

O. T. BAKER.  
WAGON-BRAKES.

No. 171,340.

Patented Dec. 21, 1875.

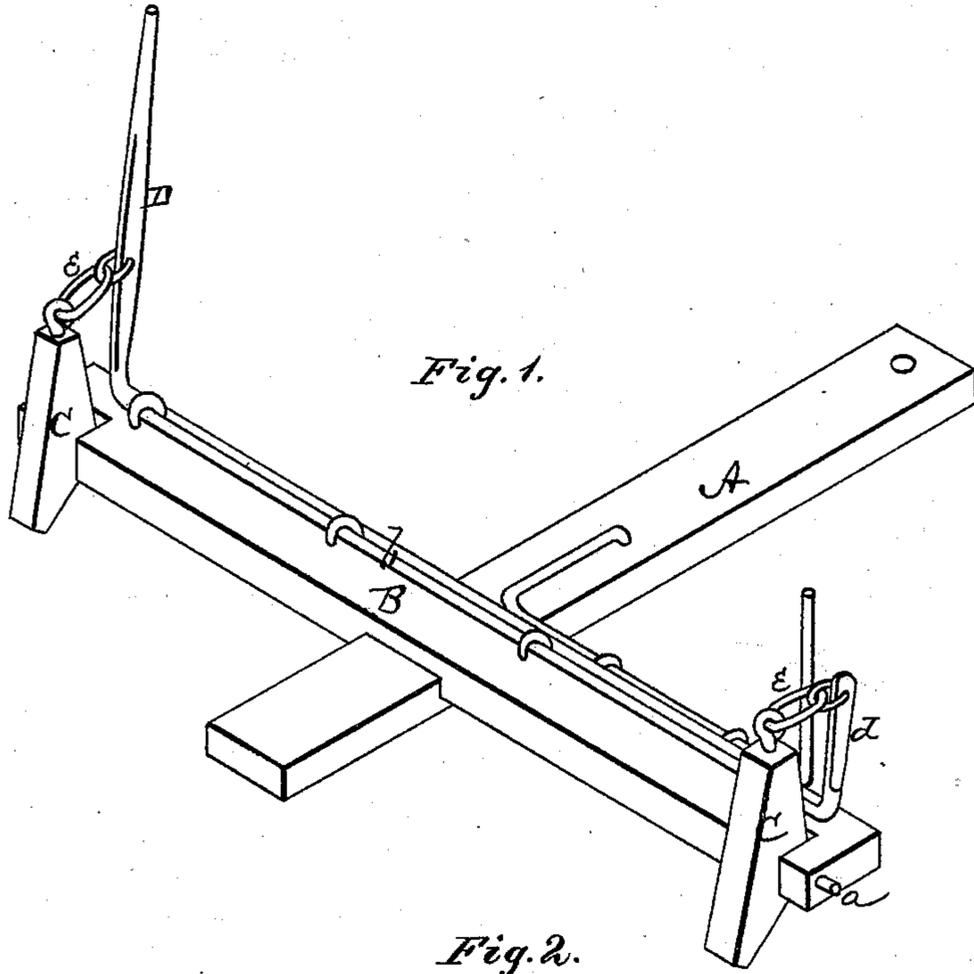


Fig. 1.

Fig. 2.



WITNESSES

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# UNITED STATES PATENT OFFICE.

OWEN T. BAKER, OF WAMEGO, KANSAS, ASSIGNOR OF ONE-HALF HIS  
RIGHT TO OSCAR M. GAY, OF SAME PLACE.

## IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. **171,340**, dated December 21, 1875; application filed  
May 19, 1875.

*To all whom it may concern:*

Be it known that I, OWEN T. BAKER, of Wamego, in the county of Pottawatomie and in the State of Kansas, have invented certain new and useful Improvements in Wagon-Brakes; and 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, making a part of this specification.

The nature of my invention consists in the construction of a wagon-brake, as 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 perspective view of a brake-bar, with shoes embodying my invention. Fig. 2 is a perspective view of one of the brake-shoes.

A represents the reach, to which the brake-bar B is secured. Near each end of the bar B, in the rear edge, is made a slot or mortise, in which the brake-shoe or brake-block C is pivoted by means of a pin, *a*, passed through them, as shown. On the brake-bar B, in suitable bearings, is placed a shaft, *b*, running lengthwise with the bar, and provided at one end with a lever, D, and at the other end with an arm, *d*, parallel with the lever. The lever D and arm *d* are, by links *e e*, connected with the upper ends of the brake-blocks C C. The blocks being movable the pressure of the wheels never comes either upon the upper the upper or lower ends of them, but is always directly against the bar, the blocks adjusting themselves. The blocks being attached to the brake-bar by pins or pivots *a*

they can be easily removed when worn out, and as easily replaced by new ones, no mechanical ingenuity being required to chop out or apply them.

With this invention a wagon will be prevented from going down hill backward. To accomplish this the lever D is brought forward, thereby throwing the lower ends of the blocks against the wheels. The blocks being made of proper length between the pivot on which they hang and their lower ends, they will be jammed against the wheels as they revolve backward until the wheels are firmly locked, and cannot revolve any farther backward. As soon as the wagon is started forward the brake is thrown off by the forward revolution of the wheels.

I do not broadly claim a brake-bar having shoes pivoted thereto, as I am aware that such is not new. With my invention the pivoted shoes are linked at their tops to the arm and lever, respectively, for accomplishing the result hereinbefore set forth.

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

The combination, with the pivoted brake-shoes C C, of the shaft or rod *b* with lever D and arm *d*, and the links *e e*, connecting the arm and lever directly to the top of the shoes, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing, I have hereunto set my hand this 26th day of April, 1875.

OWEN T. BAKER.

Witnesses:

SAMUEL DEWESE,  
BENONI DAWSON.