

UNITED STATES PATENT OFFICE.

CHARLES H. WEISS, OF ECKLEY, PENNSYLVANIA.

IMPROVEMENT IN BRAKES FOR LIGHT VEHICLES.

Specification forming part of Letters Patent No. **200,956**, dated March 5, 1878; application filed February 1, 1878.

To all whom it may concern:

Be it known that I, CHARLES H. WEISS, of Eckley, in the county of Luzerne and State of Pennsylvania, have invented a new and Improved Brake for Light Vehicles, of which the following is a specification:

Figure 1 is a longitudinal section on line *xx*, Fig. 2, of a hub having my improved brake applied. Fig. 2 is an end elevation of the hub, partly in section.

Similar letters of reference indicate corresponding parts.

The object of my invention is to provide a simple, compact, and effective device for retarding the motion of light vehicles.

The invention consists in a friction-strap surrounding the inside hub-band, and prevented from turning by an arm attached to the axle.

The device is operated by a lever, which acts so as to draw the ends of the strap together, so as to clamp the hub-band with more or less force.

Referring to the drawing, A is a hub, placed on the axle B, and provided with bands C D. The band D is provided with a circumferential rib or narrow flange, *a*, over which are fitted the two halves *b c* of the friction-strap E. Each half of the strap is provided with an ear, *e*, at each extremity.

Screws *f* pass loosely through holes in the upper half of the strap, and are screwed into the lower half of the strap, and hold the halves of the strap together loosely on the hub-band D.

An arm, F, is secured to the square portion of the axle by the clip *g*, and extends beyond the periphery of the hub, and is provided with

two ears, *h*, between which two of the ears *e* are received. The ears *e*, at the opposite side of the strap, are forced apart by a spring, *i*, and the ear on the part *b* is provided with straps *k*, between the lower ends of which a cam-lever, G, is pivoted. This cam-lever bears against the ear *e* of the lower half of the strap.

The longer arm of the lever is curved to conform to the convex surface of the friction-strap E, and is connected with one end of a spring, *l*, the other end of which is attached to the friction-strap.

A wire chain or cord, *m*, is connected with the outer end of the lever G, and extends to the seat of the carriage, to the hind wheels of which the brake is applied.

The brake is operated by pulling the cord or wire *m*, which moves the lever G so as to draw the two halves of the friction-strap E together upon the band D with more or less force.

The brake device may be provided with a cover for excluding mud and dust. The upper half *b* of the friction-strap is provided with an oil-cup, *n*, which contains sufficient oil to keep the strap constantly lubricated.

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

The combination of the friction-strap E, lever G, and arm F, having ears *h*, for receiving two ears of the friction-band, substantially as herein shown and described.

CHARLES H. WEISS.

Witnesses:

MILTON A. WEISS,
JAMES WILLIAMSON.