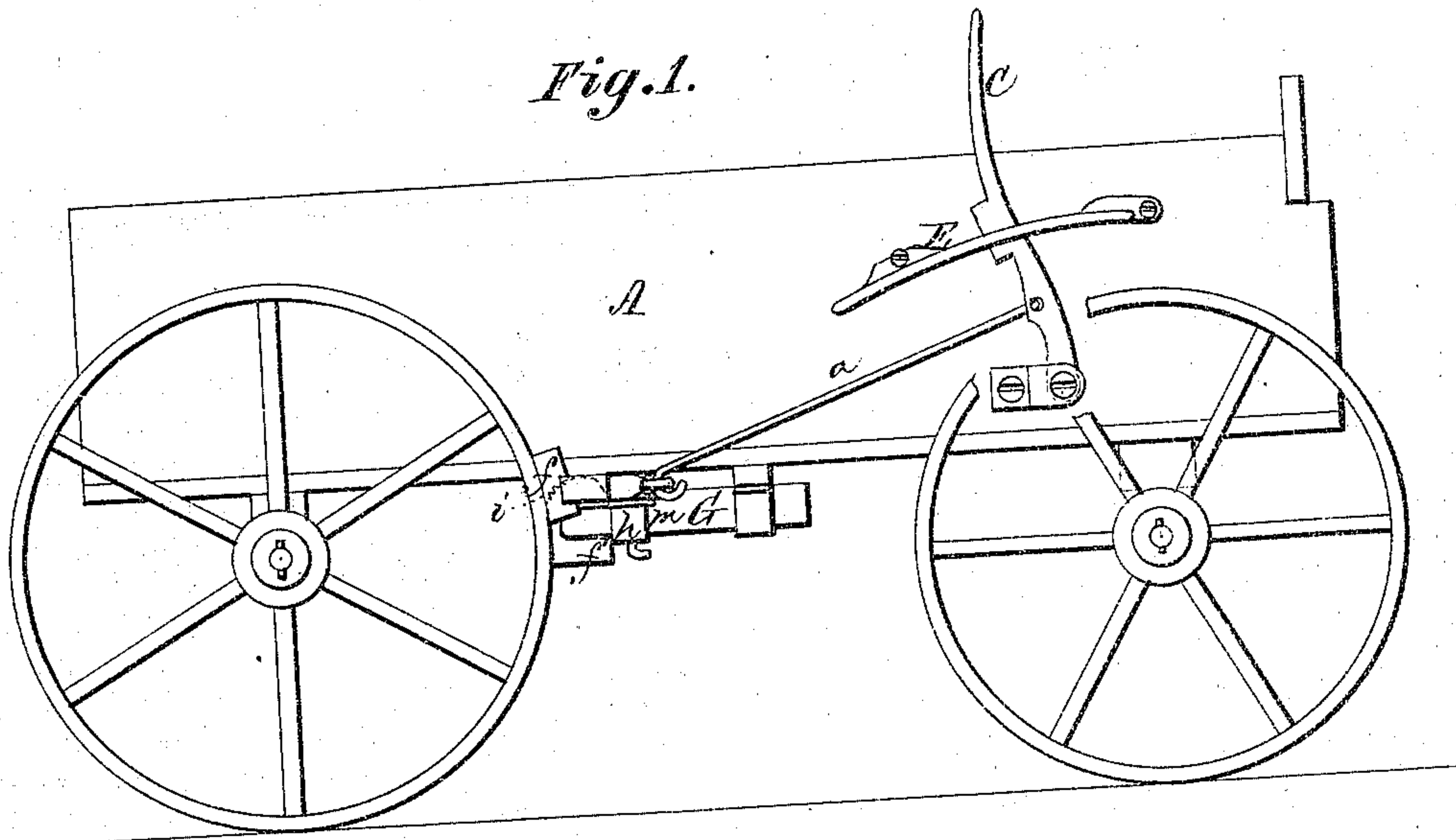


**J. F. DURBIN.**  
**Wagon-Brakes.**

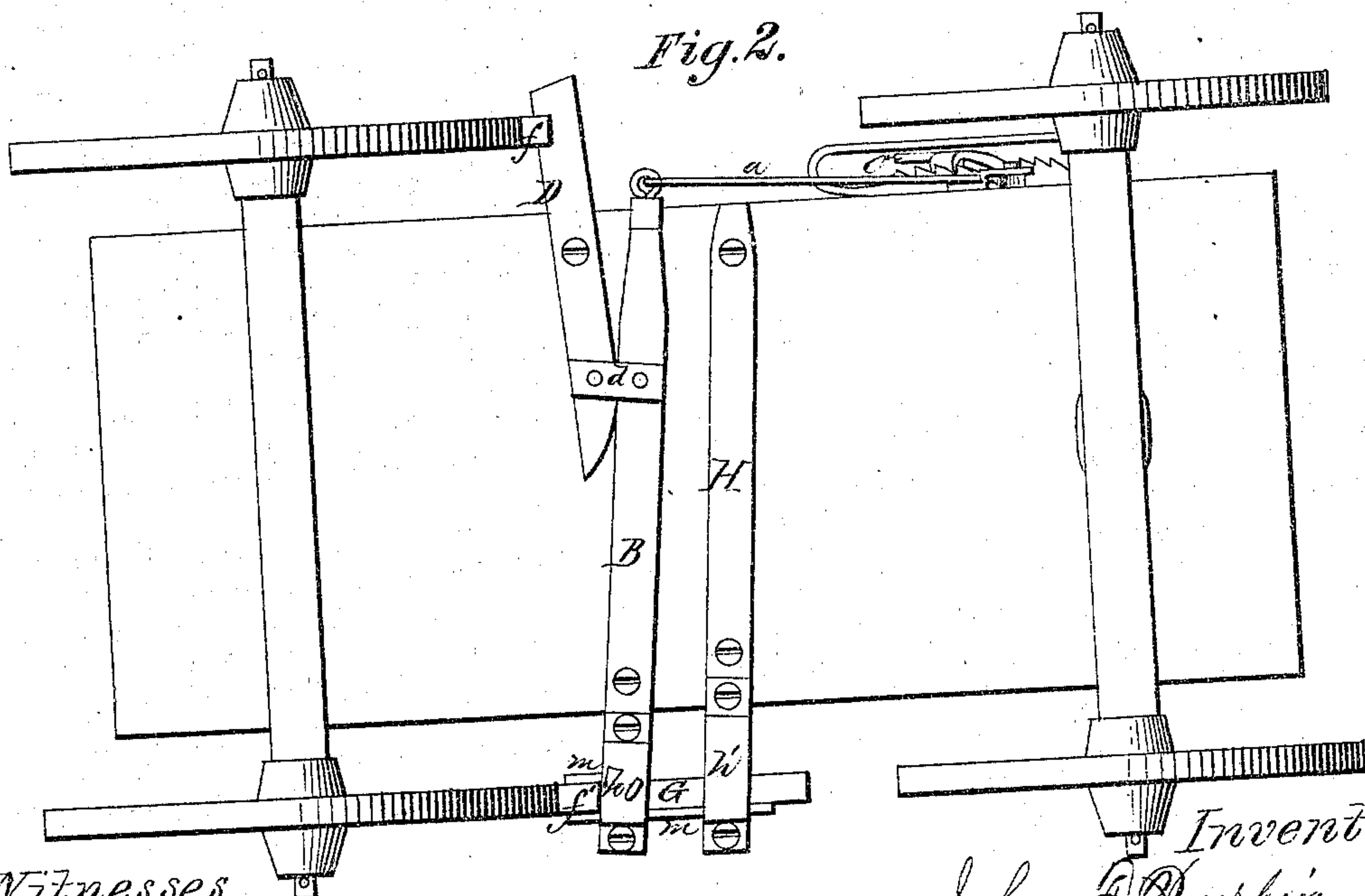
Patented September 30, 1873.

No. 143,337.

*Fig. 1.*



*Fig. 2.*



Witnesses

*John A. Lewis*  
*E. J. Falconer*

Inventor

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*Per,*  
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# UNITED STATES PATENT OFFICE.

JOHN F. DURBIN, OF PANA, ILLINOIS.

## IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. **143,337**, dated September 30, 1873; application filed August 2, 1873.

*To all whom it may concern:*

Be it known that I, JOHN F. DURBIN, of Pana, in the county of Christian and State of Illinois, have invented certain new and useful Improvements in Wagon Jack and Lock; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, which form a part of this specification.

The nature of my invention consists in the construction and arrangement of a wagon-brake, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a side elevation, and Fig. 2 a bottom view, of a wagon with my brake attached thereto.

A represents the box or bed of any ordinary wagon. To the under side of the box A, near one side, is pivoted a long brake-lever, B, which extends across the bottom of the box, and the end at the other side of the box is, by a rod, *a*, connected with a hand-lever, C, which is pivoted at its lower end to the side of the box. This hand-lever C is provided with a projection to engage with a curved ratchet-bar, E, attached to the side of the box, whereby said lever may be held in any position desired. To the under side of the box A, at or near that side where the rod *a* connects with the end of the lever B, is pivoted another but short brake-lever, D. The inner end of this lever is, by a bar, *d*, connected with the brake-lever at or near the center of the wagon transversely. To the outer end of the short brake-lever D is se-

cured an ordinary brake-shoe, *f*. To the outer end of the long brake-lever B, on the under side, is attached a keeper, *h*, between which and the lever at the outer end is pivoted a bar, G, having upon each side a metal bar, *m*, and these metal bars project beyond the rear end of the bar G. Between the projecting ends of the metal bars *m m* is secured a block, *f'*, which forms the brake-shoe for the hind wheel on that side of the wagon. The front end of the bar G is held and guided by a keeper, *h'*, on an arm, H, attached to the under side of the box A. The upper end of the brake-block *f'* is rounded, and on the rear side of the block at the point where this rounding or curvature commences, are transverse corrugations *i i*, as shown.

The brakes being applied by means of the lever C, it will readily be seen that the wheel in turning forward will bind on these corrugations or teeth, and be completely locked.

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

1. The lever B and shoe *f'*, in combination with bar G, arm H, and metal bars *m m*, all constructed and arranged substantially as and for the purpose set forth.

2. The combination of levers B D, connected by bar *d*, brake-shoes *f f'*, arm H, keepers *h h'*, and bars *m m*, all arranged for operation substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

JOHN F. DURBIN.

Witnesses:

A. G. NEEL,  
JESSE ELGAN.