

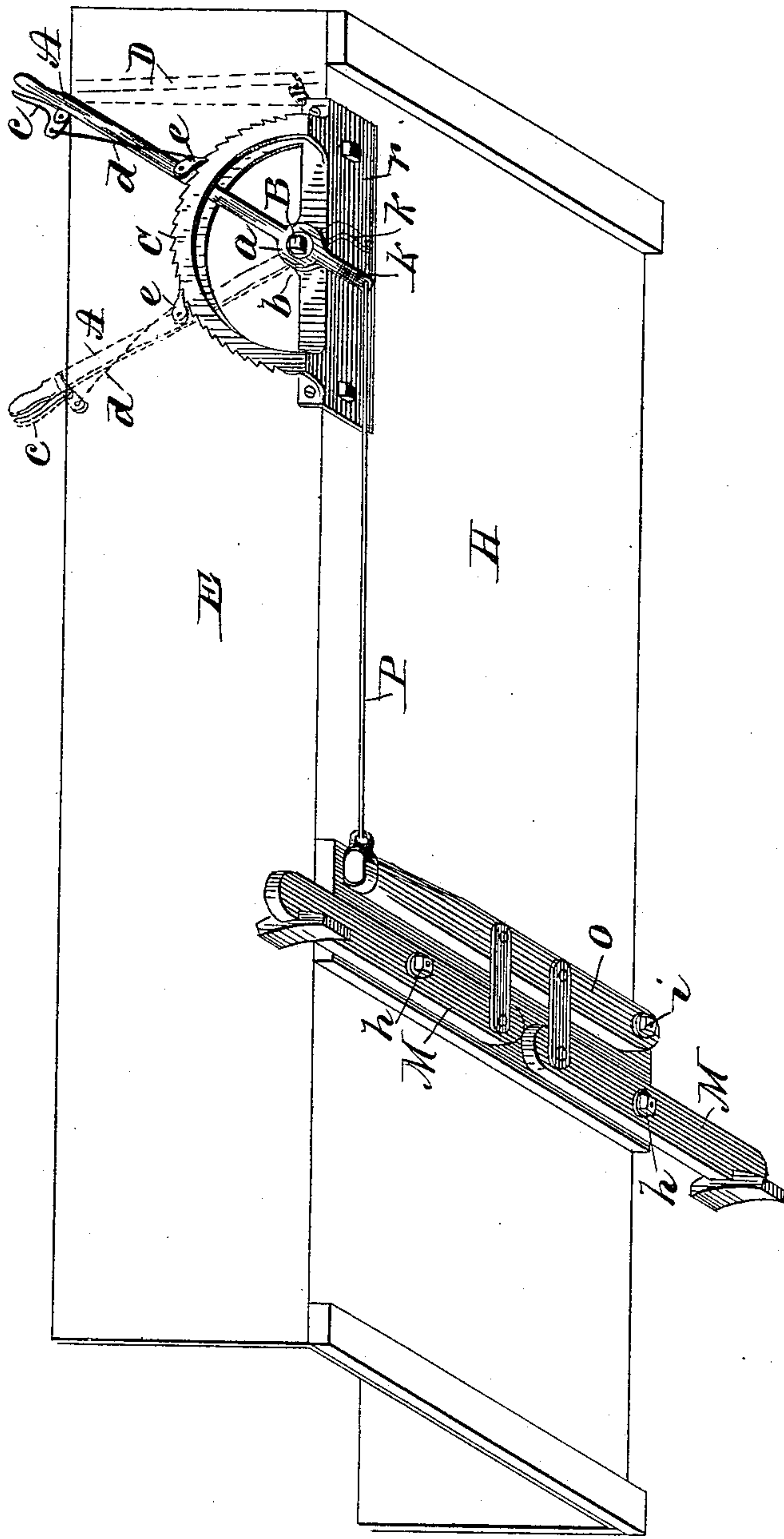
(No Model.)

E. A. PARKER.

WAGON BRAKE.

No. 381,413.

Patented Apr. 17, 1888.



Witnesses
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UNITED STATES PATENT OFFICE.

EDMUND A. PARKER, OF RUSHVILLE, ILLINOIS.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 381,413, dated April 17, 1888.

Application filed April 3, 1886. Serial No. 197,597. (No model.)

To all whom it may concern:

Be it known that I, EDMUND A. PARKER, a citizen of the United States, residing at Rushville, in the county of Schuyler and State of Illinois, 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 in which the lock-lever operates as a lever of the first class to tighten the brake.

Throughout the figure similar letters refer to same parts.

A is lever of first class, fulcrum at B. The lower part of lever turns under wagon-box, as shown at *k*, and is fastened to connecting-rod P.

O is lever of second class pivoting at *i*, and connected to brake-bars *m m*, which are levers of first class.

The lever A is provided with pawl *e*, operated through rod *d* by handle *c*. Pawl *e* catches in ratchet-circle C, whose teeth run backward instead of forward, as usual in wagon-locks. The lever A when not in use lies forward against the top of standard D, so as to be out of the way in getting into the wagon-box. When the lever is pulled back to the position shown by dotted lines, the brake is set. The lever A at its fulcrum is flattened out broadly, as shown at *a*, and the ratchet-circle is also very broad and flat, as shown at *b*. This prevents the upper part of lever chafing the side-board, and in combination with inner circle gives the pawl *e* a firmer grip of the ratchet-teeth. The ratchet circle may turn under the box with a square corner, and the rod pass entirely under the box, or said circle may be a plane surface fastened higher up and the rod run back on the outside of box.

I am aware that lock-levers, ratchets, and pawls are used on wagon-locks; but know of none where the lock-lever is of the first class and the power applied by pulling the lever backward.

What I claim as my invention, and desire to secure by Letters Patent of the United States, is—

1. In a wagon-brake, the combination of a semicircular ratchet-frame, a hand-lever placed in and pivoted to said frame having its short arm bent back at right angles and extended beneath the wagon-box, a lever of the second class secured to the under side of the box, brake-levers connected to the same, and a rod connecting said hand-lever and "second-class" lever, substantially as described.

2. In a wagon-brake, the combination, with the semicircular ratchet-frame, of a hand-lever placed within said frame, having a pawl pivoted thereon and a broad bearing-surface formed near its lower end, its short arm bent back at right angles and extended beneath the box of the wagon, a lever of the second class secured to the bottom of the box, levers having brake-shoes at their outer ends connected to the same in the rear thereof, and a rod connected to said hand-lever and second-class lever, substantially as described.

3. In a brake for wagons, the combination of the ratchet-frame C, having a broad metallic base, *r*, secured to and extending under the wagon-box, a hand-lever, A, placed within said ratchet-frame having a pawl pivoted thereto engaging with said ratchet, and having a broad bearing, *a*, secured to broad bearing *b* on the ratchet-base, a short arm, *k*, bent at right angles and extended beneath the box, a lever, O, secured to the under side of the box, levers *m m*, located in the rear of and connected to said lever O, and a rod for connecting arm *k* with lever O, substantially as described.

EDMUND A. PARKER.

In presence of—

DAVID H. GLASS,
CHARLES McMILLAN.