(No Model.) 2 Sheets—Sheet 1.

A. H. OVERMAN & C. F. HADLEY.

BRAKE FOR VELOCIPEDES.

No. 385,370. Patented July 3, 1888.

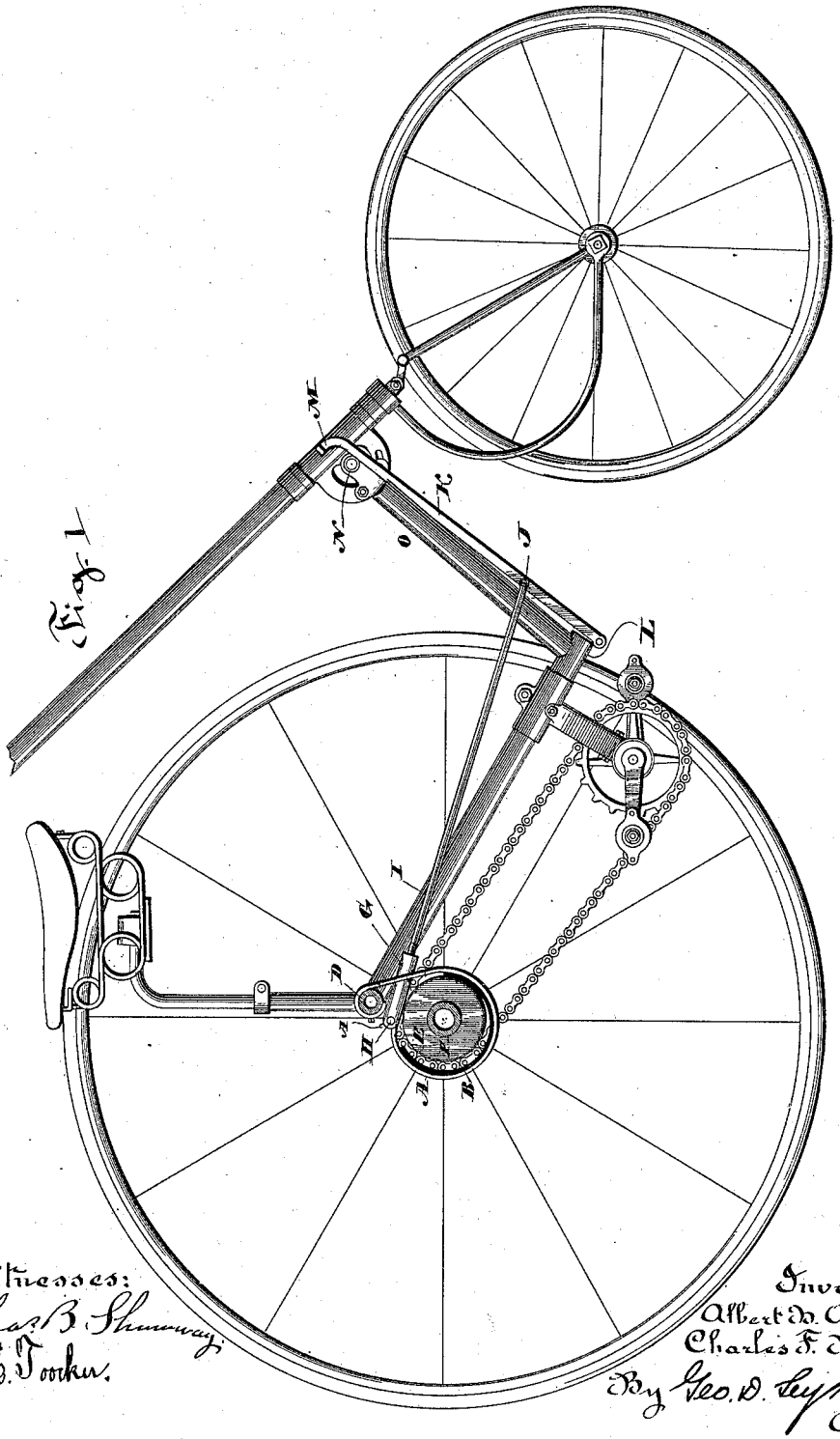

Fig. 1

Witnesses:
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Inventor,
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Charles F. Hadley
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Atty.

(No Model.) 2 Sheets—Sheet 2.

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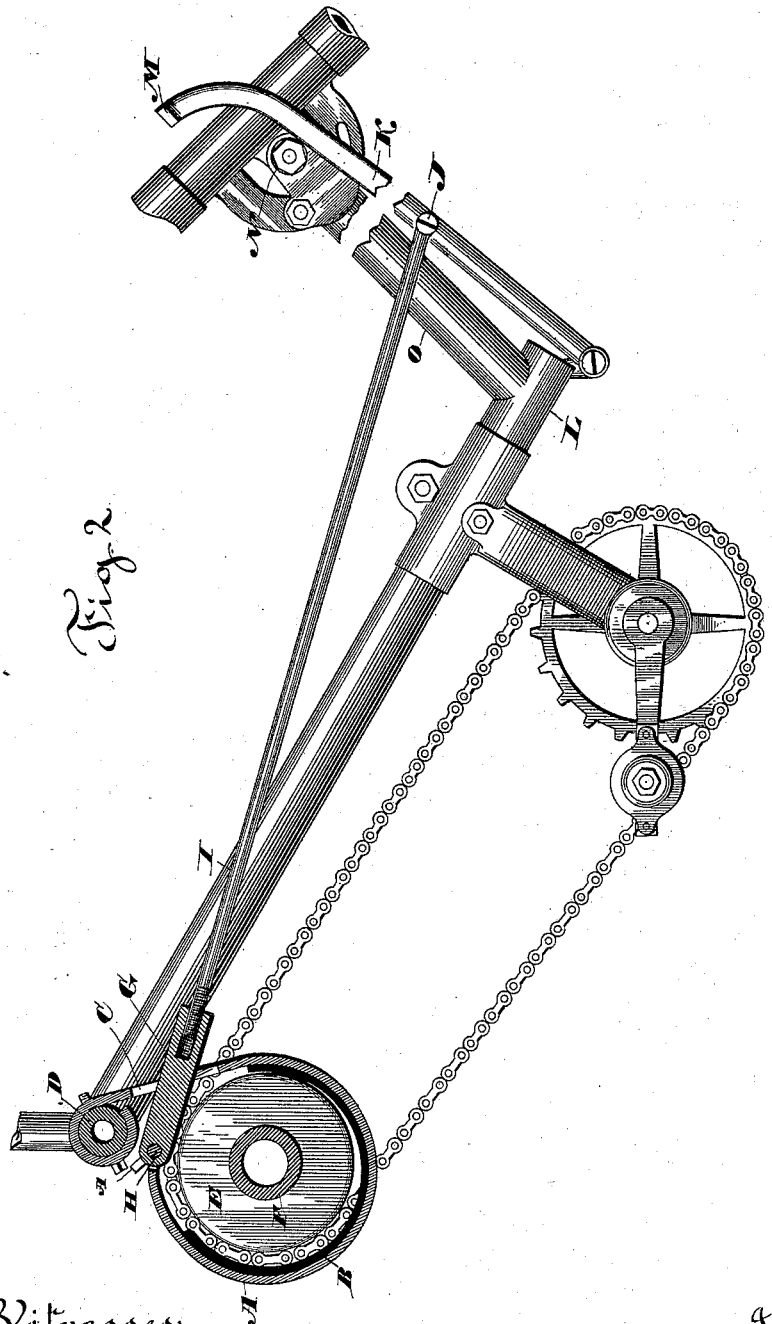

Fig. 2

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UNITED STATES PATENT OFFICE.

ALBERT H. OVERMAN, OF NEWTON, AND CHARLES F. HADLEY, OF CHICOPEE, ASSIGNORS TO THE OVERMAN WHEEL COMPANY, OF BOSTON, MASSACHUSETTS.

BRAKE FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 385,370, dated July 3, 1888.

Application filed September 8, 1887. Serial No. 249,065. (No model.)

To all whom it may concern:

Be it known that we, ALBERT H. OVERMAN, of Newton, county of Middlesex, State of Massachusetts, and CHARLES F. HADLEY, of Chicopee, county of Hampden, in said State, have invented certain new and useful Improvements in Velocipede-Brakes; and we do declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, which form a part of this specification.

Our invention relates to an improvement in velocipede-brakes, the object being to produce an adjustable brake which shall be of simple, durable, and compact construction, out of the way, and effective in use.

With these ends in view, our invention consists in the combination, with a drum, of a strap for engaging the periphery thereof, and provided with an opening located near its fixed end, a rod connected with the free end of the strap through the opening therein, and foot-lever fulcrumed to the machine-frame and having the rod pivoted to it.

Our invention further consists in certain details of construction and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in side elevation of a tricycle provided with a brake embodying our invention, one of the driving-wheels being removed, and the cross-bar of the frame and the driving-axle being shown in transverse section; and Fig. 2 is an enlarged side view of such brake and those parts of the machine to which it is directly applied, the remaining parts of the vehicle being broken away and the strap and sleeve of the brake and the said cross-bar and axle being shown in section.

Our improved brake consists in part of a steel strap, A, having a lining, B, of leather or equivalent material, and provided with an elongated slot, C, located near one of its ends. As herein shown, such slotted end of the strap is fixed to the machine-frame from the cross-bar D, whereof the strap passes down in front of, then under, up behind, and over a drum, E, mounted upon the driving-axle F, and peripherally engaged by the strap to stop or retard the vehicle.

An internally-threaded sleeve, G, pivotally secured by a pin, H, located at its rear end to the rear or free end of the strap, is located in the space between the drum E and bar D, and is free to play horizontally therein. An adjustable rod, I, inclining downward and forward, is threaded at its rear end, which enters the threaded end of the sleeve, its forward end being pivoted by a stud, J, near the lower end of a foot-lever, K, as shown. The said foot-lever inclines forward and upward, and is fulcrumed at its lower end to the main frame-piece L, its upper end being bent, as at M, to receive the foot. A transverse foot-rest, N, secured to the backbone O of the vehicle, is located above the forward end of the foot-lever, and has the twofold function, so far as the brake is concerned, of guiding the foot to the lever and of holding the lever down and in place against the tendency of the strap to spring away from the drum, and so lift the lever. The rod and lever, it will be observed, follow the general lines of the main frame-piece and backbone, and hence are out of the way.

A brake constructed under our invention is very powerful, easily applied, simple, compact, and durable in construction, and may be readily adjusted by detaching the rod from the foot-lever and turning it in or out of the threaded sleeve.

We would have it understood that we do not limit ourselves to the exact construction and arrangement of parts herein shown and described, but hold ourselves at liberty to make such changes and alterations as fairly fall within the spirit and scope of our invention.

Having fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In a velocipede, the combination, with a drum located upon the driving-axle, of a strap for engaging the periphery of such drum and provided with an opening located near its fixed end, a rod connected with the free end of the

strap through such opening, and a foot-lever fulcrumed to the machine-frame and having the rod pivoted to it, substantially as set forth.

2. In a velocipede, the combination, with a drum located upon the driving-axle, of a strap for engaging the periphery of such drum, a threaded sleeve connected with the free end of the strap, a rod threaded into such sleeve, and a foot-lever fulcrumed to the machine-frame and having the rod pivoted to it, substantially as set forth.

3. In a velocipede, the combination, with a drum, of a strap for engaging the periphery thereof, a rod connected with the free end of the strap, a foot-lever fulcrumed to the frame of the machine and having the rod pivoted to it, and a foot-rest holding the foot-lever in place, substantially as set forth.

In testimony whereof we have signed this specification in the presence of two subscribing witnesses.

ALBERT H. OVERMAN.
CHARLES F. HADLEY.

Witnesses for Albert H. Overman:
LUTHER WHITE,
FLOYD HILL.
Witnesses for Charles F. Hadley:
LUTHER WHITE,
C. J. DRISCOLL.