

(No Model.)

T. PINARD.

BRAKE LEVER.

No. 332,434.

Patented Dec. 15, 1885.

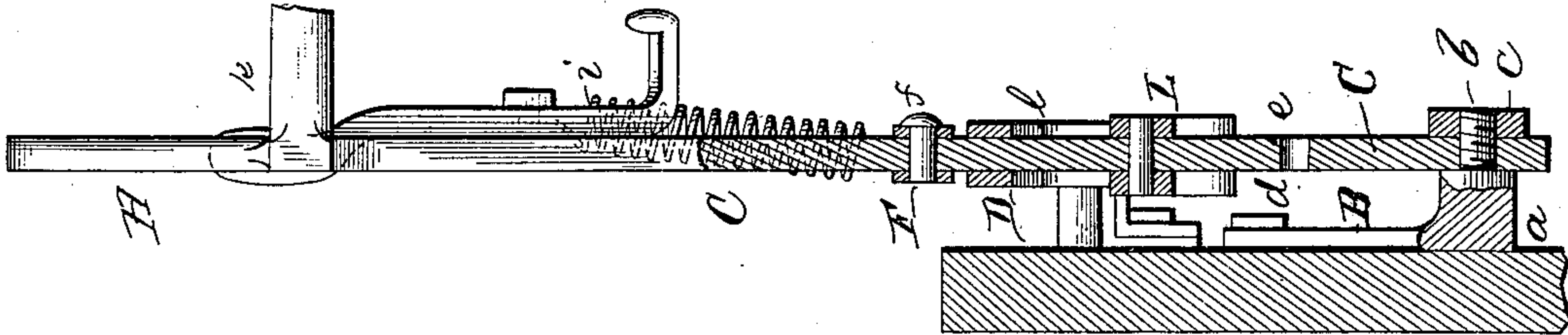


Fig. 1.

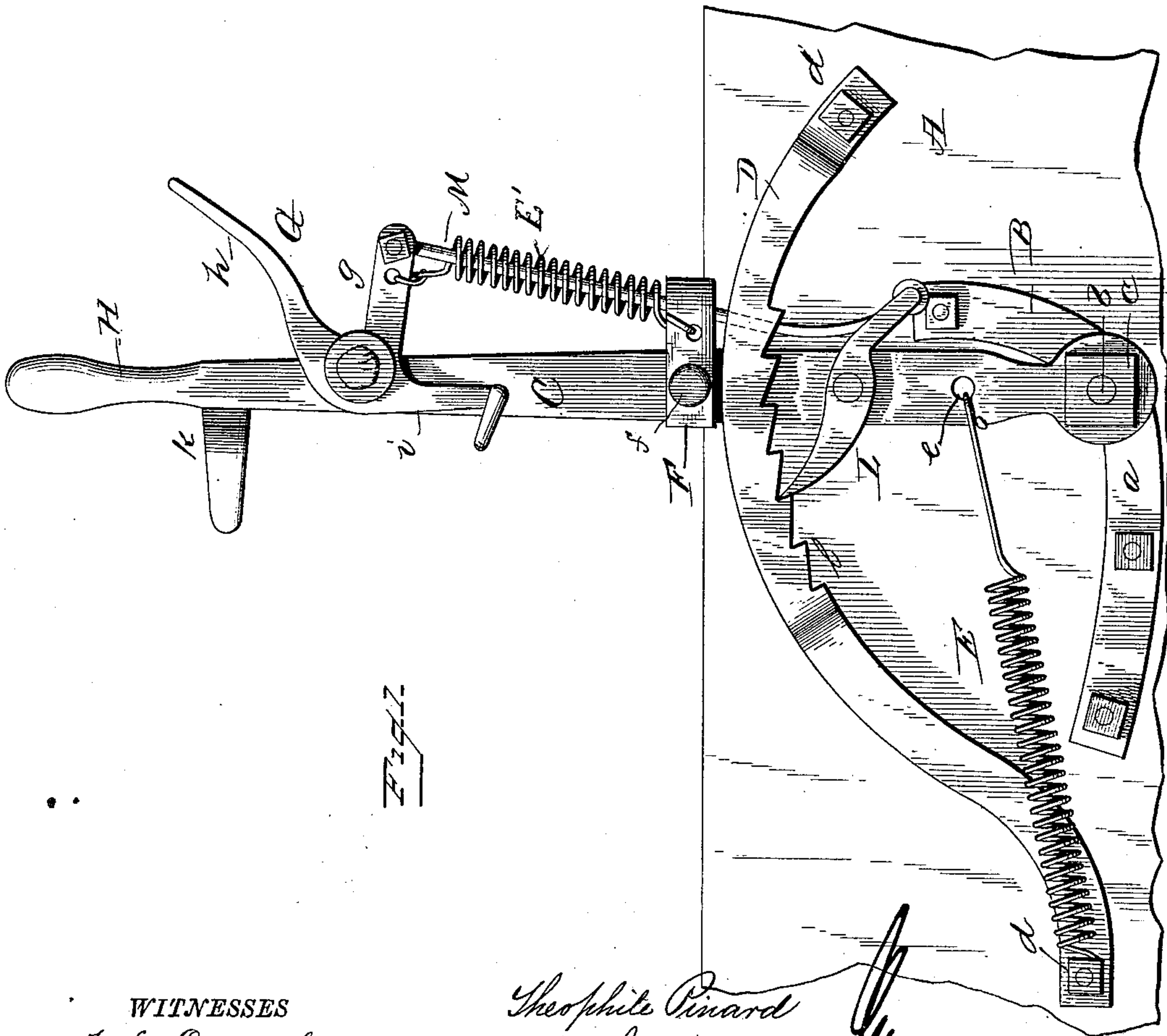


Fig. 2.

WITNESSES
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THEOPHILE PINARD, OF BUTTEVILLE, OREGON.

BRAKE-LEVER.

SPECIFICATION forming part of Letters Patent No. 332,434, dated December 15, 1885.

Application filed June 4, 1885. Serial No. 167,650. (No model.)

To all whom it may concern:

Be it known that I, THEOPHILE PINARD, a citizen of the United States of America, residing at Butteville, in the county of Marion and State of Oregon, have invented certain new and useful Improvements in Levers for Operating 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.

My invention relates to brake-levers for wagons; and it consists in the improvements hereinafter fully set forth, whereby a simple and durable arrangement of brake-lever and locking device therefor is provided, and an arrangement that may be readily manipulated.

In the accompanying drawings, forming part of this specification, Figure 1 is a side view of an arrangement embodying my improvements, and Fig. 2 is a sectional elevation through the brake-lever and its pivot.

To the side A is secured a curved metallic bar, B, from which projects a stud, *a*, having a reduced threaded projection, *b*, which is designed to pass through an unthreaded perforation formed in the lower end of a lever, C, held against said lug *a* by means of a nut, *c*, which engages the threaded end of said bolt *b*. Above said bar B is secured a slotted guide-iron, D, curved as shown in Fig. 1, and having its ends perforated for the passage of bolts *d*, for securing said iron to the side of the wagon. The lower portion of the lever C is provided with a perforation, *e*, by which one end of a contracting-spring, E, is connected to said lever, the other end of said spring being connected to one of the bolts *d*. A horizontal block, F, is secured to the outer side of the lever C by a bolt, *f*, so that a portion of said block projects beyond the lever C, said projecting portion being perforated for the attachment thereto of one end of a second contracting-spring, E', the other end of which is secured at one of the sections *g* of a bell-crank, G, which has integrally a vertical section, *h*, and a depending section, *i*, the said bell-crank lever G being pivoted at its

elbow on the side of the lever C. The upper end of the lever C terminates in a handle, H, beneath which is located a horizontal guard, *k*. The under side of the curved iron D is provided with a series of rack-teeth, *l*, with which is adapted to engage one end of a pawl, L, which pawl is centrally pivoted on the side of the lever C, below the guide-iron D, the other end of said pawl being engaged by the looped end of a rod, M, which connects said end with the extremity of the section *g* of the bell-crank lever G.

From the foregoing it will be apparent that when the handle H is grasped and the section *h* of the bell-crank G pressed toward said handle the pawl L will be disengaged from the rack-tooth *l* and the lever C automatically thrown rearwardly by the spring E, so as to withdraw the brake devices. When the pressure is removed from the section *h*, the spring E', embracing the rod M, draws down the arm *g* of lever G, and by depressing rod M throws the pawl into engagement with one of the rack-teeth. In moving the lever C forward it is not necessary to manipulate the pawl and connecting devices, since the rack-teeth are arranged so that the pawl can freely travel over the same, but always engaging the teeth against rearward movement. Thus it will be seen that when the lever C is moved forward to apply the brake devices the pawl offers no resistance to such forward movement, but locks the lever rigidly in position against the strain exerted by the brake devices.

When it is desired to operate the brake by the driver without the use of his hands, so that the brake-blocks will bear against the wheels, his foot is placed on the guard or offset *k* and the lever is forced forwardly. To release the lever his foot is placed upon the outwardly-projecting portion of the depending section *i* of the bell-crank G, and by pressing the same forwardly the member *g* is raised, so as to elevate the lower end of the pawl and take the same out of engagement with the rack-teeth. When this pawl is brought out of engagement, the lever will be drawn rearwardly by the spring E.

I claim—

1. The combination, with the curved bar B, secured to the side of the wagon-body, and the

slotted rack-bar D, also secured to the body and provided with the rack-teeth, of the brake-lever C, pivoted to bar B and held by spring E, the pawl L and lever G, pivoted upon said
5 lever C, said lever G having arms *h g*, the rod M, spring E', and block F, substantially as described.

2. The combination, with bar B, having stud *a*, and slotted bar D, having teeth *l*, of lever C,

carrying pawl L, block F, and lever G, having arms *g h i*, the guard *k*, rod M, springs E E', and nut *c*, substantially as set forth.

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

THEOPHILE PINARD.

Witnesses:

P. J. CONE,
B. JENNINGS.