

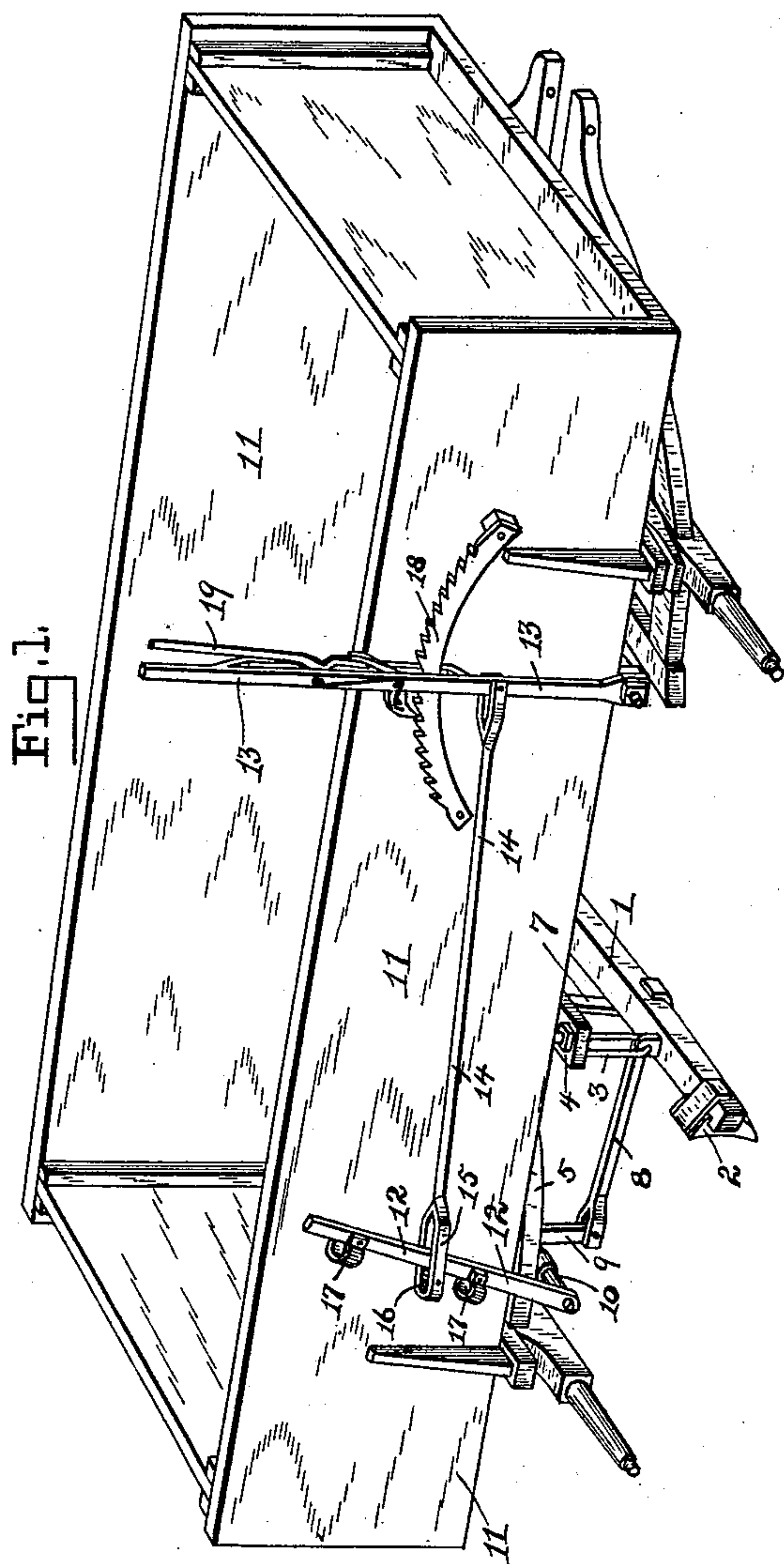
(No Model.)

2 Sheets—Sheet 1.

W. McCORMACK & R. M. PATTON.
WAGON LOCK.

No. 477,330.

Patented June 21, 1892.



Witnesses

A. O. Balendrew.
A. J. Riley

Inventors

William M. McCormack
By their Attorneys, Robert M. Patton.
C. A. Snow & Co.

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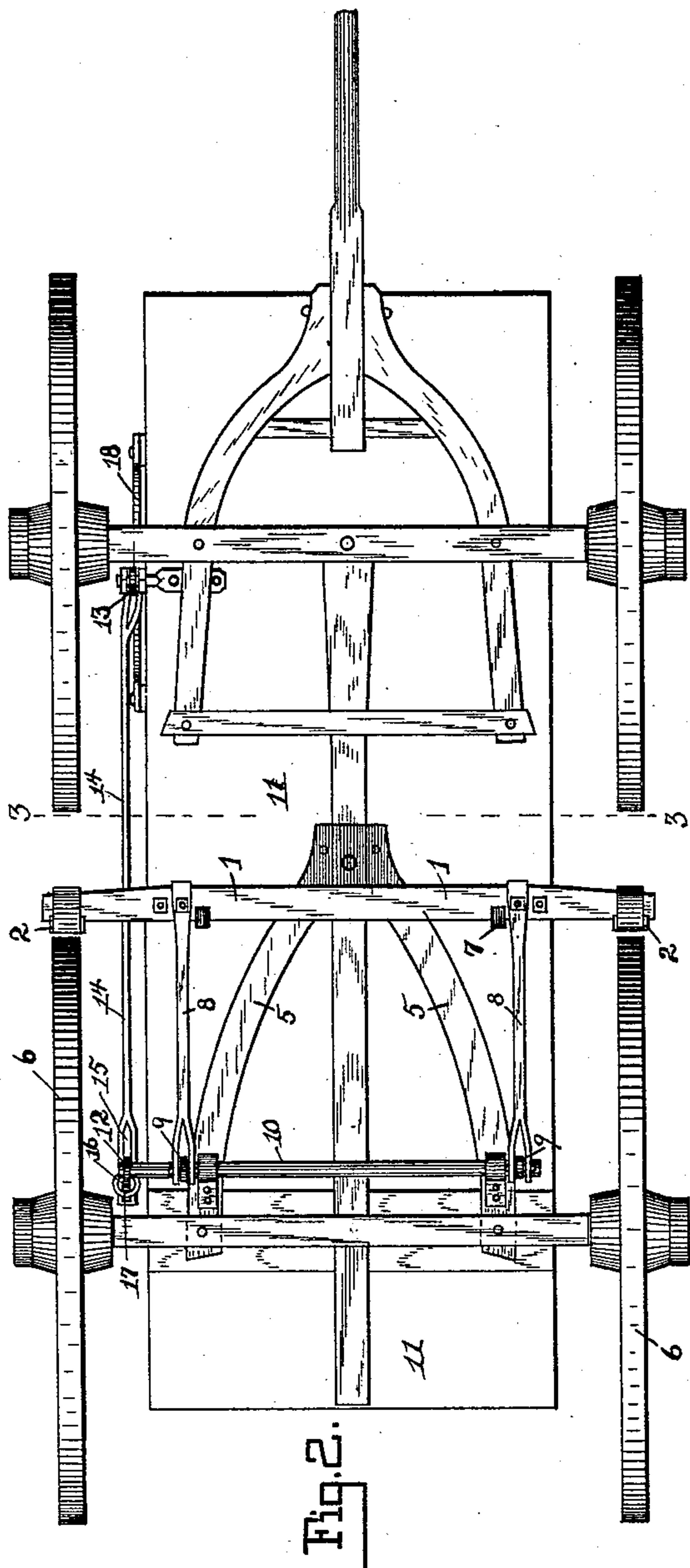


Fig. 2.

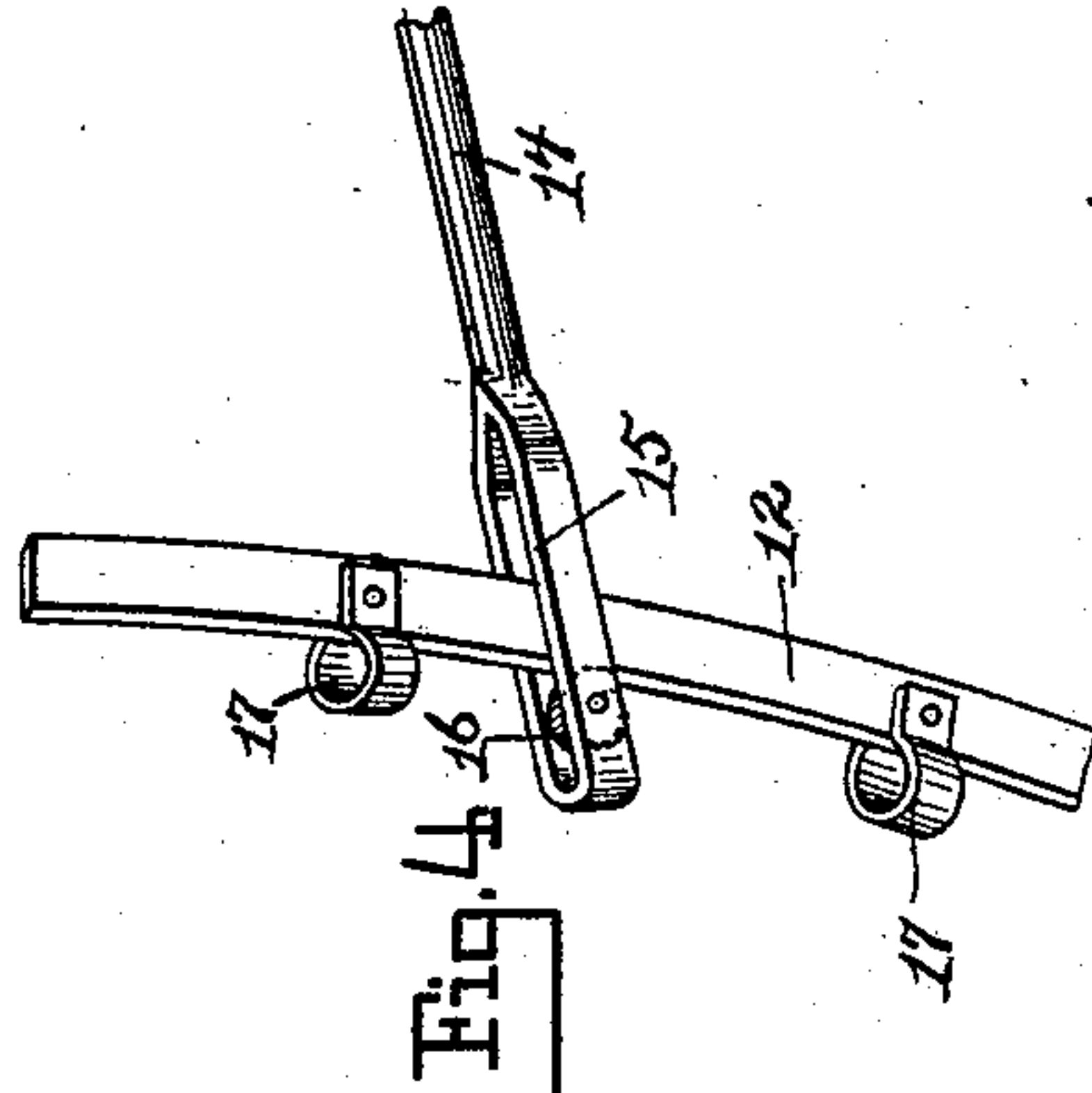


Fig. 4.

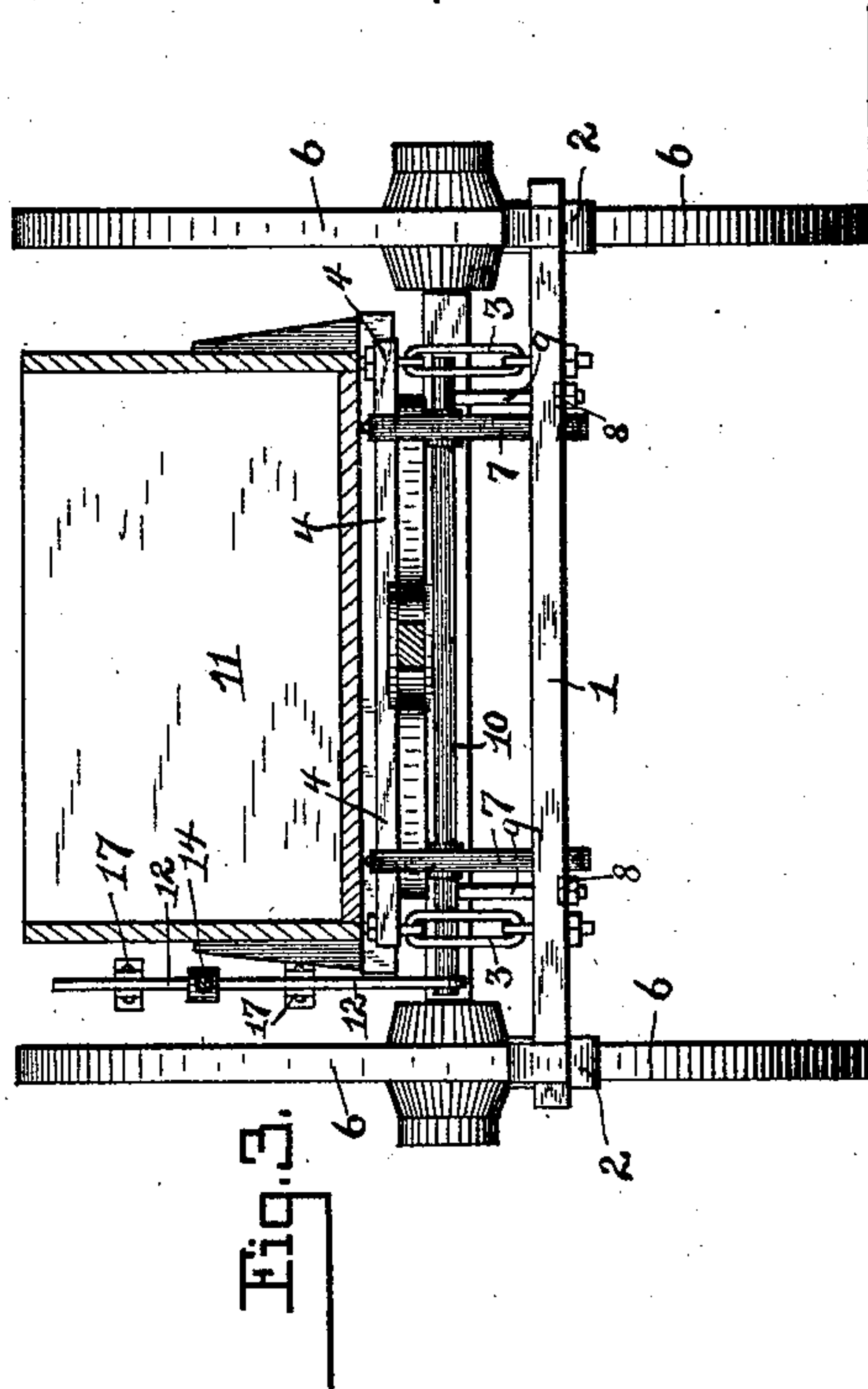


Fig. 3.

Witnesses

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By their Attorneys,

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William M. McCormack
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UNITED STATES PATENT OFFICE.

WILLIAM McCORMACK AND ROBERT M. PATTON, OF OTWELL, INDIANA.

WAGON-LOCK.

SPECIFICATION forming part of Letters Patent No. 477,330, dated June 21, 1892.

Application filed May 26, 1891. Serial No. 394,223. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM McCORMACK and ROBERT M. PATTON, citizens of the United States, residing at Otwell, in the county of Pike and State of Indiana, have invented a new and useful Wagon-Lock, of which the following is a specification.

The invention relates to improvements in vehicle-brakes.

10 The object of the present invention is to improve the construction of brakes and provide one in which the shoes will normally be held a sufficient distance from the wheels to prevent accumulation of mud and which
15 when a vehicle-body has been removed may be operated as before.

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

In the drawings, Figure 1 is a perspective view of a vehicle provided with a brake constructed in accordance with this invention.
25 Fig. 2 is a reverse plan view. Fig. 3 is a transverse sectional view. Fig. 4 is a detail perspective view.

Referring to the accompanying drawings, 1 designates a brake-bar provided at its ends
30 with brake-shoes 2 and suspended by links 3 from a cross-bar 4, which is centrally secured to the rear hounds 5 of a running-gear. The links are secured to the cross-bar 4 and the brake-bar 1 by eyebolts, and the brake-shoes
35 2 are normally held away from the wheels 6 by springs 7, which are secured to the cross-bar 4 and engage the brake-bar to prevent the accumulation of mud on the brake bar and shoes, and the outer faces of the brake-shoes
40 are covered with sheet metal to cause mud to readily fall from them and prevent the same sticking to the brake-shoes. In some parts of the country when the roads are very muddy the brake-shoes have to be taken off on account of being too close to the wheels, and in
45 cold weather mud will freeze on the shoes and will lock the wheels. By the above construction these objections are obviated. The upper end of the springs 7 are bent at an angle
50 and are secured to the upper face of the cross-bar 4, and the lower ends of the springs 7 are bent at an angle and engage the rear

face and bottom of the brake-bar. The brake-bar is connected by rods 8 with arms 9 of a rock-shaft 10, which is journaled in suitable
55 bearings on the lower faces of the rear hounds. One end of the rock-shaft is extended to the adjacent side of the vehicle-body 11 and has secured to it the lower end of a lever 12, which is connected with an operating-lever 13 by a
60 rod 14. The rod 14 has its front end bifurcated and pivoted to the lever 13, and the rear end of the rod 14 is provided with a longitudinal loop 15 to receive the lever 12. A
65 roller 16 is arranged in the longitudinal opening 15 and is adapted to engage the lever 12 when the brake is being applied and enables the rod 14 to move along the lever 12 without
70 friction, and the movement of the rear end of the rod 14 is limited by clips 17. The clips 17 are bolted to the lever 12 and extend rearwardly therefrom, and the upper clip is detachable to enable the rod 14 to be disconnected
75 when it is desired to remove the body of the vehicle to employ the running-gear for other purposes. When the body 11 is removed, the brake may be operated by the lever 12, and the clips 17 are adapted to receive a suitable bar to form an extension of the lever
80 and enable the brake to be operated from the top of a load of hay, wood, or the like. The lower end of the operating-lever is fulcrumed on the body, and the operating-lever is provided intermediate its ends with a
85 spring-actuated pawl arranged to engage a ratchet 18 and adapted to be lifted out of engagement with a ratchet by a latch-lever 19.

It will be seen that the brake mechanism is simple and inexpensive in construction and efficient in operation, and that the brake may
90 be applied effectively when the body of a vehicle is removed, and that the brake-shoes are normally arranged a sufficient distance from the wheels to prevent accumulation of mud.

What we claim is—

95 The combination, with a vehicle, of a brake-bar having brake-shoes and suspended by links from the running-gear, the vertical springs 7, arranged at the sides of the vehicle and having their upper ends secured to
100 the running-gear and their lower ends hooked and engaging the brake-bar and holding the same forward to keep the brake-shoes off the wheels, the rock-shaft journaled on the run-

ning-gear and provided with depending arms, the connecting-rods 8, having their front ends secured to the brake-bar and having their rear ends bifurcated and pivoted to the arms, 5 the lever 12, having its lower end secured to one end of the rock-shaft, the approximately U-shaped handle-receiving clips having the lever secured between their sides and forming stops, one of the clips being removable, 10 the connecting-rod 14, having its front end bifurcated and provided at its rear end with a longitudinally-disposed opening to receive the lever 12, a roller arranged at the rear end of the opening and bearing against the lever 12, 15 the curved ratchet mounted on the body, the

operating-lever having its lower end fulcrumed at the bottom of the body and provided with a longitudinal opening receiving the ratchet, and latch mechanism mounted on the operating-lever and engaging the ratchet, substantially as described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

WILLIAM McCORMACK.
ROBERT M. PATTON.

Witnesses:

WILLIAM E. BOWERS,
GEORGE W. ABBOTT.