(No Model.)

C. H. OGBORN.

Wagon Brake Lever.

No. 232,363. Patented Sept. 21, 1880.

Fig. 1.

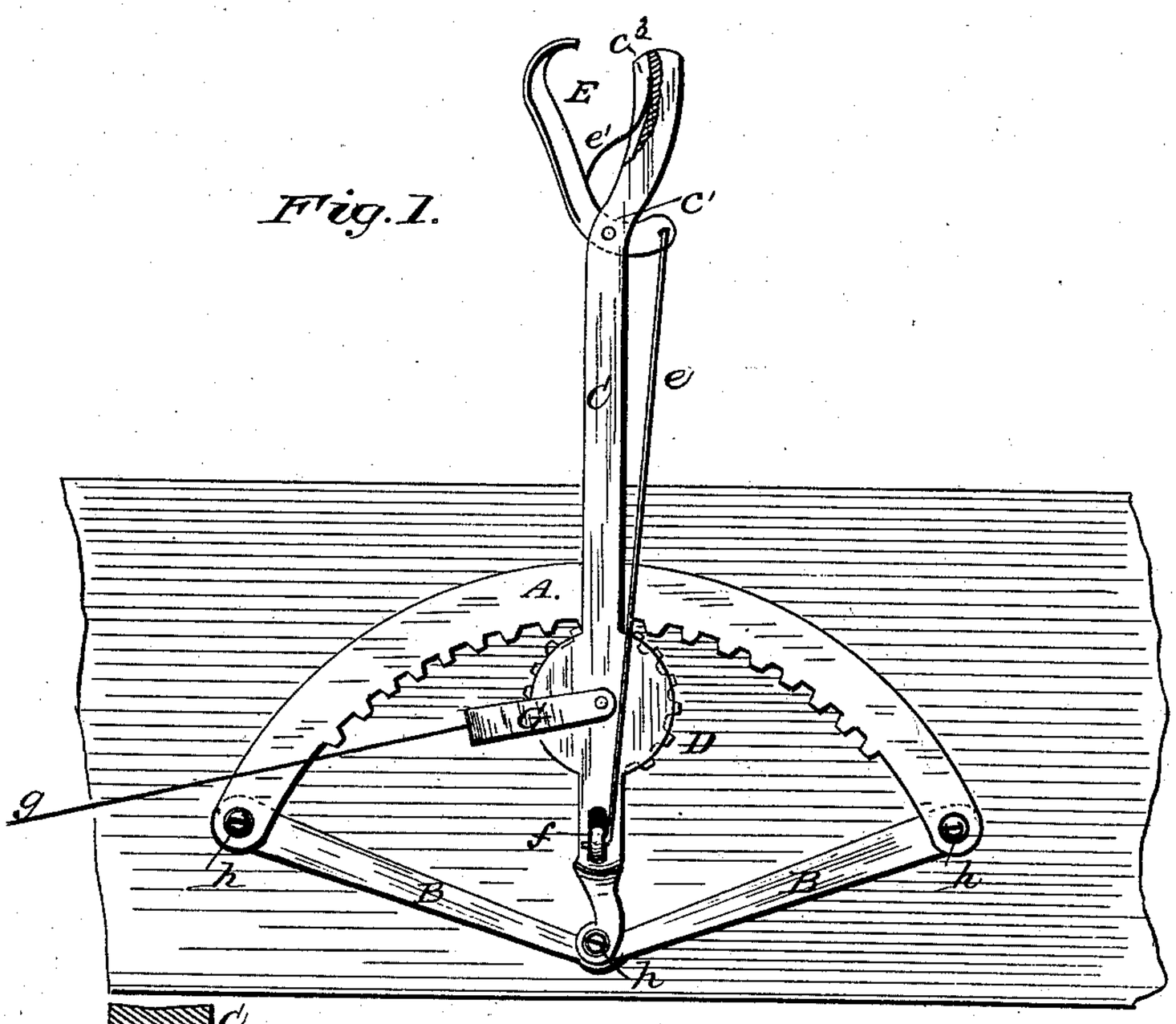


Fig. 3

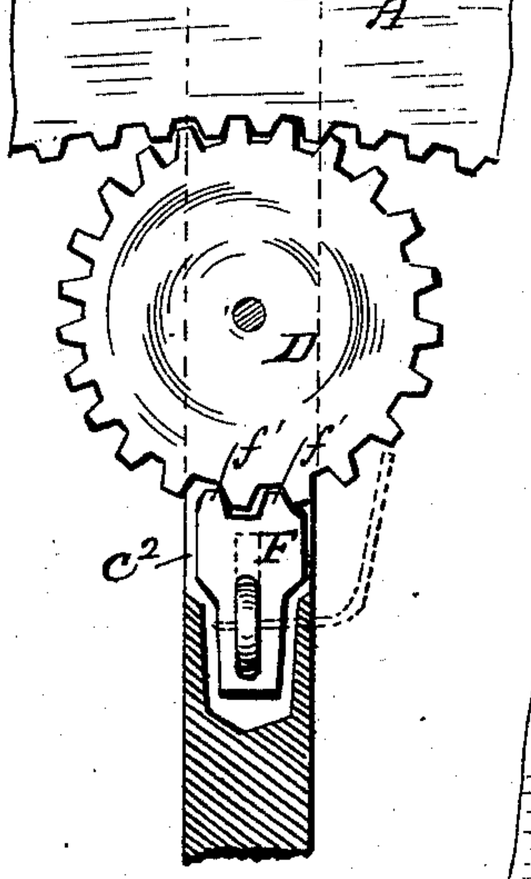
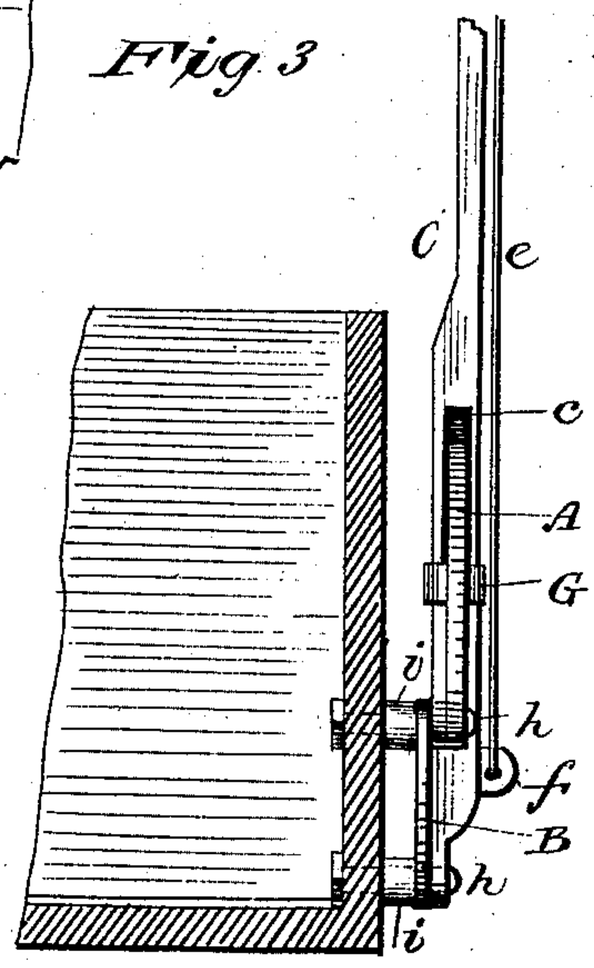


Fig. 2.



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UNITED STATES PATENT OFFICE.

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WAGON-BRAKE LEVER.

SPECIFICATION forming part of Letters Patent No. 232,363, dated September 21, 1880.

Application filed March 6, 1880. (No model.)

To all whom it may concern:

Be it known that I, CHARLES HARRISON OGBORN, a citizen of the United States, residing at Audubon, in the county of Audubon and State of Iowa, have invented certain new and useful 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification, and in which—

Figure 1 represents a front view of my improvement as applied to the side of a wagon-body; Fig. 2, an end view of the same; Fig. 3, a vertical section.

My invention relates to certain new and useful improvements in locking attachments for operating wagon-brakes, and more particularly to improvements in the class in which a pivoted brake-handle, to which the draft-bar for operating the brake is attached, is provided with a pinion or cog-wheel that engages with a segmental toothed bar passing through said lever and secured to a frame-work attached to the side of a wagon-body, and a spring-pawl for engaging with said pinion or cog-wheel for holding or locking the brake-handle at any desired point; and to this end the invention consists in a novel construction, combination, and arrangement of parts, all as will be hereinafter fully described, and specifically pointed out in the claims.

To enable others skilled in the art to make and use my invention, I will now proceed to describe its construction and operation.

In the drawings, A represents a segmental toothed bar, and B B braces for said bar, both of which are connected to the side of a wagon-body by bolts *h h* passing through metallic spools *i i* arranged between said braces and bar for holding the bar A out at the proper distance from the side of the wagon-body.

C represents an upright hand-lever, pivoted at its lower end to the wagon-body, and provided with an aperture, *c*, through it, in which is located a pinion or cog-wheel, D, that meshes or engages with the toothed bar A, which also passes through said aperture in the lever above the pinion or cog-wheel.

E represents a small hand-lever pivoted in and extending through an aperture, *c'*, in and near the upper part of the lever C, and having connected therewith one end of a rod, *e*, which extends downward and is connected at its other end to a stud, *f*, projecting from a sliding stop, F, working in an elongated opening, c^2, in and near the lower end of the lever C, said stop being provided with two cogs or teeth, *f' f'*, adapted to engage with the pinion or cog-wheel D for locking it in any desired position in applying or relieving the brake from the wheels of a wagon.

e' represents a spring arranged in a slot or opening, c^3, in the lever C, and bearing against the small hand-lever E for throwing or holding it outward, whereby, through the medium of the connecting-rod *e*, the stop F is held in engagement with the cog-wheel or pinion, and is thrown out of engagement by pressing the hand-lever E toward the lever C when taking hold of the latter for operating it.

G represents a clevis journaled on the ends of the shaft of the cog-wheel or pinion, and to which one end of a draft-bar, *g*, for operating the brake-bar, is connected, said draft-bar being connected to the brake-bar of a wagon in the usual manner.

My improved locking attachment is easily and readily operated, and the stop F, having two cogs or teeth meshing with cogs or teeth on the pinion or cog-wheel, makes it much stronger, while the pinion or cog-wheel will have to move but the width of one cog or tooth between stoppages. The draft-bar being attached to the clevis G back of the lever makes the draft easy and light.

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

1. In a locking attachment for wagon-brakes, the combination, with the segmental toothed bar A, of the pivoted lever C, (carrying a cog-wheel or pinion, D, meshing with said toothed bar,) having an elongated opening near its lower end, the double cogged or toothed stop F *f' f'*, working in said opening below the cog-wheel or pinion, connecting-rod, and small

hand-lever E, for throwing said stop F into and out of engagement with the cog-wheel or pinion, substantially as and for the purpose herein shown and described.

2. The herein-described locking attachment for wagon-brakes, consisting of the segmental toothed bar A, pivoted lever C, provided with cog-wheel or pinion D, double cogged or toothed stop F *f f' f'*, connecting-rod *e*, pivoted and yielding small hand-lever E, and the draft-clevis G, mounted on the shaft of the cog-wheel or pinion D, the several parts constructed and arranged to operate substantially in the manner herein shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

CHAS. H. OGBORN.

Witnesses:
M. D. CROW,
J. P. OGBORN.