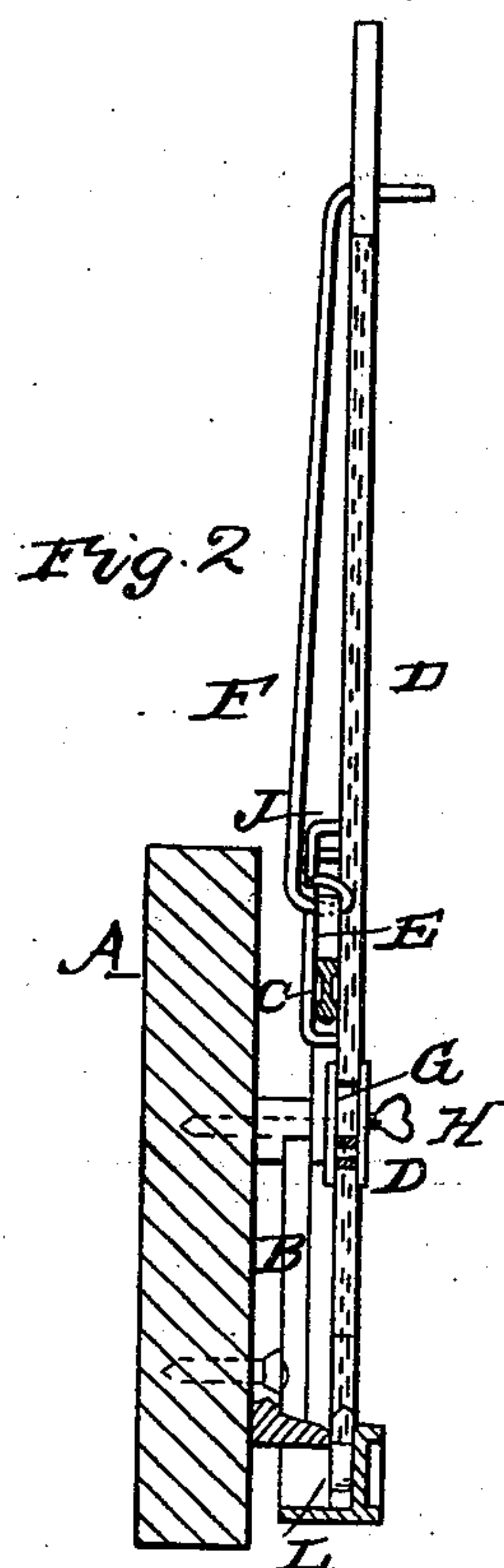
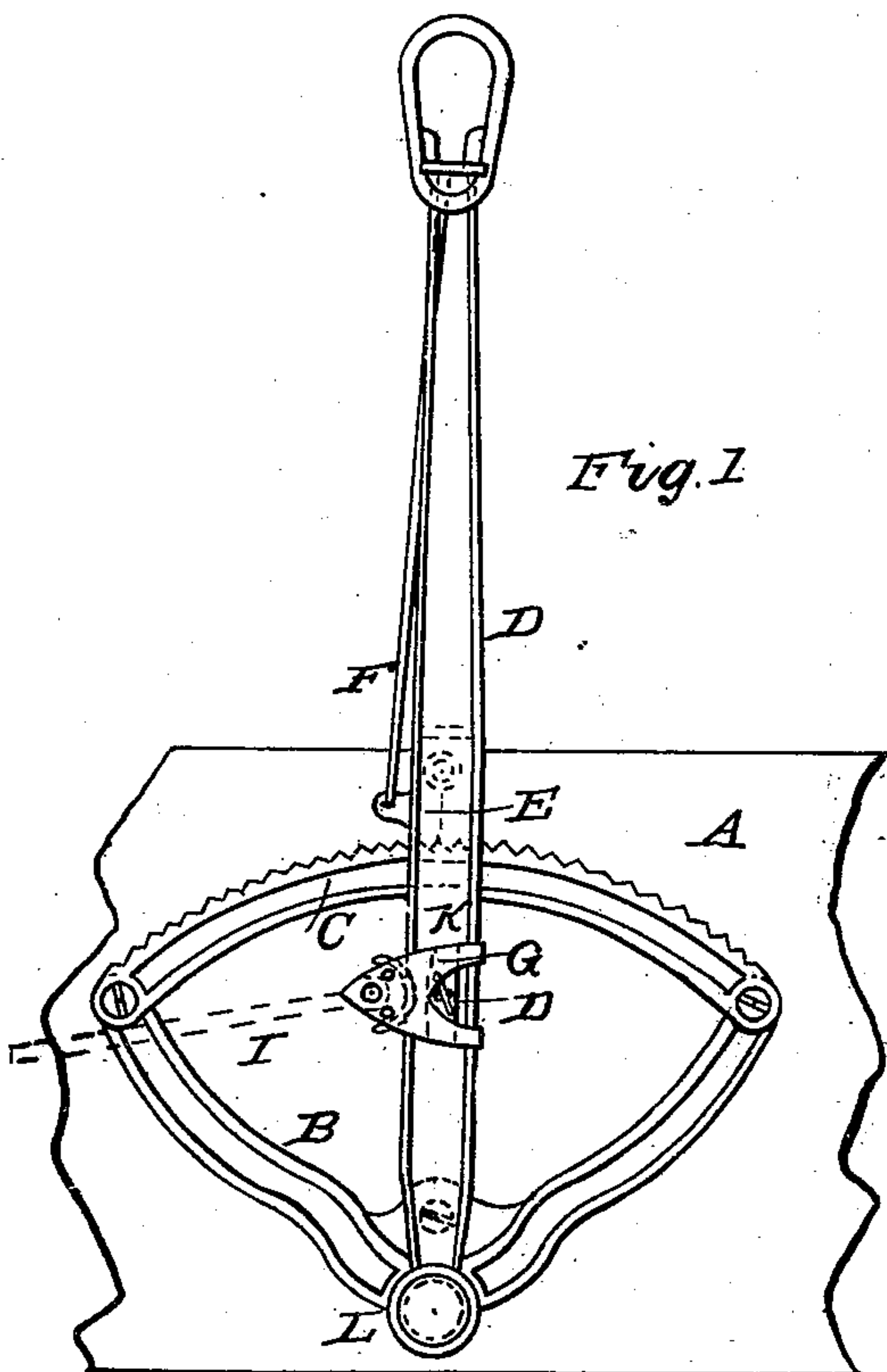


T. URIE.
Wagon Brake.

No. 85,148.

Patented Dec. 22, 1868.



Witnesses
A. G. Lyon
G. K. Roberts

Inventor
Thomas Urie



THOMAS URIE, OF SPRINGFIELD, IOWA.

Letters Patent No. 85,148, dated December 22, 1868.

IMPROVEMENT IN 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, THOMAS URIE, of Springfield, in the county of Keokuk, and State of Iowa, have invented a new and improved Wagon-Brake, of which the following is a full and clear description, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a front view of my improved wagon-lock.
Figure 2 is a side view.

Similar letters of reference indicate like parts.

My invention relates to and consists in placing the lower end of a wagon-brake lever in a socket or slot, formed in the centre of a stationary frame, fastened on the side of a wagon in a manner that the lever, in the operation of braking, having no bolt-fastening in the end, is elevated by an eccentric, operating on top of a segment-plate, but not to release it entirely from the socket or slot, but sufficiently to produce a bearing on the end of the loop on the inside of the lever, on the under edge of the segment-plate, in connection with the eccentric on top of segment-plate, producing a perfect clamp of the lever to the segment-plate in any position the lever is placed, in braking; and an adjustable slide on the lever for connecting the brake-rod.

A represents a flat surface, to fasten the frame B, to receive the segment-plate C.

D is the lever.

E is the eccentric.

F is a rod, to operate the eccentric.

G is the adjustable slide.

H is a thumb-screw, to fasten the adjustable slide to the lever D, for giving more or less leverage to the lever D.

I is the brake-rod, pivoted to the adjustable slide, and connected to the rubbers on the wheels.

J is a loop, made separate from the lever, and fastened to the lever, by means of bolts, on the back side of the lever, to keep the lever in place to the segment-plate, and to admit of the eccentric being pivoted between it and the lever, and also to form a curved bearing, K, at the lower end, to bind against the under edge of the segment-plate.

The strain on the rod I, in the operation of braking, causes the eccentric E to elevate the lever D out of the socket L, causing a perfect lock of the lever D to the segment-plate C, in any position desired to place it.

By a simple application of the hand to the lever D, the eccentric E is released from the segment-plate C, which allows the lever D to fall down into the socket L, thus releasing the pressure of the curved bearing K.

To release the eccentric E, and unlock the brake, it is only necessary to bear on the lever D, and, at the same time, raise rod F.

The frame B, segment-plate C, and lever D, are constructed of malleable iron, with ribbed edges, fitted together in a simple manner, to be easily applied to a wagon.

I do not claim broadly a lever adjustable in a socket; but

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

1. The lever D, having end-play in the socket L, as and for the purpose described.

2. In combination with the brake, the adjustable slide G, as and for the purpose described.

Witnesses:

THOMAS URIE.

A. J. GIBSON,
G. K. ROBERTS.