

(No Model.)

C. F. QUAST.
WAGON BRAKE.

No. 258,253.

Patented May 23, 1882.

Fig. 1,

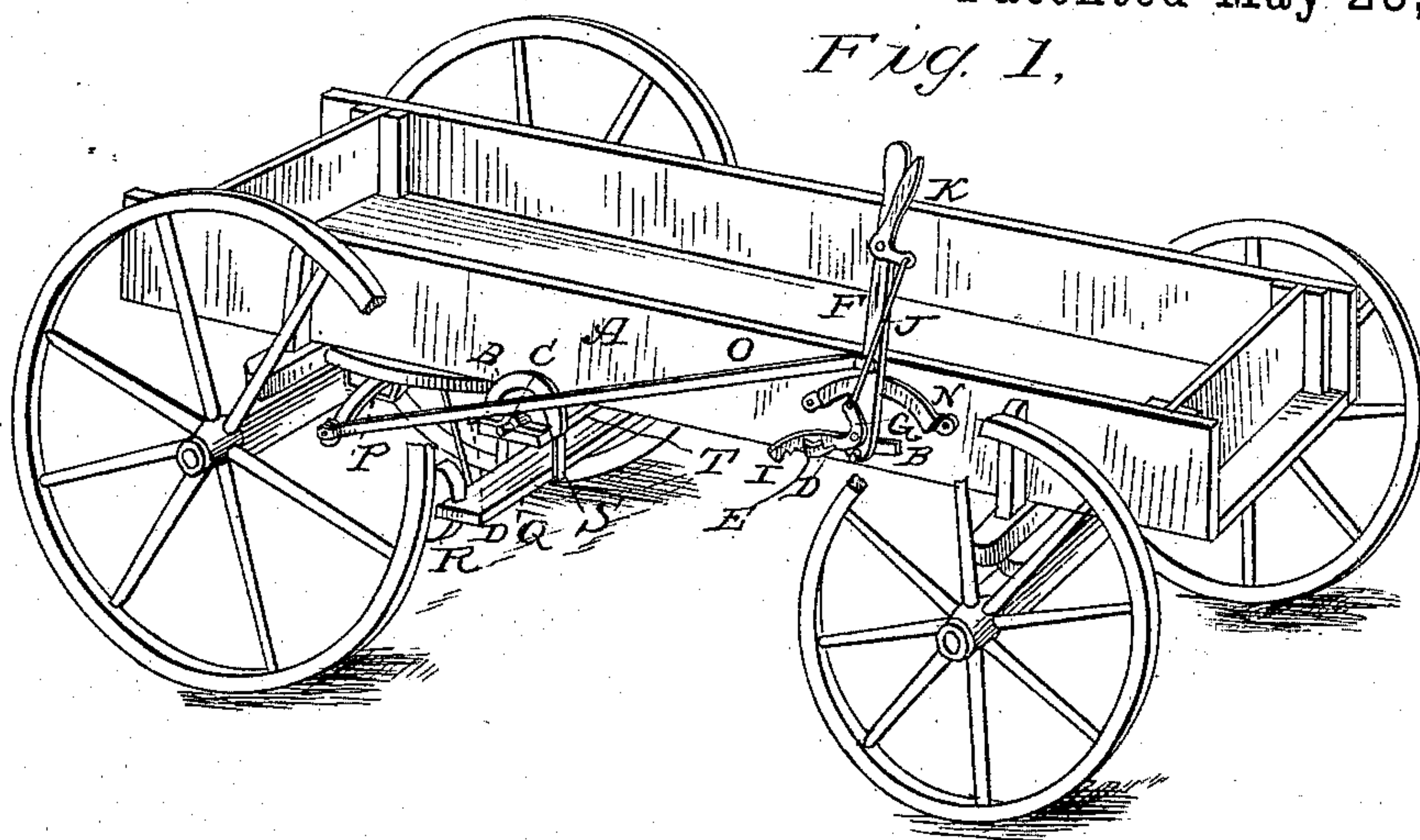


Fig. 2,

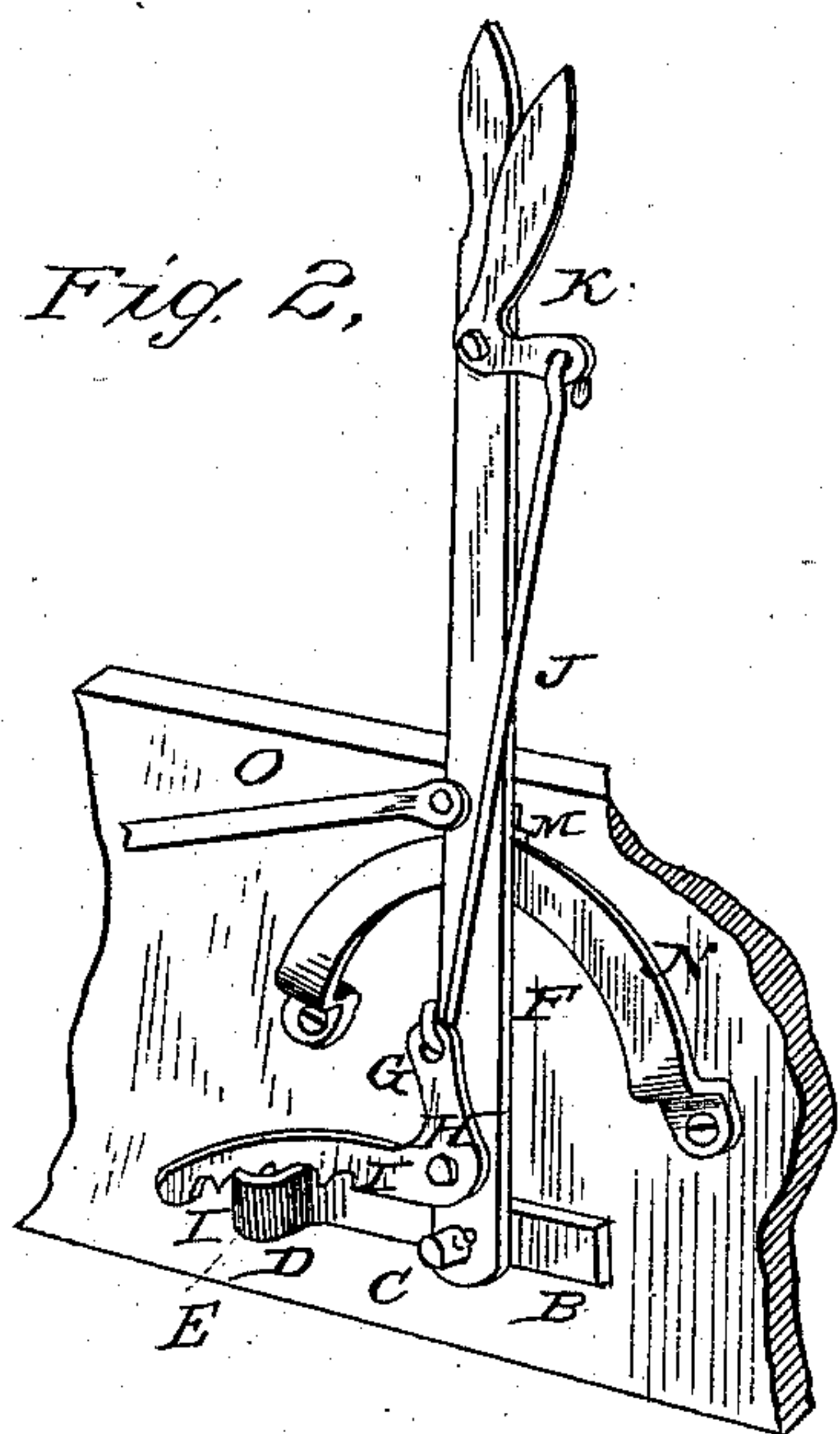
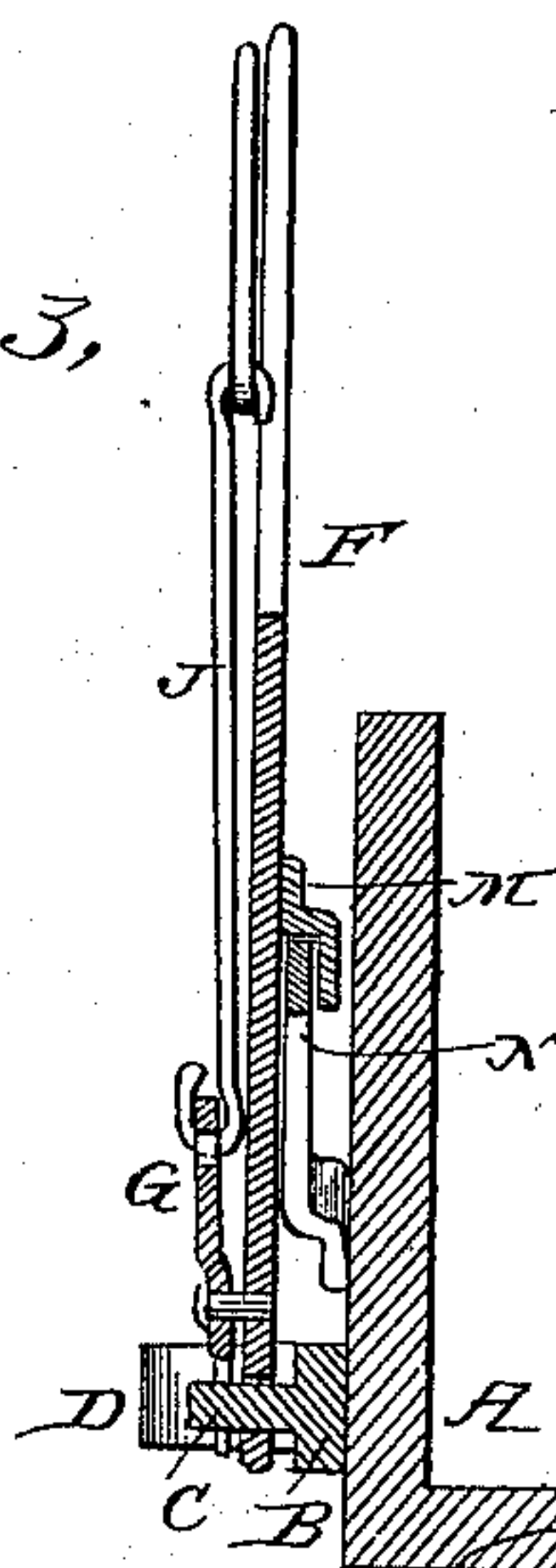


Fig. 3,



WITNESSES:

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UNITED STATES PATENT OFFICE.

CARSTEN F. QUAST, OF GREENFIELD, ILLINOIS.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 258,253, dated May 23, 1882.

Application filed February 14, 1882. (No model.)

To all whom it may concern:

Be it known that I, C. F. QUAST, of Greenfield, in the county of Greene and State of Illinois, have invented certain new and useful Improvements in Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Figure 1 is a perspective view of a wagon equipped with my improved brake. Fig. 2 is a perspective view, on an enlarged scale, of the brake-lever mechanism detached. Fig. 3 is a sectional view of the brake-lever.

In Fig. 1 the wheels of the wagon have been shown partly broken away for the purpose of better illustrating the construction of the brake; and in the several figures corresponding parts are denoted by like letters of reference.

My invention relates to wagon-brakes; and it contemplates an improved construction and arrangement of parts whereby the brake-lever may be shifted or interchanged from the bed to the running-gear, and vice versa, so that the brake mechanism may be operated equally well whether the wagon be used with or without the bed, as will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, A represents the wagon-body. B is a plate or casting secured to the side of the same, and provided with an outwardly-projecting pin or stud, C, and having its rear end bent outward, so as to form a bracket, D, provided with a flange, E.

F is the brake-lever, which is pivoted upon the pin C and provided near its fulcrum with a pivoted latch, G, consisting of a bell-crank lever, one arm of which, H, is curved, as shown, and provided with teeth or ratchets I, adapted to engage the bracket D of plate B. The other arm of the latch-lever G is connected by a suitable rod, J, with one arm of a bell-crank lever, K, pivoted near the upper end of brake-lever F. The other upward-extending arm, L, of lever K forms the handle by means of which the latch is manipulated.

The brake-lever F is provided upon its inner side with a finger, M, catching over a segmental guide-strip, N, secured to the side of the wagon-

bed, thus forming a support by which the brake-lever is held in its proper position.

A rod, O, pivoted to the brake-lever a suitable distance above its fulcrum, connects it with the outer end of the lever P, which is pivoted to the rear axle, and the inner end of which is suitably connected to the brake-bar Q, which is equipped in the usual manner with brake-shoes R, adapted to bear against the hind wheels of the wagon. The brake-bar Q is adjusted in bails or brackets S, extending downwardly from a cross-bar, T, secured permanently to the reach of the wagon. To the outer end of the cross-bar T is secured a plate or casting constructed substantially like the plate B, described above, and indicated by the same letter of reference. It is provided with the outward-projecting pin or stud C and flanged bracket D.

When in operation the brake-lever is thrown forward the toothed arm H of the latch G, by its own weight, engages the bracket D of plate B, the flange E serving to guide it and to hold it properly in place.

To release the brake, which is "set" by throwing the lever F forward, it is only necessary to press upon the upper arm or handle of bell-crank lever K. This disengages the latch-lever G from the bracket D and causes the release of the brake.

When the wagon is to be used without the bed or body the brake-lever F is removed from the side of the body and adjusted upon the pin C of plate B, secured upon the outer end of the cross bar or brace T. The connecting-rod O is also detached and another shorter one of suitable length substituted. By this simple change the brake is made capable of being operated from the running-gear in the same manner as has been described above.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In a wagon-brake, the plate or casting B, having pin or stud C and flanged bracket D, substantially as and for the purpose set forth.

2. In a wagon-brake, the combination, with the plate or casting B, having pin or stud C and flanged bracket D, of the brake-lever F, pivoted upon pin C, and having lever G, provided with a toothed arm, H, engaging bracket

D, and mechanism for manipulating said latch-lever, as set forth.

3. In a wagon-brake, the combination of the plate B, having pin or stud C and flanged bracket D, the segmental guide-strip N, the
5 brake-lever F, having finger M, and latch-lever G, provided with a toothed arm, H, and mechanism for manipulating said latch-lever, as set forth.

10 4. In a wagon-brake, the cross bar or brace T, secured transversely upon the reach, and having downward-projecting bails or brackets in which the brake-bar is supported, and means for pivoting the brake-lever to the outer end
15 of said bar T, as set forth.

5. In a wagon-brake, the herein-described plates B B, having studs or pins C and flanged brackets D, and secured respectively to the

side of the wagon-bed and to the end of a cross-bar, T, secured upon the reach, in com- 20 bination with an interchangeable brake-lever, substantially as and for the purpose set forth.

6. In a wagon-brake, a brake-lever interchangeable between the wagon-bed and the running-gear, both of which are provided with 25 suitably constructed and arranged means to engage and co-operate with the latch mechanism of said brake-lever, as and for the purpose shown and specified.

In testimony that I claim the foregoing as 30 my own I have hereto affixed my signature in presence of two witnesses.

CARSTEN FRIEDRICH QUAST.

Witnesses:

J. M. COOPER,

D. O. WITMER.