

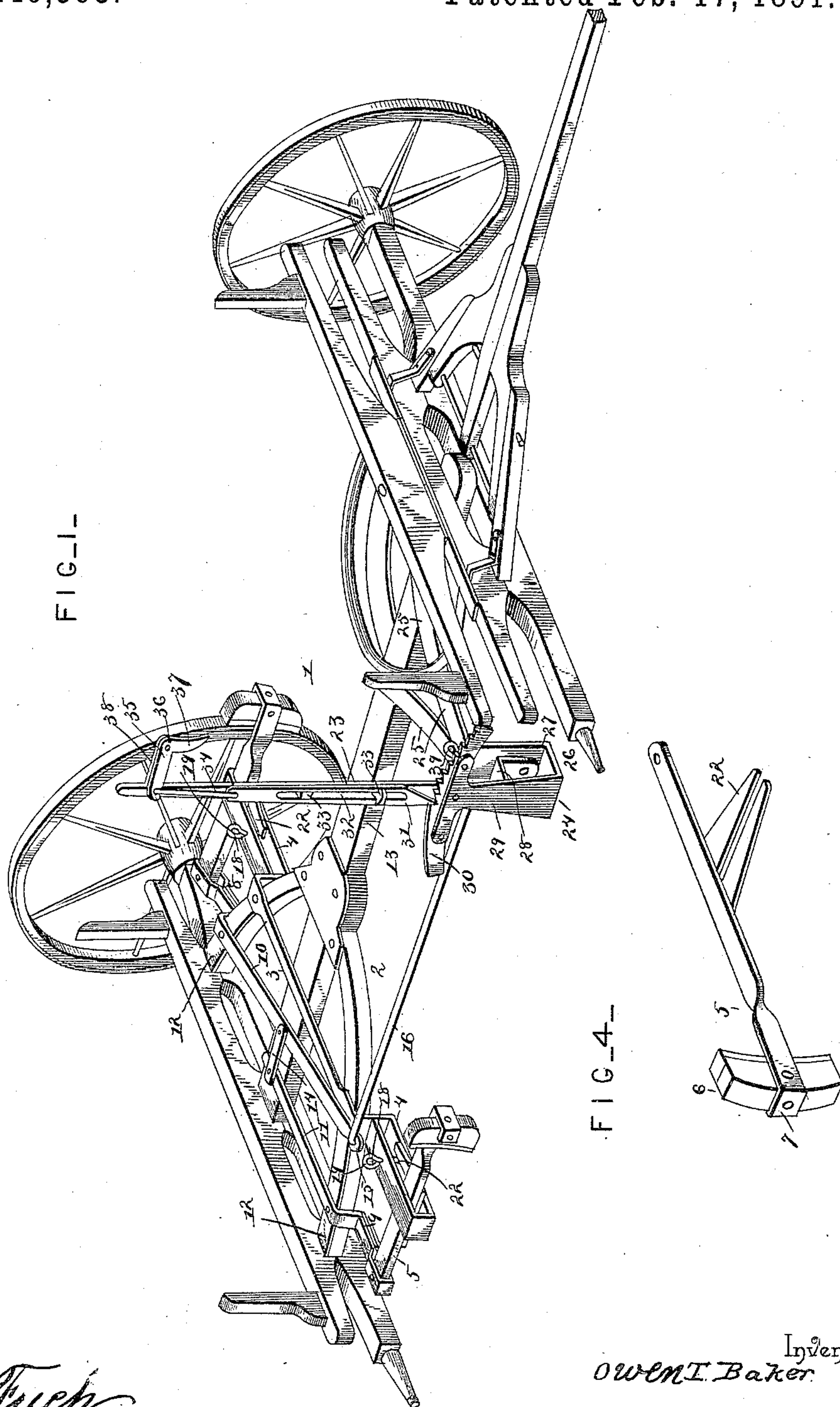
(No Model.)

2 Sheets—Sheet 1.

O. T. BAKER.
WAGON BRAKE.

No. 446,565.

Patented Feb. 17, 1891.



Witnesses

Geo. E. French

H. F. Riley

By *his* Attorneys,

C. A. Snow & Co.

Inventor
Owen T. Baker

(No Model.)

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FIG. 2.

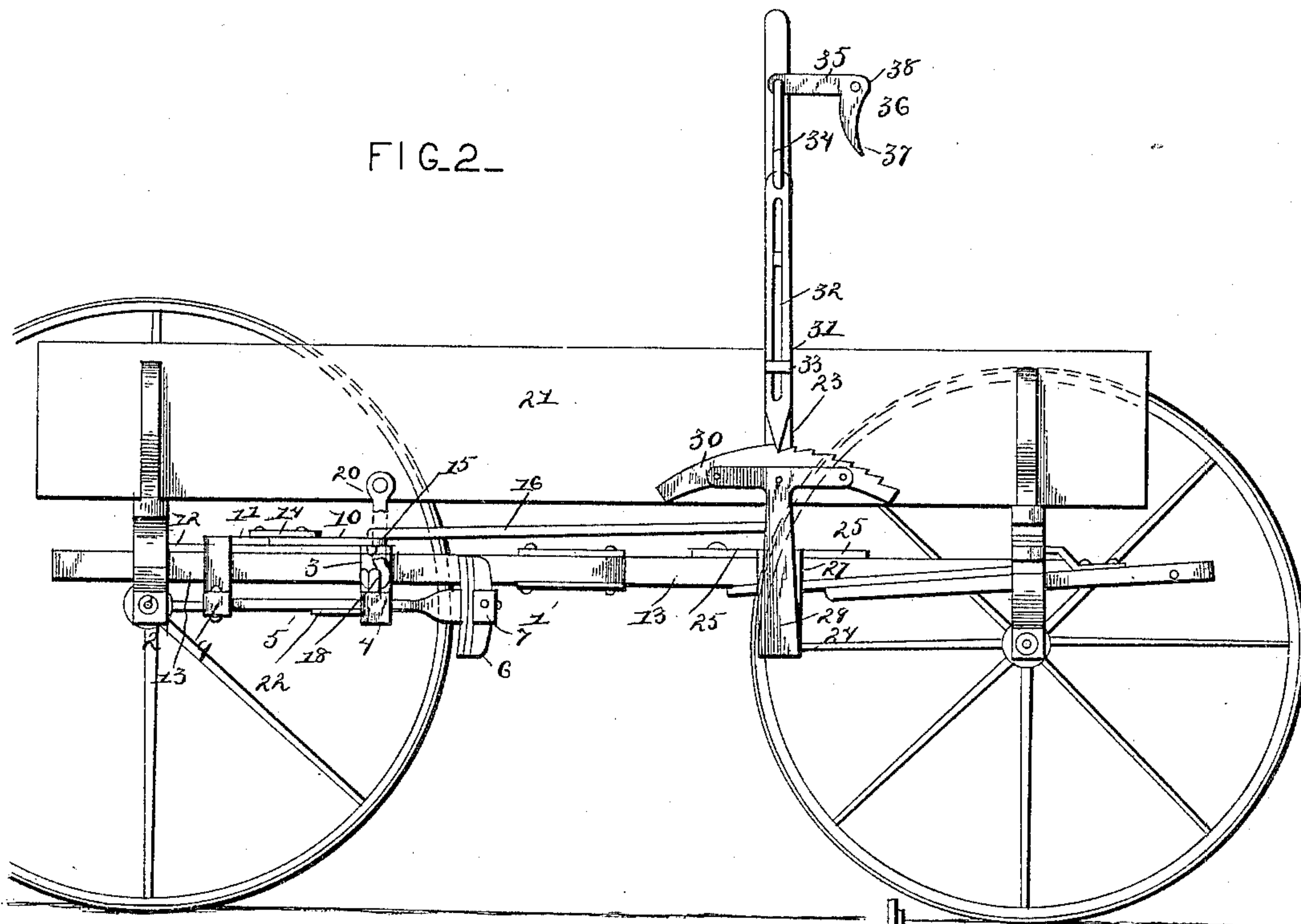
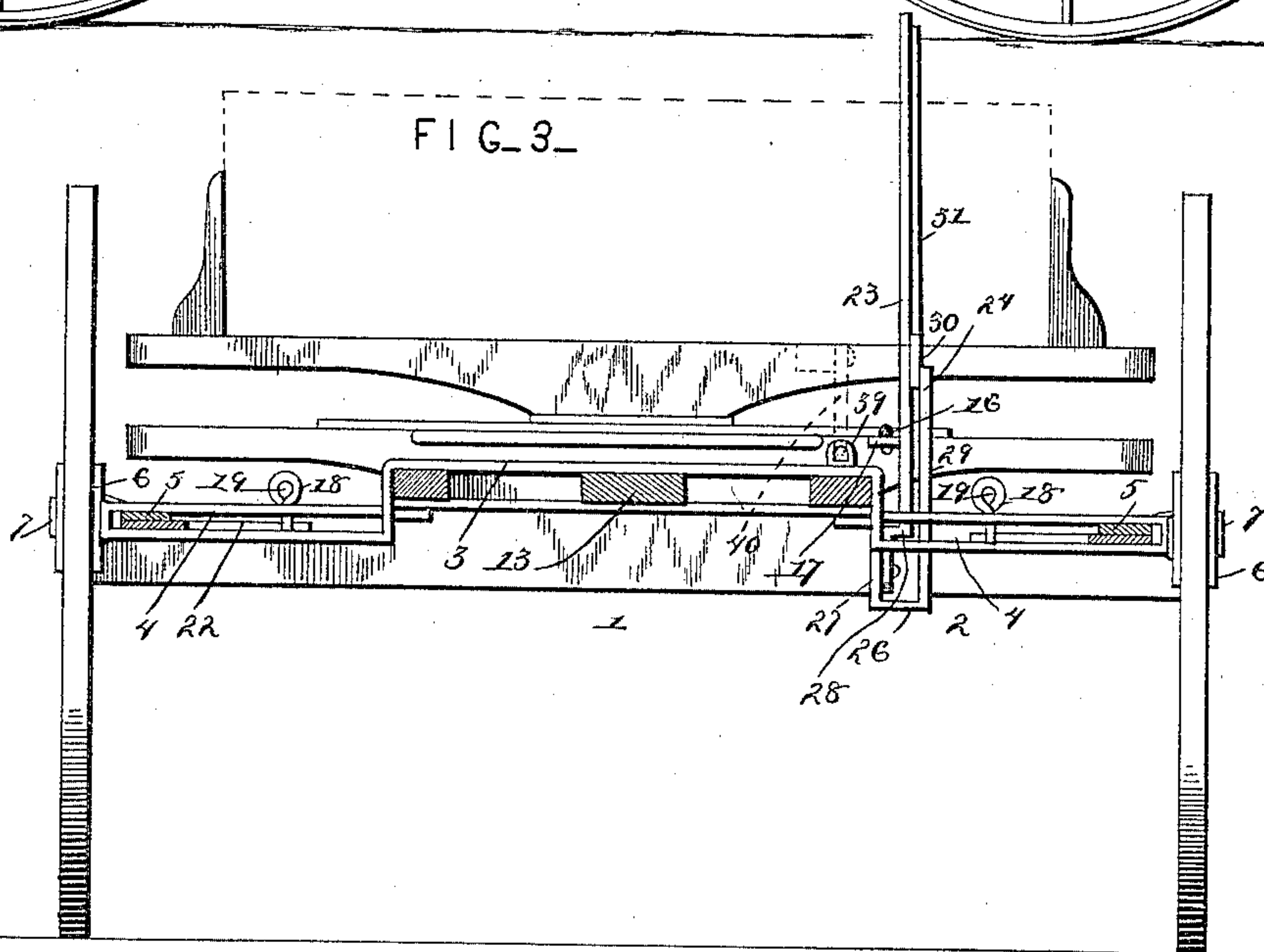


FIG. 3.



Witnesses

Geo. E. French.
H. F. Riley

O. T. Baker Inventor

By *his* Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

OWEN T. BAKER, OF FORT WORTH, TEXAS, ASSIGNOR OF ONE-HALF TO T. E. STANLEY AND C. D. GULLEY, BOTH OF SAME PLACE.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 446,565, dated February 17, 1891.

Application filed August 30, 1890. Serial No. 363,484. (No model.)

To all whom it may concern:

Be it known that I, OWEN T. BAKER, a citizen of the United States, residing at Fort Worth, in the county of Tarrant and State of Texas, have invented a new and useful Wagon-Brake, of which the following is a specification.

The invention relates to improvements in wagon-brakes.

The object of the present invention is to provide a simple and effective brake adapted when not in use to be arranged beneath the body of a wagon and be out of the way and weather, and capable of securing, engaging, and clamping the wheels of a vehicle.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a vehicle provided with a brake constructed in accordance with this invention, the body being removed. Fig. 2 is a side elevation. Fig. 3 is a transverse sectional view. Fig. 4 is a detail view of the brake-bars.

Referring to the accompanying drawings, 1 designates a running-gear having secured to its rear hounds 2 a guide-bar 3, which is bent downward at the sides of the hounds and has its end portions 4, beyond the bend, arranged in a lower horizontal plane than the central portion of the guide-bar 3, and provided with loops formed by bending the bar upon itself to form ways in which brake-bars 5 slide. The brake-bars are provided at their front ends with brake-blocks 6 and are bent around the same and have the blocks pivoted within the bent portions 7. The rear ends of the brake-bars 5 are pivoted to the outer ends 8 and 9 of levers 10 and 11, which have their ends bent similarly to the guide-bar 3 and provided with loops, and the said levers are fulcrumed on the rear hounds 2, which are provided with plates 12. The lever 11 is shorter than the lever 10 and has its inner end arranged over the reach 13 and connected by a link-bar 14 with the long lever 10 at a point intermediate of the ends of the latter, and the end 15 of the long lever 10 is perforated and is connected by a rod 16 with an operating-lever,

which is provided with a perforated lug 17 to receive the front end of the rod.

The loops 4 of the guide-bar 3 are provided with centrally-arranged pins 18, which extend through the loops and are provided on the upper face of the same with eyes 19, arranged to be engaged by depending hooks 20 to secure the wagon-body 21 on the bolster, and the said pins are arranged to be engaged by slotted plates 22, extending inward from the brake-bars to give the latter an oscillatory movement to carry the brake-block beneath the body 21, where they will be out of the way and be protected from the weather.

The operating-lever 23 is mounted in a bracket 24, which is secured to the reach near the front axle, and consists of diverging arms 25 and the U-shaped portions 26, formed integral with the diverging arms at their apex, and the said U-shaped portion depends from the diverging arms, which are arranged in a horizontal plane and extend from the reach toward one side of the body. The operating-lever is pivoted to the inner arms 27 of the U-shaped portion and is bent horizontally at 28 and extends vertically along the outer arm 29, which is T-shaped and has secured to its edge a segmental rack-plate 30, which is provided with teeth and arranged to be engaged by a sliding pawl 31, which is mounted on the face of the operating-lever and is provided with a longitudinal slot 32, and is secured to the lever by headed pins 33, which have their stems arranged in the slot and their heads engaging the outer face of the pawl. The upper end of the pawl is perforated and connected by a link 34 with one arm 35 of an angle-lever 36, that has its other arm 37 depending and arranged approximately parallel with the operating-lever, and is pivoted at the angle to an arm or projection 38. The bracket is provided at the apex of the diverging arms, which have their end secured to the reach and bent against one side of the same, with an eye 39, adapted to be engaged by a hook 40 of the wagon-body to assist in securing the latter on the bolsters.

It will be seen that the brake mechanism is simple and comparatively inexpensive in construction, and that the brake-blocks are

adapted to be arranged beneath the body when not in use and be out of the way and protected from the weather.

From the foregoing description and the accompanying drawings the construction, operation, and advantages of the invention will readily be understood.

What I claim is—

1. In a brake, the combination of the bracket consisting of the diverging arm and the depending U-shaped portions arranged at the apex of the arm, the segmental rack-plate, and the lever pivoted to one of the arms and being bent at 28 and extending along the opposite arm and provided with a sliding pawl arranged to engage the segmental plate, substantially as described.

2. The combination, in a bracket having

the depending U-shaped portions, the segmental rack-plate secured to the outer arm, the operating-lever pivoted to the bracket and provided with headed pins, and the projection arranged at its upper end, of the sliding pawl having a longitudinal slot and arranged on the lever and adapted to be engaged by the headed pins, and the angle-lever pivoted to the projection of the operating-lever and connected with the sliding pawl, substantially as described.

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

OWEN T. BAKER.

Witnesses:

L. H. C. JEWELL,
FRANK KILLERIN.