(No Model.)

C. V. PUGH.

WAGON BRAKE.

No. 369,363. Patented Sept. 6, 1887.

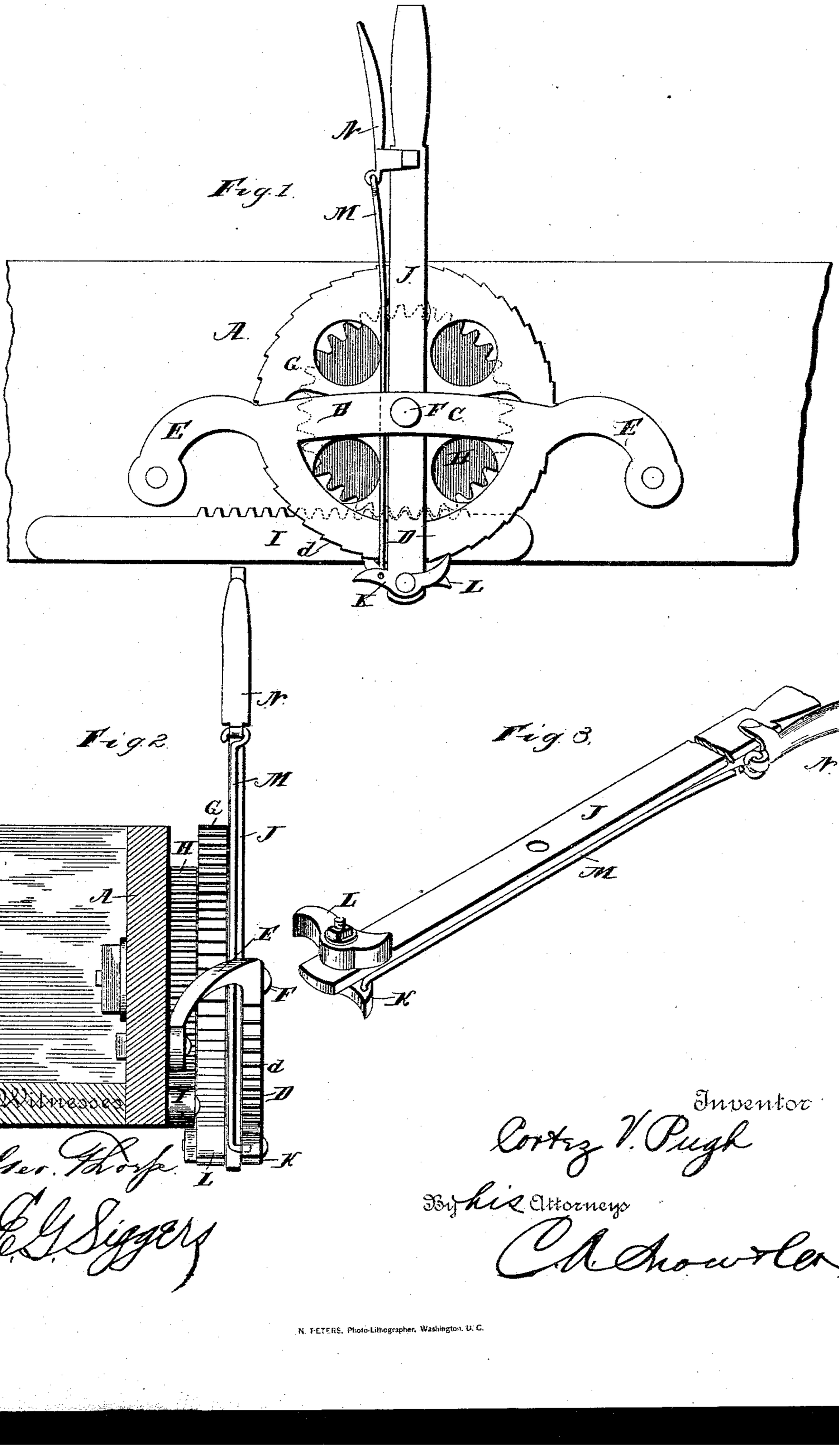

Fig. 1.

Fig 2.

Fig 3.

Witnesses

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WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 369,363, dated September 6, 1887.

Application filed June 17, 1887. Serial No. 241,663. (No model.)

To all whom it may concern:

Be it known that I, CORTEZ VINCENT PUGH, a citizen of the United States, residing at Bowling Green, in the county of Pike and State of Missouri, have invented a new and useful Improvement in Wagon-Brakes, of which the following is a specification.

My invention relates to improvements in wagon-brakes; and it consists in certain novel features, hereinafter described and claimed.

In the accompanying drawings, which fully illustrate my invention, Figure 1 is a side elevation of my improved device. Fig. 2 is an end elevation of the same, and Fig. 3 is a detail perspective view of the lever-bar.

Referring to the drawings by letter, A designates the side of the wagon-body, to which, at its forward end, I secure the guard-frame B. This guard-frame comprises the cross-bar C, the downwardly-projecting semicircular portion D, and the inwardly-turned ends or securing-ears E, all cast in a single piece. The cross-bar C is provided with a central opening or perforation, in which a shaft, F, is mounted. The lower edge of the semicircular portion D is provided with a series of ratchet-teeth, *d*, the purpose of which will appear hereinafter. The ends E are turned inward toward the side of the wagon-body, and are provided at their extremities with openings or perforations, through which retaining-screws are passed into the side of the wagon-body to secure the frame thereto. These ends, being turned inward, as shown, cause the guard-frame to stand out from the wagon-body, leaving a space between said frame and body, in which the operating mechanism is arranged.

The shaft F projects inward from the cross-bar C across the space between the same and the wagon-body, and has its inner end mounted in the wagon-body. Upon this shaft I mount a ratchet-wheel, G, the radius of said wheel being equal to the radius of the semicircular bar D. Upon the inner side of this ratchet-wheel G, I secure or form the rim H, provided with cog-teeth which mesh with the teeth of a rack-bar, I, arranged horizontally along the side of the wagon-body and forming the front end of the brake-bar. The operating-lever J is fulcrumed on the shaft F between the guard-frame and ratchet-wheel G, and extends below the same, as shown. To the lower end of this lever, on opposite sides of the same, I secure the pawls K L, which engage, respectively, with the ratchet-teeth on the guard-frame and the ratchet-wheel G. The pawl K is connected by a rod, M, to a supplemental lever, N, at the upper end of the operating-lever, by which it can be disengaged from the ratchet-teeth *d* when desired, as will readily be understood. The pawl L engages the ratchet-wheel G, and the teeth on this wheel are arranged conversely of those on the semicircular bar D, so that as the operating-lever is moved one of the pawls will act so as to cause the brake to be applied and the other pawl will act so as to hold it and prevent its slipping.

The operation of my device will be readily understood. As the operating-lever is moved in one or the other direction the rack-bar I will be moved backward or forward, and the brake thus applied to or removed from the wheel.

It will be seen that my device is very compactly arranged and that a very strong pressure may be put upon the brake. The guard-frame B forms a thorough protection against injury.

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

1. The combination of the guard-frame having ratchet-teeth on its lower edge, the ratchet-wheel having the rim on its inner side provided with cog-teeth, the rack-bar engaged by the said cog-teeth, and the operating-lever carrying pawls which engage with the ratchet-wheel and the ratchet-teeth on the lower edge of the guard-frame, substantially as set forth.

2. The combination, with the wagon-body, of the guard-frame secured thereto and standing outward therefrom, the shaft F, mounted in the said frame and the wagon-body, gearing mounted on said shaft, and the rack-bar operated by said gearing, substantially as set forth.

3. The combination of the guard-frame having the ratchet-teeth *d*, the ratchet-wheel having its teeth arranged conversely to the teeth *d*, the rack-bar driven by the ratchet-wheel, and the operating-lever carrying pawls which engage the ratchet-wheel and the teeth *d*, substantially as specified.

4. In combination with the rack-bar connecting with the brake-bar, the cog-teeth to engage the rack-bar, and the lever to operate the cog-teeth to move the rack-bar, and the pawl and ratchet, as set forth.

5. In combination with the rack-bar connecting with the brake-bar, the cog-wheel to engage the rack-bar, the ratchet-wheel, the lever to move the ratchet-wheel and cog-wheel, and the double pawls, one to hold the ratchet-wheel and the other to lock the lever, as set forth.

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

CORTEZ VINCENT PUGH.

Witnesses:
C. C. EDWARDS,
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