

(No Model.)

R. P. TAYLOR.
WAGON BRAKE.

No. 433,753.

Patented Aug. 5, 1890.

Fig. 1.

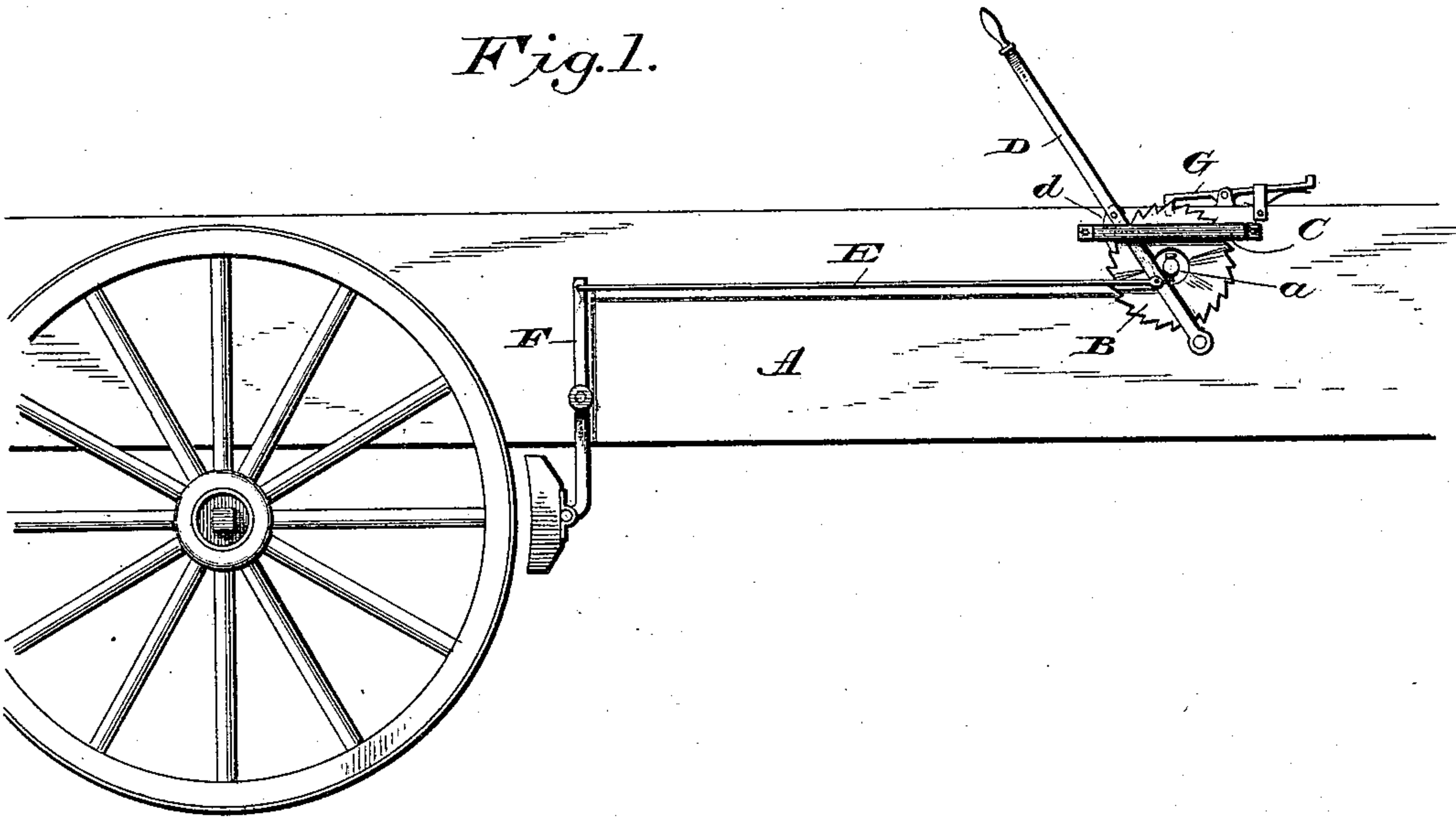
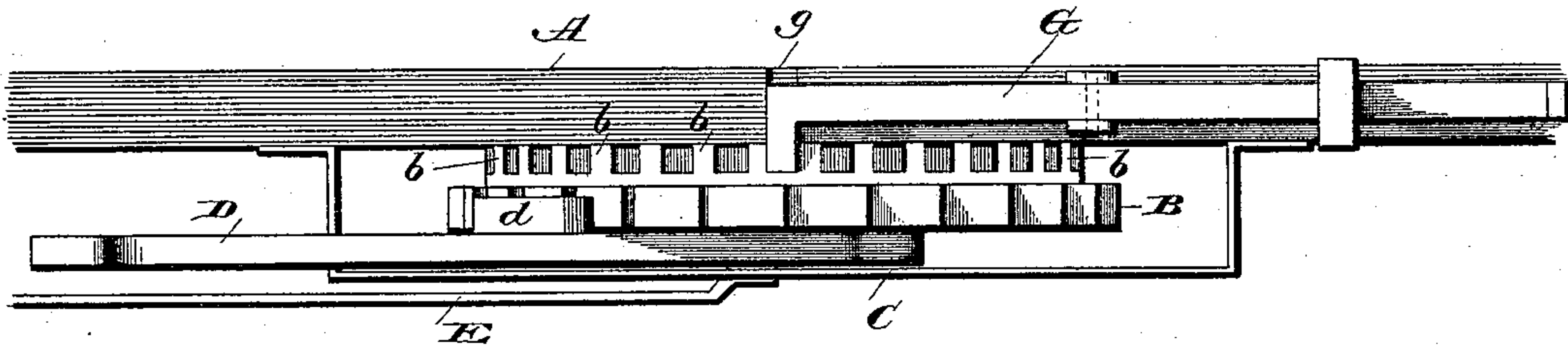
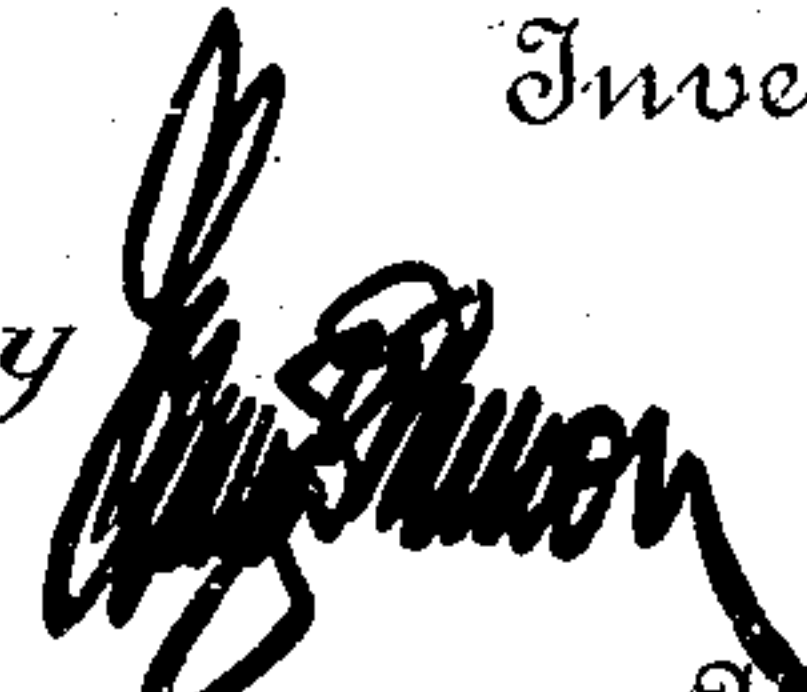


Fig. 2.



Robert P. Taylor.

Inventor

by  Attorney

Witnesses

G. S. Elliott.
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UNITED STATES PATENT OFFICE.

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WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 433,753, dated August 5, 1890.

Application filed May 22, 1890. Serial No. 352,759. (No model.)

To all whom it may concern:

Be it known that I, ROBERT P. TAYLOR, a citizen of the United States of America, residing at Gold Hill, in the county of Storey and State of Nevada, have invented certain new and useful Improvements in 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 of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in brakes for wagons; and it consists in the construction and combination of the parts, as will be hereinafter fully set forth, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side view showing my improvement applied to a wagon-body and brake-lever. Fig. 2 is a plan view.

A refers to the side-board of a wagon, which is provided with a journal *a*, upon which is mounted a ratchet-disk B, provided integral therewith on its inner side with a projecting rim having teeth *b*. This ratchet-wheel is supported wholly by the journal *a* and is free to rotate thereon.

C refers to a guard or strap also secured to the side-board A, so that the central portion thereof, which extends over the face of the ratchet-wheel, will be a sufficient distance from said ratchet-wheel to permit the upper end of the brake-operating lever D to lie under the same and adjacent to the face of said wheel. The lower end of the brake-operating lever D is pivoted upon a projection beneath the ratchet-wheel, which extends outwardly and is secured to the side-board A of the wagon-body. This operating-lever carries a pawl *d*, which may operate by gravity or be assisted by a spring, and to this lever, at a suitable point between its lower end and the pawl, is a projecting pin, to which is secured a bar E, which extends to the upper end of the rock-shaft or brake-bar F, as shown.

The upper edge of the side-board A is notched, as shown at *g*, to permit the bent end

of a pivoted dog G to engage the teeth secured on the inner side of the ratchet-wheel. This dog serves as a lock for the disk and will prevent rotation of the same until one end is depressed to throw it out of engagement with the teeth.

In operation, when it is desired to cause the brake-blocks to contact with the wheels, it is only necessary to move the lever D to one side, when the pawl will automatically engage with the teeth and hold the brake locked and when it is desired to release the brake, the dog G can be depressed to bring it out of engagement with the teeth, when said disk will be free to rotate.

By providing a device constructed as hereinbefore described, the brake-blocks can be readily brought in contact with the wheels or held out of engagement therewith. It will be noticed that the brake hereinbefore described is applicable to all kinds of vehicles, is simple in action, and easily constructed.

I am aware that prior to my invention it has been proposed to provide wagon-brakes with ratchet-disks and operating-levers carrying a pawl for rotating the disk; but in such cases the releasing pawl or dog is placed where it is difficult to have access thereto, and the connecting-bar is not attached directly to the lever.

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

1. In a wagon-brake, the combination of a lever, a bar or rod connecting the same with the brake-lever, a rotary disk having ratchet-teeth and cogs, a pawl carried by the lever for engagement with the ratchet-teeth, and a dog for engaging with the cogs to lock the ratchet-disk, substantially as shown, and for the purpose set forth.

2. The combination, in a wagon-brake, of a lever D, connecting-rod E, rotary ratchet-disk having laterally-projecting teeth formed integral therewith, a dog for engaging with said laterally-projecting teeth, a pawl carried by the lever D so as to engage the ratchet-teeth of the disk, and a guard or strap C, substantially as shown, and for the purpose set forth.

3. The combination of a brake-lever D, piv-

oted at its lower end to a wagon-body and provided with a pawl, a bar connected to said lever between its end and the pawl, a disk having ratchet-teeth and laterally-projecting
5 cogs journaled upon a suitable bearing, a dog secured to the upper edge of the side-board A, the downwardly-bent end thereof being adapted to lie in a notch formed in the side-board to engage with the cogs carried by the

ratchet-disk, the parts being constructed and 10 organized substantially as shown, and for the purpose set forth.

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

ROBERT P. TAYLOR.

Witnesses:

J. K. BATCHELDER,
WILLIAM BYRNE.