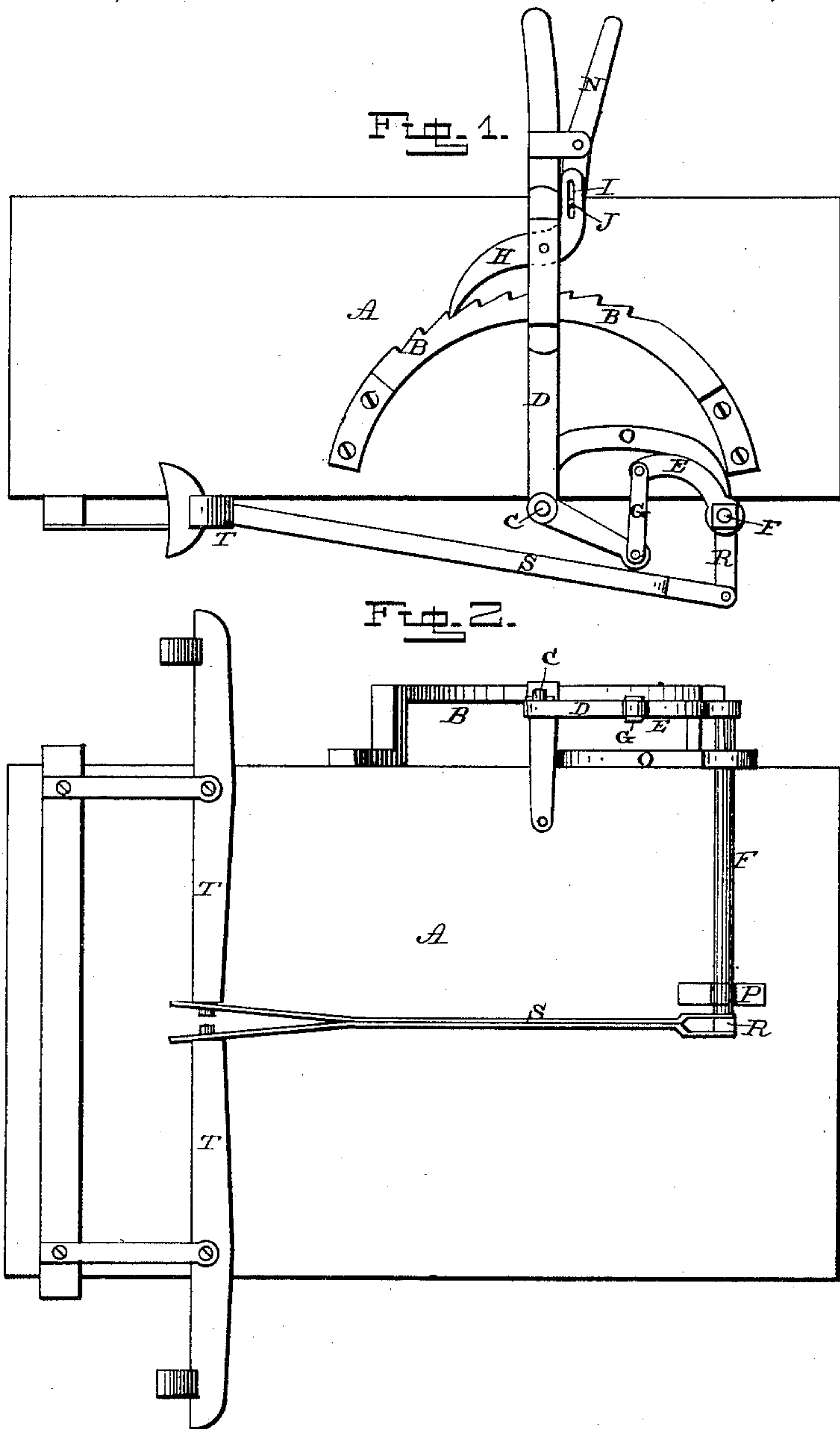


W. C. KOHLER.
Wagon-Brake.

No. 223,232.

Patented Jan. 6, 1880.



Witnesses:

J. W. Garner
Otto Stein

Inventor:
W. C. Kohler
per
F. A. Lehmann,
att'y

UNITED STATES PATENT OFFICE.

WILLIAM C. KOHLER, OF TROY, ILLINOIS.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 223,232, dated January 6, 1880.

Application filed November 25, 1879.

To all whom it may concern :

Be it known that I, WILLIAM C. KOHLER, of Troy, in the county of Madison and State of Illinois, have invented certain new and useful
5 Improvements in Wagon-Brakes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference
10 being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in wagon-brakes; and it consists in the arrangement and combination of parts that will be
15 more fully described hereinafter, whereby the brakes may be applied to the wheels with great power.

Figure 1 is a side elevation of my invention. Fig. 2 is an inverted view of the same.

20 A represents the wagon-bed, to which the rack B is secured. Pivoted at the point C is the hand-lever D, which has its lower end curved forward toward the front end of the wagon, and connected to the arm E on the
25 outer end of the shaft F by means of the link G. Pivoted upon the side of this lever is the dog H, which has its outer end provided with a slot, I, for the pins or projections J on the lower end of the small hand-lever N to catch
30 in. The upper end of this small lever projects up as high as the end of the large lever, and is arranged close thereto, so that both levers can be grasped by the hand at the same time. In drawing the upper end of the small lever
35 toward the large one the pin on the lower end of the small lever raises the rear end of the dog out of the ratchet and leaves the large lever free to be drawn backward.

The outer end of the shaft F has its end journaled in the bolt or casting O, which is se- 40 cured to the side of the wagon-bed, while the inner end of the shaft is journaled in a separate bearing, P, as shown. To the inner end of the shaft is secured an arm or crank, R, and to this arm or crank is pivoted the operating- 45 rod S, which has its rear end forked, so as to connect separately with each of the brake-levers T. These two brake-levers T are pivoted to the under side of the wagon-bed, near its edges, and project just far enough to have the 50 blocks bear against the wheel.

By the arrangement of parts here shown a compound lever is formed whereby the operator is enabled to apply the brakes to the wheels with great power, and that without 55 having to make a very great effort.

Having thus described my invention, I claim—

1. The combination of the hand-lever D, having its end connected to the arm or crank E 60 and the shaft F by means of the link G, with the arm or crank on the inner end of the shaft F, and a connecting-rod and separate brake-levers, substantially as shown.

2. The combination of the operating-lever 65 D, having the small hand-lever N, provided with the pins J, the dog H, pivoted upon the hand-lever D and having a slot in its upper end, and rack-bar B, substantially as described.

In testimony that I claim the foregoing I 70 have hereunto set my hand this 15th day of November, 1879.

WILLIAM C. KOHLER.

Witnesses:

JOSEPH ARTH,
RAPHAËL ARTH.