

No. 669,135.

Patented Mar. 5, 1901.

I. G. COLCORD.
BRAKE FOR TWO WHEELED VEHICLES.

(Application filed July 19, 1900.)

(No Model.)

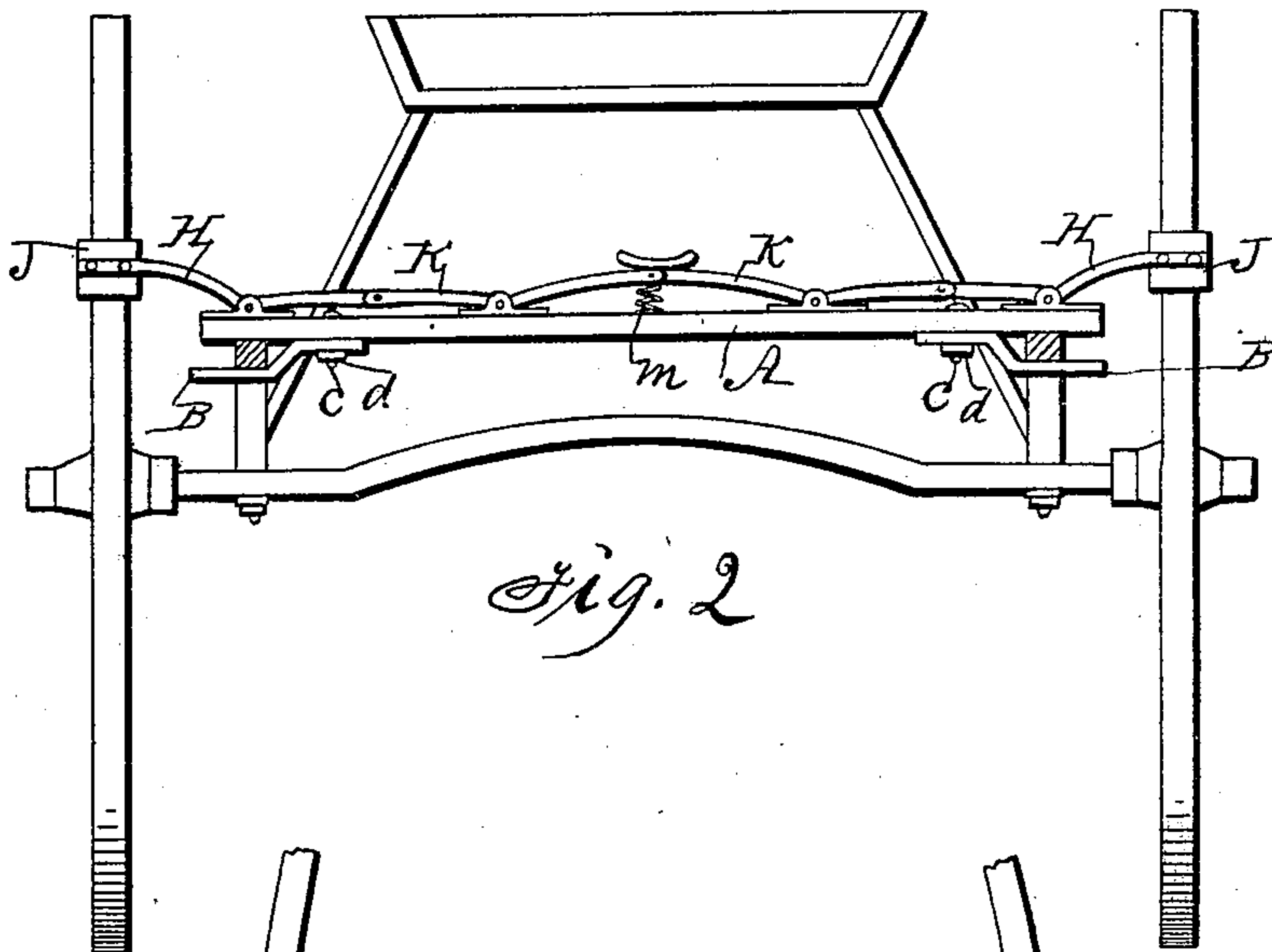


Fig. 2

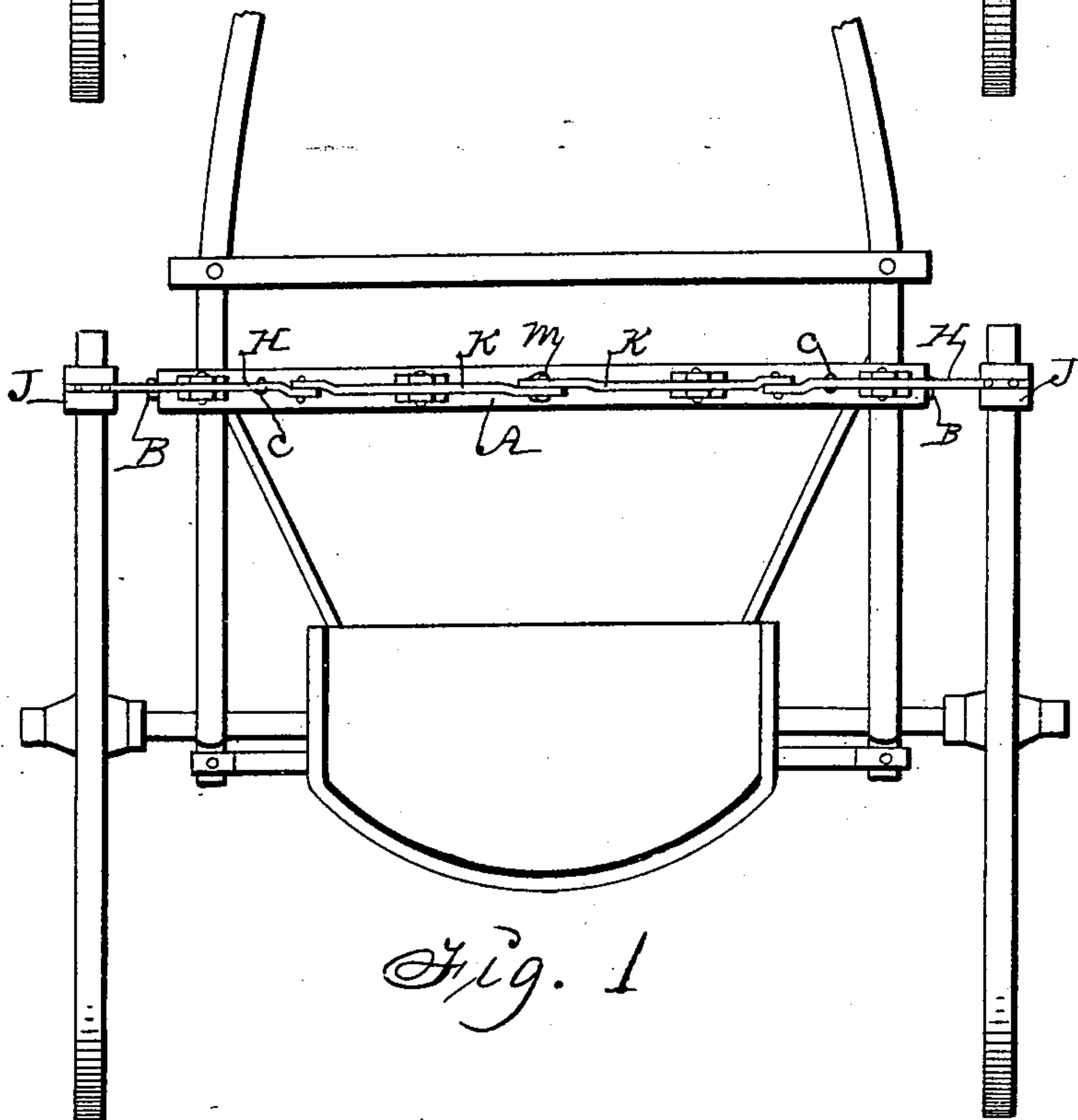


Fig. 1

Witnesses:
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By Thomas G. Orwig, atty.

UNITED STATES PATENT OFFICE.

IVORY G. COLCORD, OF DES MOINES, IOWA.

BRAKE FOR TWO-WHEELED VEHICLES.

SPECIFICATION forming part of Letters Patent No. 669,135, dated March 5, 1901.

Application filed July 19, 1900. Serial No. 24,192. (No model.)

To all whom it may concern:

Be it known that I, IVORY G. COLCORD, a citizen of the United States, residing at Des Moines, in the county of Polk and State of Iowa, have invented a new and useful Brake for Two-Wheeled Vehicles, of which the following is a specification.

In training horses to attain speed in trotting or pacing there is great difficulty occasioned by trotting horses breaking into a lope and pacing horses into a trot; and my object is to overcome such tendencies in horses and to prevent annoyances and loss of time and speed and in many instances wagers that might be won by fast horses if such irregular movements on the track were prevented.

Heretofore brakes have been combined with the thills of a vehicle and connected with a hand-lever; but in no instance has a spring-actuated treadle been combined with brake-operating mechanism mounted upon a base adapted to be detachably fixed to the thills of a sulky in such a manner that a person on the seat could thereby simultaneously apply the brake-shoes to the wheels by foot-pressure advantageously while holding the driving-reins, as contemplated by my invention.

My invention consists in the construction, application, and operation of a spring-actuated brake on a sulky, as hereinafter set forth, pointed out in my claims, and illustrated in the accompanying drawings, in which—

Figure 1 is a top view of my brake adapted to be detachably fixed to the thills of a sulky. Fig. 2 is a front view of a sulky, showing the brake applied thereto as required for practical use.

The letter A designates a straight flat base made of wood or metal, upon which the brake mechanism is mounted. Metal clasps B, adapted to engage the thills of a sulky, as shown in Fig. 2, are fitted to the under side of the end portions of the base A and provided with elongated slots, adapting them to be adjustably connected with the thills by means of screw-bolts c, extended down through perforations in the base A and the slots in the flat end portions of the clasps B, to be clamped fast by means of nuts d on the ends of the bolts or in any suitable way.

Levers H, carrying brakes J on their outer ends adapted to engage the rims of the sulky-

wheels, are fulcrumed to the end portions of the base A. Levers K, fulcrumed to the central portions of the base A, are pivotally connected with the inner ends of the levers H and also pivotally connected with each other at their inner ends in such a manner as to produce a compound lever adapted for simultaneously applying the brakes J to the sulky-wheels by the foot-pressure of a person on the driver's seat.

A spring m, fixed under the inner ends of the levers K, normally holds up the inner ends of the levers K and depresses the inner ends of the levers H, as required to hold the brakes J from contacting with the rims of the sulky-wheels. By thus connecting the inner ends of the levers K and fixing a spring between the base and the connected ends a treadle is produced that can be readily operated by foot-pressure direct upon the connected ends of said levers. A foot-pad m', that is convex on its under side, as shown in Fig. 1, may also be connected with the ends of the levers to facilitate the operation of the brake.

By placing a foot upon the inner and connected ends of the levers J the inner ends of the levers H will be elevated and the brakes J will be pressed against the rims of the sulky-wheels, as required, to effect the action of a horse hitched to the sulky, and such checking resistance to the motion of the horse will arrest the loping of a trotting horse and the trotting of a pacing horse and also serve as a means to prevent such actions of horses on a race-track.

Having described the construction, purpose, application, and operation of my invention, its practical utility will be obvious to persons familiar with the art to which it pertains, and

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

1. An attachment for sulkies comprising a straight flat base adapted to be placed on top of the thills, adjustable clasps on the under sides of the end portions of the base adapted to engage the thills, levers carrying brake-shoes at their outer ends fulcrumed on top of the end portions of the base, levers pivotally connected with the inner ends of said brake-carrying levers and fulcrumed on

top of the central portion of the base and pivotally connected at their inner ends and a spring fixed to the base under said ends to produce a spring-actuated treadle, arranged
5 and combined to operate in the manner set forth for the purposes stated.

2. An attachment for sulkies comprising a straight flat base adapted to be placed on top of the thills, adjustable clasps on the under sides of the end portions of the base
10 adapted to engage the thills, levers carrying brake-shoes at their outer ends fulcrumed on top of the end portions of the base, levers

pivotally connected with the inner ends of said brake-carrying levers and fulcrumed on
15 top of the central portion of the base and pivotally connected at their inner ends, a spring fixed to the base under said ends to produce a spring-actuated treadle and a foot-pad on
20 top of the inner ends of the spring-actuated levers, arranged and combined to operate in the manner set forth for the purposes stated.

IVORY G. COLCORD.

Witnesses:

MINNIE DAWSON,
J. A. MCWILLIAM.