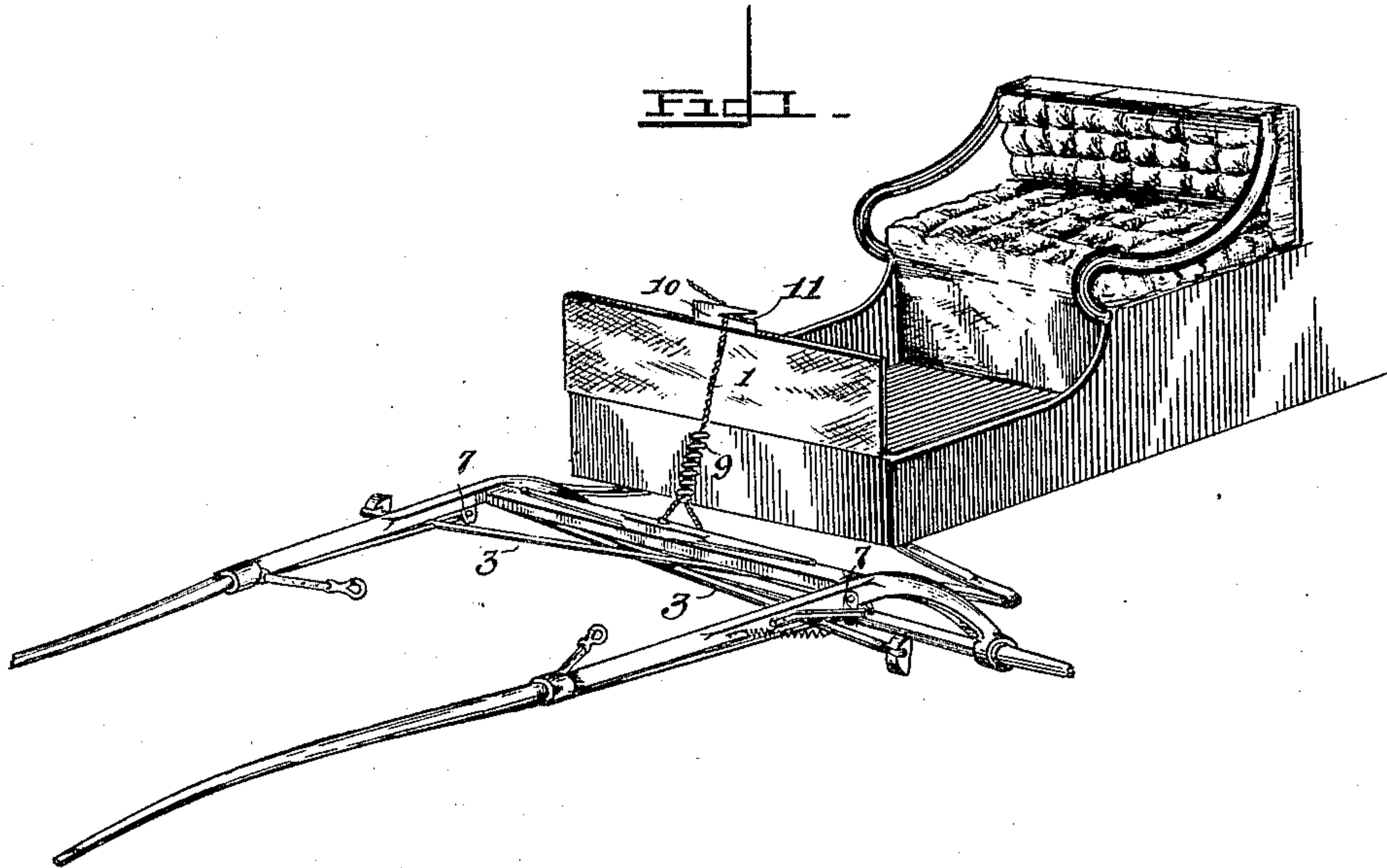
No. 652,697.

Patented June 26, 1900.

J. C. STINSON.
VEHICLE BRAKE.

(Application filed Jan. 3, 1900.)

(No Model.)



Witnesses

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JAMES CARY STINSON, OF CENTRE POINT, TENNESSEE.

VEHICLE-BRAKE.

SPECIFICATION forming part of Letters Patent No. 652,697, dated June 26, 1900.

Application filed January 3, 1900. Serial No. 259. (No model.)

To all whom it may concern:

Be it known that I, JAMES CARY STINSON, a citizen of the United States, residing at Centre Point, in the county of Henderson and State of Tennessee, have invented a new and useful Vehicle-Brake, of which the following is a specification.

The invention relates to improvements in vehicle-brakes.

10 The object of the present invention is to improve the construction of vehicle-brakes, more especially that shown and described in Patent No. 621,508, granted to me March 21, 1899, and to provide a simple, inexpensive, 15 and efficient device for holding or locking the automatic brake described in the said patent out of operation while backing a vehicle or when the same is descending a muddy grade, whereby mud is prevented from col- 20 lecting on the brake-shoes.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed 25 out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view of a portion of a vehicle provided with a device constructed in accordance with this invention. Fig. 2 is a plan view of the same.

30 Like numerals of reference designate corresponding parts in both figures of the drawings.

1 designates an operating-cord connected by the means hereinafter described with 35 catches 2, adapted when drawn inward to lock brake-levers 3 out of engagement with the wheels 4, as shown and described in the said patent. The operating-cord 1 is provided with laterally-extending branches 5, 40 extending through suitable guides 6 and connected at their outer ends with the said catches 2, whereby when the operating-cord is pulled upon the catches will be drawn inward and will prevent links 7 from swinging 45 rearward. The links, as described in the said patent, support the rear ends of push-rods 6, which are connected with the brake-levers and which have their front ends slid- 50 ingly mounted on the shafts or thills.

Heretofore it has been necessary when it was desired to back the vehicle or hold the

brake mechanism out of operation for any other purpose to grasp the operating-cord with one hand and manipulate the reins with the other, and in order to obviate the neces- 55 sity of the operator holding the cord and to enable him to use both hands in controlling the draft-animal the present invention is provided. The operating-cord, which ex- 60 tends upward and rearward from the guides, is preferably connected with the branches by means of a coiled spring 9, and it is adapted to be held by a plate 10, secured to the dash- 65 board and projecting upward therefrom. The projecting portion of the plate is pro- 65 vided with a tapering opening 11, disposed horizontally and extending inward from one side of it, as clearly shown in Fig. 1. This tapering opening forms a flaring mouth, and the operating-cord is adapted to be readily 70 engaged with the plate by drawing it horizontally into the said opening, and it will be securely held therein by the tapering or inwardly-converging side walls thereof. The spring which forms an elastic connection be- 75 tween the operating-cord and the laterally-extending branches enables the former to be placed under tension and operates by such means to hold the cord in the flaring opening of the plate or clamp. The cord is read- 80 ily disengaged from the plate or clamp by drawing it out of the tapering opening, and the resilient catches will automatically spring outward to permit the brake to operate automatically. 85

It will be seen that the device is exceedingly simple and inexpensive in construction and that it is capable of holding the automatic brake out of operation to permit the operator to have the free use of both hands 90 in manipulating the reins in backing the vehicle and in driving when the vehicle is descending a muddy grade and when it is desired to prevent the mud from accumulating on the brake-shoes. Furthermore, it will be 95 clear that the plate or clamp may be secured to any other convenient portion of the vehicle.

What is claimed is—

In an automatic vehicle-brake, the combination with a pair of shafts, automatic brake 100 mechanism mounted on the shafts and adapt-

ed to engage the wheels, a clamp mounted on
the body of the vehicle, resilient catches ar-
ranged to engage the automatic brake mech-
anism and adapted to spring outward auto-
5 matically, means for holding the catches nor-
mally out of such engagement, and an elastic
connection extending from the catches to the
clamp and adapted to be placed under tension
to hold the catches in engagement with the
10 brake mechanism, whereby the said catches
will be prevented from springing outward and

automatically releasing the brake mechanism
through horse motion, substantially as de-
scribed.

In testimony that I claim the foregoing as 15
my own I have hereto affixed my signature in
the presence of two witnesses.

JAMES CARY STINSON.

Witnesses:

W. R. STEWART,
T. J. HOLLEY.