

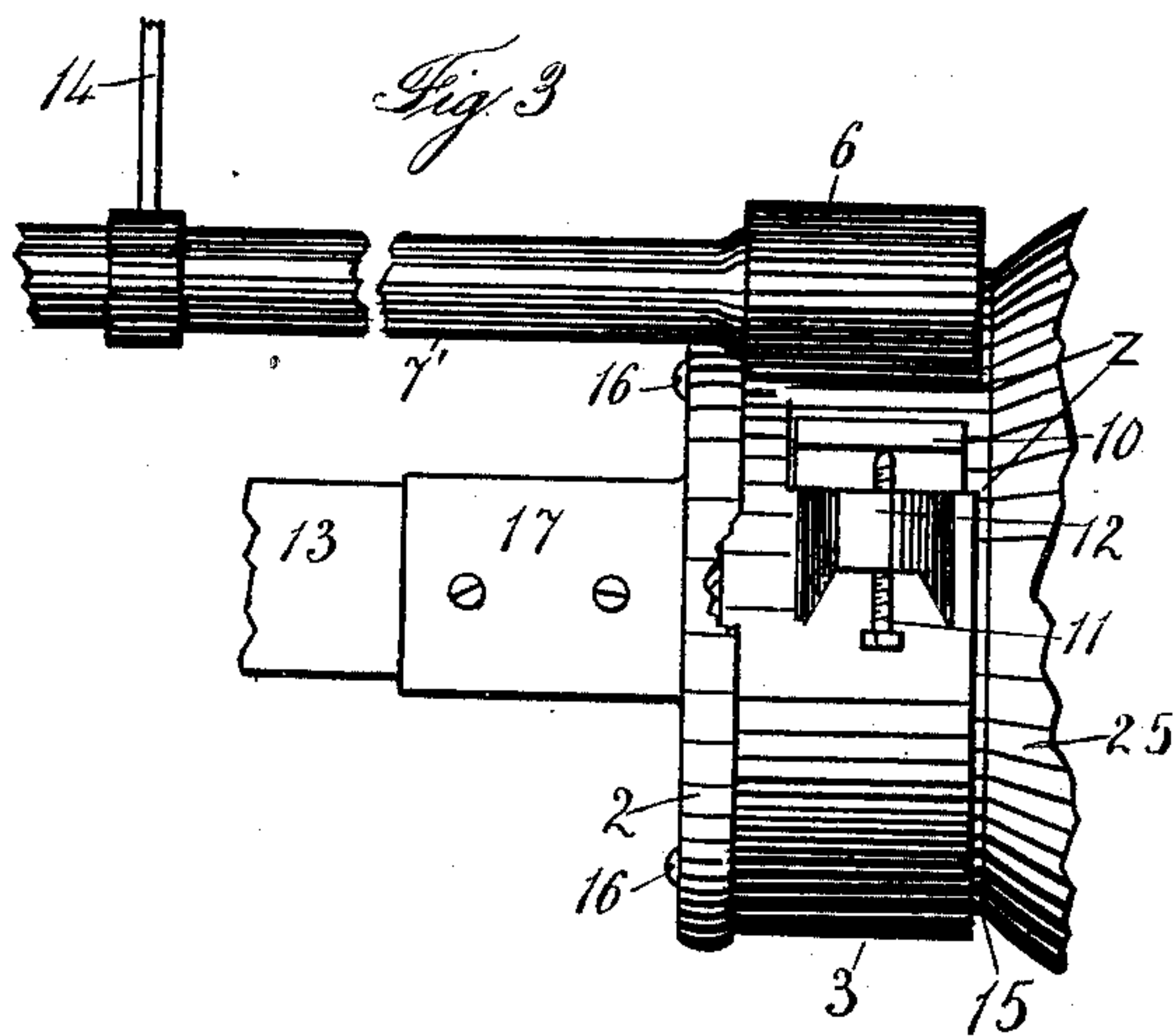
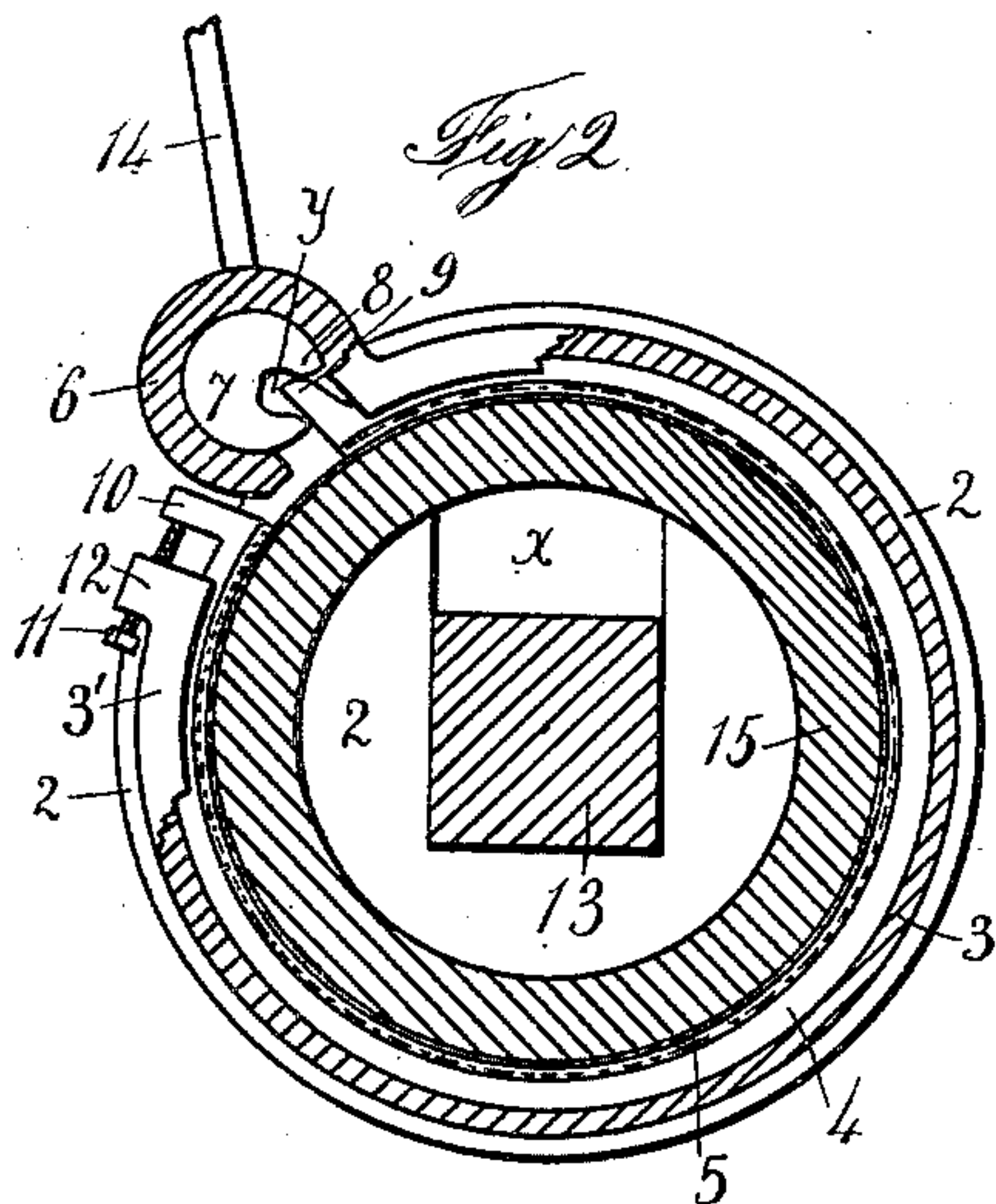
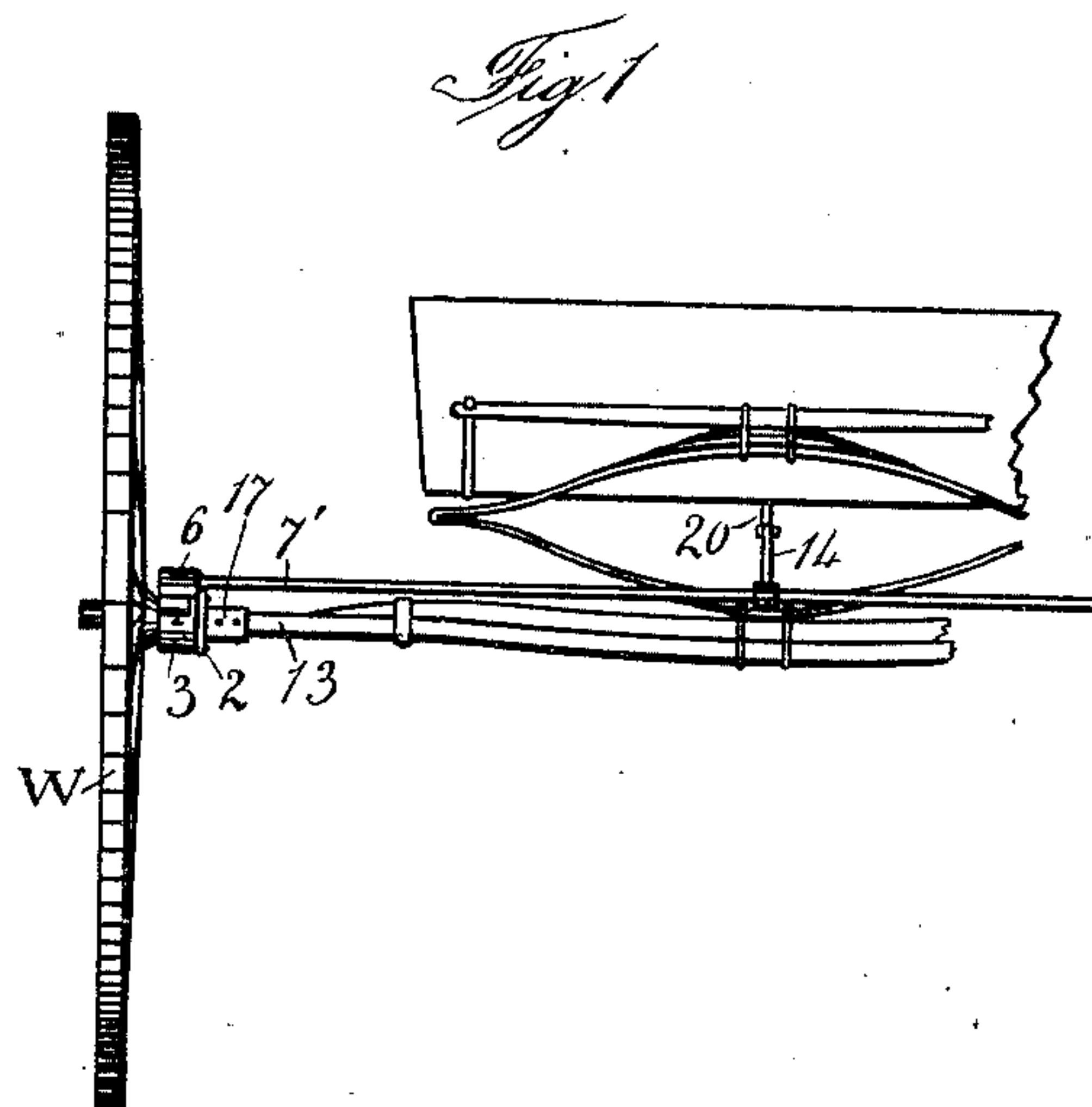
No. 668,949.

Patented Feb. 26, 1901.

C. R. BOLTER.
VEHICLE BRAKE.

(Application filed Sept. 5, 1899.)

(No Model.)



WITNESSES

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VEHICLE-BRAKE.

SPECIFICATION forming part of Letters Patent No. 668,949, dated February 26, 1901.

Application filed September 5, 1899. Serial No. 729,494. (No model.)

To all whom it may concern:

Be it known that I, CHARLES ROSE BOLTER, residing at Logan, in the county of Harrison and State of Iowa, have invented certain useful Improvements in Vehicle-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to an improvement in hub-brakes for vehicles.

The object of my invention is to provide a brake more especially for that class of vehicles in which the wheels are provided with soft or resilient tires.

In the accompanying drawings I have shown, in Figure 1, a broken sectional view of a pleasure-vehicle provided with my brake. Fig. 2 shows a sectional view with portions broken away, disclosing the arrangement of the collar, while Fig. 3 shows a broken elevation disclosing the position of the parts in side view.

My invention embodies, essentially, a housing comprising the shoulder 17, as is more clearly shown in Fig. 3, which shoulder is provided with a disk 2, which disk has the central opening x , as is clearly shown in Fig. 2. One or more of these projecting shoulders 17 may be used, and it is by means of this shoulder 17 that the brake is secured to the axle of the vehicle immediately adjacent to the hub upon which my brake operates. Secured to this plate 2 is a ring 3, which ring is provided with an opening z , as may be understood in referring to Fig. 3, and this opening is skirted on one side by means of the housing 6 and upon the other by means of the lug 12, as will be understood in referring to Fig. 2. Passing through the lug 12 is an ordinary set-screw 11, while revolubly held within the housing 6 is a hub 7, provided with the slot y , and which hub 7 forms part of the rod 7'. This rod 7' is supported and held by means of these housings 6, there being two of such housings, one being opposite each of the hubs, preferably upon the stationary axle of the vehicle. This rod 7' may

be revolved by a suitable operating-handle 14, provided with a handhold 20, so that this bar may be rocked by an operator from a convenient point within the vehicle.

It will be noticed as far as described that my invention comprises a housing formed by means of the plate 2 and the ring 3, which housing is secured to the axle 13 in such a manner as to encompass the band 15 of the hub 25, as shown in Fig. 3, this housing being stationary and the hub-band revolving within the same. Removably held within this housing is a spring-collar 4, as is shown in Fig. 2, and this collar is of a size so that the hub may freely work within the same while this spring-collar is normally in an open condition. At one end this collar is provided with a projection 9 and at the remaining end with the projection 10. Held within the housing to prevent said collar from working outward or out of the housing the housing 3 is provided with a flange 3', as is shown in Fig. 2, so that this spring-collar after this ring 3 has been screwed or otherwise secured to the plate 2 is adjustably held and confined within this housing.

In order to give the spring-collar 4 adjustment, the screw 11 is provided, so that the diameter of this spring-collar may be enlarged or decreased. To provide a proper contact between this spring-collar 4 and the hub 15 of the vehicle, I provide the spring-collar with a leather covering 5 upon the inside, as is shown in Fig. 2.

In assembling the parts the lip or projection 9 of the spring-collar 4 is made to work within the opening y of the hub 7, and as this hub is then actuated by means of the lever 14 the projection 9 is carried forward to decrease the diameter of the spring-collar, and so force the same upon the hub-band 15 and form a very powerful brake. The collar 4 is of course normally in an unlocked or open condition, and this spring tension operates to always throw the lever 14 out of working position, so that said brake is normally in an open condition, as has been set forth.

The brake is made in suitable sizes, so as to fit any hub, and can always be given proper tension by virtue of the set-screw 11, and,

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

1. The combination with a suitable housing, of a set-screw within said housing, a spring-collar, one end of said spring-collar working against said set-screw and a rock-bar, the remaining end of said spring-collar being secured to said rock-bar, said rock-bar normally being held in one position by virtue of said spring-collar all arranged substantially as and for the purpose set forth.

2. The combination of the following instrumentalities, to wit: the plate 2, provided with the shoulder 17, the flanged rim 3 provided with the projection 12 and housing 6, the bar 7' provided with a slotted hub 7, said hub working within said housing 6, the set-screw 11 within said projection 12 and the spring-

collar 4 provided with the projections 10 and 9, the first adapted to work against said screw 11 and the second within said slotted hub, all arranged substantially as and for the purpose set forth.

3. In a vehicle-brake of the character described, the combination with a suitable housing, of an approximately circular spring-collar within said housing, one end of said collar working against said housing, and a rocker-bar adapted to engage the remaining end of said spring-collar to carry said end toward the stationary end, as and for the purpose set forth.

Signed in the presence of two witnesses.

CHARLES ROSE BOLTER.

Witnesses:

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