

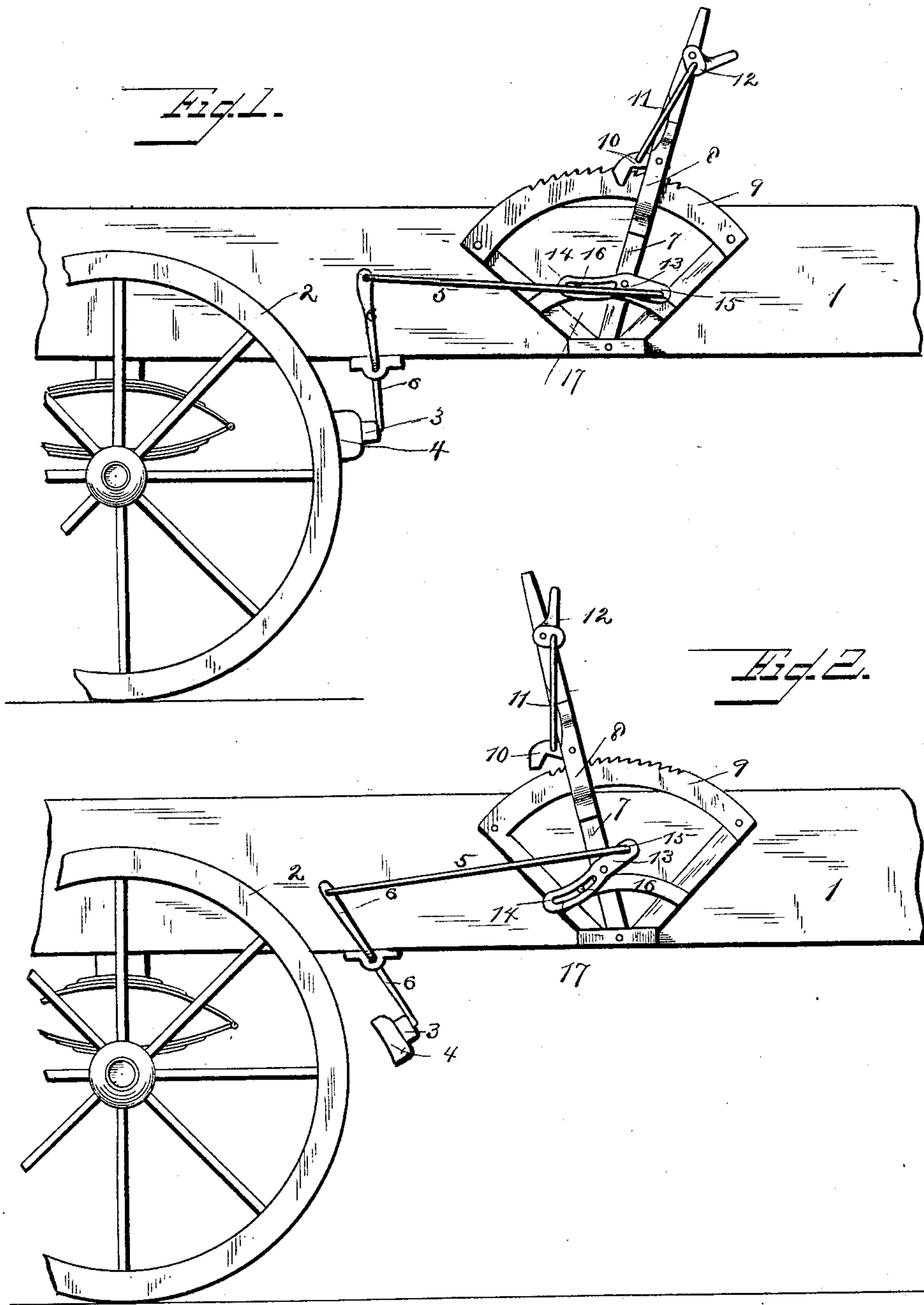
(No Model.)

F. L. CLARK.

WAGON BRAKE.

No. 366,458.

Patented July 12, 1887.



Witnesses  
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# UNITED STATES PATENT OFFICE.

FRANCIS L. CLARK, OF SARATOGA, MISSOURI.

## WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 366,458, dated July 12, 1887.

Application filed March 28, 1887. Serial No. 232,750. (No model.)

*To all whom it may concern:*

Be it known that I, FRANCIS L. CLARK, a citizen of the United States, and a resident of Saratoga, in the county of McDonald and State of Missouri, 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, and in which—

Figure 1 is a side view of as much of the body of a wagon as is necessary to show the construction and application of my improved wagon-brake; and Fig. 2 is a similar view showing the brake-lever tilted back, Fig. 1 showing the lever tilted forward, locking the brake-shoes on the wheels.

Similar numerals of reference indicate corresponding parts in both the figures.

My invention has relation to that class of wagon-brakes in which the brake-rod is so pivoted to the brake-lever that it will be drawn or reciprocated a longer distance by the throw of the lever than the point of the lever at which it would be pivoted for obtaining the same leverage; and it consists in the improved construction and combination of parts of such a brake, as hereinafter more fully described and claimed.

In the accompanying drawings, the numeral 1 indicates the body of the wagon. 2 is one of the wheels, which is only shown in part. 3 is the brake-bar, having the brake-shoes 4 secured to its ends; and 5 is the brake-rod, which is pivoted to the lever 6, pivoted upon the wagon body and pivoted at its lower end to the brake-bar. All these parts may be of any desired construction, as they in nowise depend upon the construction of the brake-lever and the parts pertaining to the same, although they co-operate with the same.

The lever 7 is fulcrumed at its lower end and has a slotted portion, 8, with which it slides upon a notched segmental bar, 9, upon the side of the wagon-box, a latch or pawl, 10,

raised by means of a suitable rod, 11, and handle 12, engaging the notches of the bar. 50

A lever, 13, is fulcrumed upon the side of the hand-lever a distance from its fulcrum, and one arm, 15, of this lever is solid and has the forward end of the brake-rod pivoted to its end, while the other arm, 14, of the lever is formed with a double curve and is formed with a slot, 17, following the double curve of the arm and sliding upon a stud, 16, projecting laterally from a segmental brace or bracket, 18, secured upon the side of the wagon-box. 55  
It will now be seen that when the lever is tilted forward the slotted arm of the small lever will have its slot sliding upon the stud, and will have its end tilted upward, which throws the solid end forward, drawing the brake-rod forward, and when the lever is thrown back for the purpose of releasing the brake-shoes the slotted arm will have the stud in its inner end, tilting the slotted arm downward and forward and throwing the solid arm upward and rearward, causing the shoes to be moved a considerable distance from the wheels, where they cannot interfere with the free movement of the wheels. It will thus be seen that while the fulcrum-bolt for the slotted lever upon the hand-lever will only be thrown a short distance, the brake-rod will be thrown a comparatively greater distance, allowing the brake-shoes to be thrown a considerable distance from the wheels when thrown off from the same, while, when they are drawn toward the wheels, a short throw of the hand-lever will draw the shoes upon the wheels. 60  
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It follows that the device may be used with brakes of any construction, as the improvement is only in the mechanism for operating the brake-rod and has nothing to do with the construction of the brake-shoes, brake-bar, or other parts at the rear end of the vehicle. 85  
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Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

In a wagon-brake, the combination of a lever fulcrumed at its lower end and sliding with a slotted portion upon a notched seg- 95



ment having a latch for engaging the same, a lever fulcrumed upon a bolt projecting from the side of the lever and having a solid arm and a curved slotted arm, a segmental brace  
5 or bracket formed with a stud at its end engaging the slot in the small lever, and a brake-rod pivoted with its forward end to the end of the solid arm of the small lever, as and for the purpose shown and set forth.

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

FRANCIS L. CLARK.

Witnesses:

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