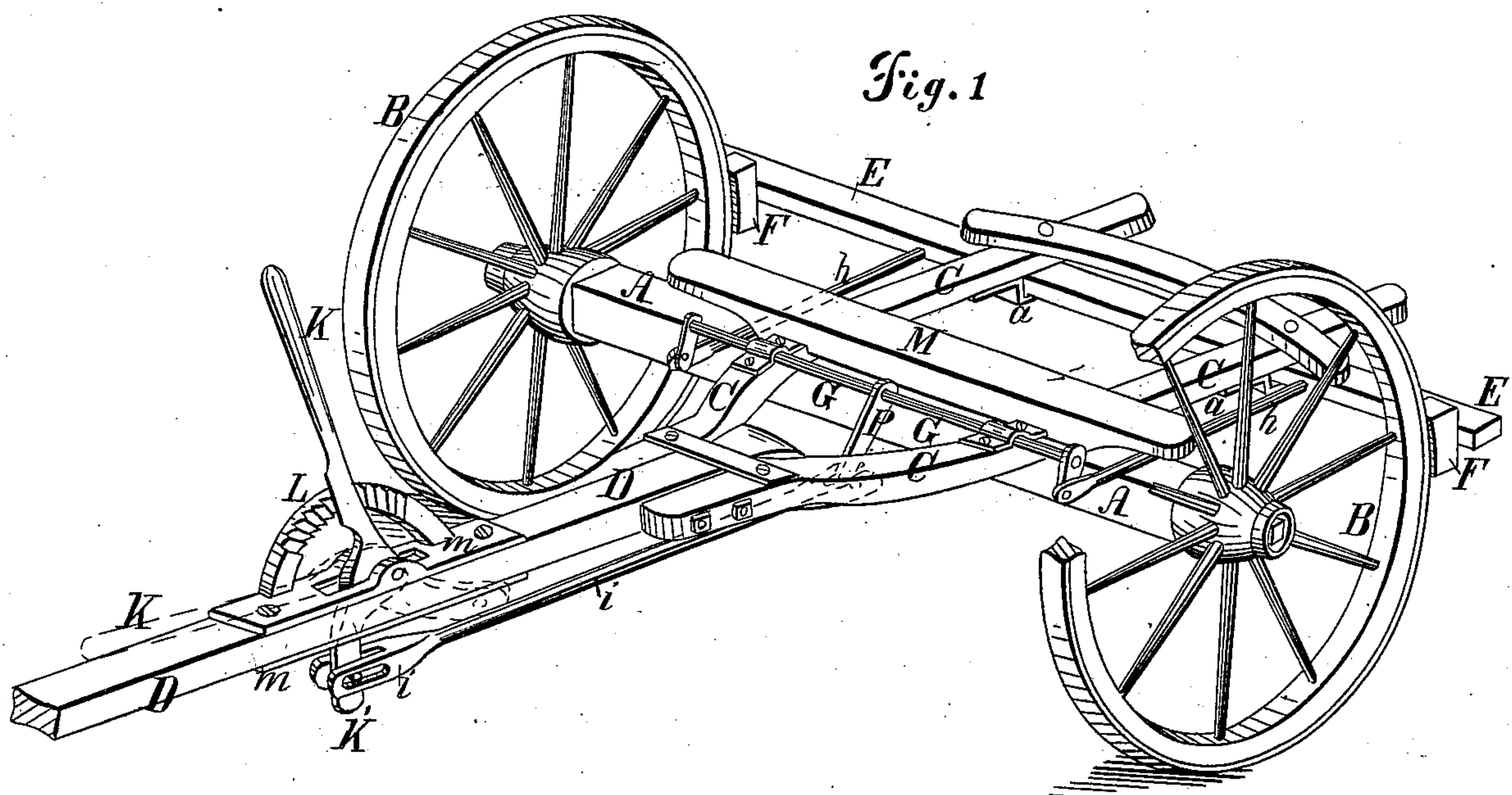


B. R. CODWISE.

Wagon Brake.

No. 72,370.

Patented Dec. 17, 1867.



WITNESSES

H. H. Young
C. H. Page, Jr.

INVENTOR.

Beverly R. Codwise

By David A. Burn
att.

United States Patent Office.

BEVERLY R. CODWISE, OF MONTROSE, MARYLAND.

Letters Patent No. 72,370, dated December 17, 1867.

IMPROVED WAGON-BRAKE.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, BEVERLY R. CODWISE, of Montrose, in the county of Montgomery, and State of Maryland, have invented a new and improved Wagon-Brake; and I do hereby declare the following to be a full and correct description thereof, reference being had to the accompanying drawing, forming a part of this specification, in which—

A represents the front axle; B, the front wheels; C, the wagon-hounds; D, the tongue or pole; E, the brake-bar, provided with blocks F F; G, the crank-bar, connected to the brake-bar by rods *h h*; K, the brake-lever, connected with the crank-bar by the rod *i*; L, a serrated catch-plate to hold the lever K.

The nature of my invention consists in the combination of a brake-lever, L, operating a simple sliding brake, working against the front wheels of a wagon, with the tongue of the wagon, in such manner as that it may be readily operated, by the teamster riding one of the wheel-horses of the team, without dismounting, as hereinafter particularly described.

The brake which I use is of the simplest description, constructed, in the usual manner, of a suitable bar, E, supported upon the under side of the wagon-hounds C C, in the rear of the front wheels B B, by means of iron straps *a a*, so extended as to allow the bar to slide horizontally therein, and bring the brake-blocks F F, placed at either end thereof, to or from the wheels B B. Upon the front end of the hounds C C, and in front of the head-block M of the wagon, I secure horizontally a crank-bar, G, of such a length as to project out from the hounds on either side, and having short arms at either end thereof, connected, by rods *h h*, with the sliding brake-bar E. Upon the tongue D, at a suitable distance from its inner end, I pivot vertically a lever, K, having its lower and shorter arm K' projecting below, and its upper long arm above the tongue. This lever may either pass through a slot cut in the tongue, and be pivoted by a transverse pin, as indicated in the drawings, in which case the metallic plates *m m* should be used to strengthen the tongue at this point, as illustrated, or it may be pivoted wholly upon one side of the tongue, suitable bands or clamp-plates being used to secure it. The lower end, K', of the lever is so bent forward, and at such an angle, as that, when the long arm is thrown forward, so as to lie upon the tongue, it shall still project below the tongue, as indicated by red lines in the drawing. To the lower arm K' of the lever is pivoted a rod, *i*, connecting it with a central crank-arm, *p*, of the crank-bar G, in such manner as that, when the long upper arm of the lever is drawn up and pulled back, the short arm, being thrown forward, will turn the crank-bar, throwing its end arms also forward, thereby pulling the brake-bar forward until its blocks shall bear upon the peripheries of the wheels B B. In order to lock and secure it in this position at pleasure, a semicircular, notched ratchet-plate, L, is placed upon the tongue, by the side of the lever K, to engage with the edge of the lever, or, if the lever be secured on the side of the tongue, the catch-plate may be also so situated.

The operation of my improved brake is very simple. Ordinarily, the lever K will lie forward, flat down upon the tongue, as shown in red lines. A cord may be attached to its outer end, to be looped loosely upon a hook on the harness of the wheel-horse of the team, within reach of the teamster on the saddle-horse. In this position of the brake the crank-arms of the rod G are thrown back, and, consequently, the brake-bar is also pushed back in the supporting-straps, away from the wheels. When the brake is needed, the driver draws up the lever, and, catching it with his hand, may pull it back with ease, until the brake-blocks shall be brought to bear powerfully against the wheels, and then, by engaging it with a notch in the ratchet-plate, secure it in this position so long as desired, and yet be enabled readily to release it.

In this arrangement and combination of the lever with the brakes, the lever, when not in use, is wholly out of the way. At the same time, the ordinary movements of the tongue are in no manner interfered with. It admits, also, of a ready removal of the tongue, and, above all, it is very simple in all its parts and details, and effective in its operation.

Having thus fully described its construction and operation, I claim as new, in this my improvement in brakes—

The combination and arrangement of the lever K with the tongue of a wagon, a ratchet or catch-plate thereon, a sliding brake-bar and brakes, operating against the front wheels of the wagon, and an intermediate crank, having suitable connecting-rods, all substantially as and for the purpose herein set forth.

The foregoing specification of my improved brake signed by me, this 12th day of October, 1867.

B. R. CODWISE.

Witnesses:

EDM. F. BROWN.

JUL. LOHMAN.