

No. 651,997.

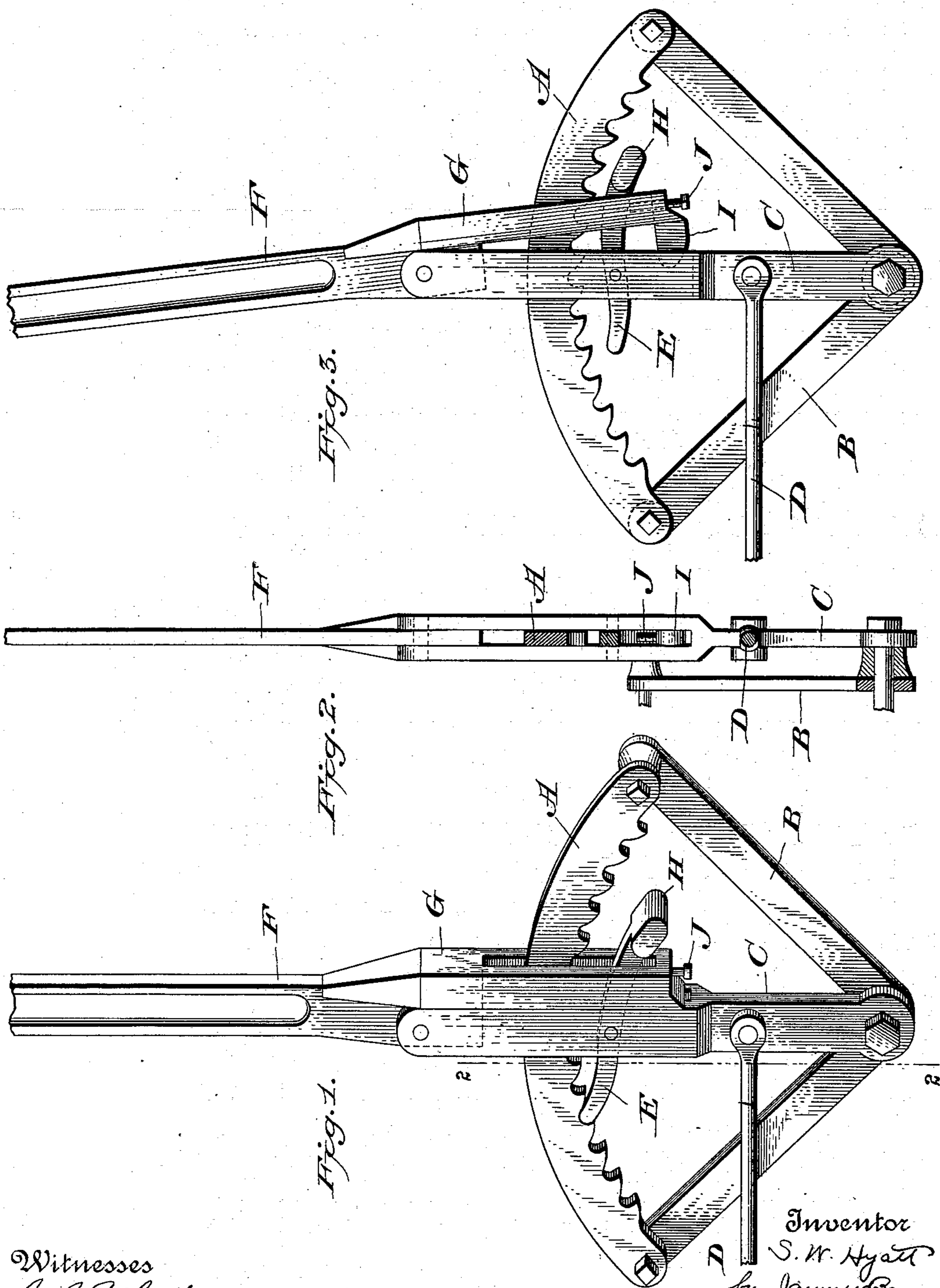
Patented June 19, 1900.

S. W. HYATT.

BRAKE LEVER.

(Application filed Dec. 8, 1899.)

(No Model.)



Witnesses
G. S. Elliott.
H. C. Riley

Inventor
S. W. Hyatt
by James S. Brown
his Attorney

UNITED STATES PATENT OFFICE.

SAMUEL W. HYATT, OF GREERSVILLE, OHIO, ASSIGNOR OF ONE-HALF TO
JOHN W. MONINGER, OF SAME PLACE.

BRAKE-LEVER.

SPECIFICATION forming part of Letters Patent No. 651,997, dated June 19, 1900.

Application filed December 6, 1899. Serial No. 739,377. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL W. HYATT, a citizen of the United States, residing at Greersville, county of Knox, and State of Ohio, have
5 invented certain new and useful Improvements in Brake-Levers; 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 ap-
10 pertains to make and use the same.

This invention relates to improvements in brake-levers; and the object is to provide a strong and durable lever which may be quickly and easily moved to release the brake
15 and to so construct the same that the parts may be readily adjusted as they wear from use.

The invention consists in the details of construction which are fully described in the following specification, particularly pointed out
20 in the annexed claims, and clearly illustrated by the accompanying drawings, in which—

Figure 1 is a perspective view of my invention, showing the lever locked. Fig. 2 is a
25 vertical sectional view on the line 2 2 of Fig. 1. Fig. 3 is a side elevation showing the lever released.

Referring now more particularly to the accompanying drawings, A is the ratchet-bar,
30 which is bolted at its respective ends to the angle-iron B, which bolts pass through the sides of the wagon. The teeth of this ratchet-bar are formed in the under edge thereof, as illustrated. Pivoted at its lower end to the
35 angle-iron B is a short lever C, the securing-bolt of which also passes through the wagon-bed and secures said iron thereto. The rod D, which is connected with the brake mechanism, is pivotally attached to said short lever intermediate the ends thereof. Lever C
40 is bifurcated at its upper end, the bifurcations extending on the respective sides of the ratchet-bar.

Pivoted between the bifurcations of lever C at a point below the ratchet-bar is a gravity-dog E, which engages the teeth of said
45 ratchet-bar.

Pivoted adjacent to its lower end between the bifurcations of lever C at a point above
50 the ratchet-bar is the operating-lever F, the lower portion G of said lever extending along

the front side of the bifurcated portion of lever C and bearing flatly against the same when the lever is moved forwardly to apply the brake. This portion G of said operating-
55 lever is bifurcated to receive the dog E, which extends therethrough and is formed with lugs H on its lower end to prevent said lever slipping therefrom when the former is moved rearwardly to release the brake. The lower
60 end of lever F is formed with a guiding-lug I, which extends between the bifurcations of lever C and guides lever F in its movement and prevents the same from binding the dog E and preventing the easy working thereof. 65
The lower end of operating-lever F is formed with a threaded aperture receiving the dog-operating bolt J, which is thus adjustable in said lever and which engages the bottom side of the dog. By making this dog-operating
70 portion of the lever adjustable the same may be quickly and readily adjusted when the lever is attached to the wagon and thereafter as may be necessary as the parts wear.

The operation of my improved brake-lever
75 is as follows: When it is desired to apply the brake, the operating-lever is moved forwardly, the lower portion G of the same engaging lever C, so that both levers move together, the gravity-dog engaging and riding
80 over the teeth of the ratchet-bar. By having the lower portion of lever F engage lever C for quite a considerable distance a large bearing-surface is provided and the construction thus rendered very strong. To release the
85 brake, the operating-lever is moved rearwardly, the same moving on its pivot and separating from lever C. As the lower end of the operating-lever moves forwardly and upwardly, as illustrated in Fig. 3, the adjust-
90 able bolt J raises the lower end of the dog and disengages its engaging end from the teeth of the ratchet-bar. The lever C is then free to move to release the brake, and when this is accomplished the dog by gravity again en-
95 gages the teeth of the ratchet-bar.

From the above description it will be seen that I have provided a very simple brake-lever which is effective in operation and strong
and durable in construction and also means
100 for adjusting the operating parts as they wear.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. In a brake-lever, the combination with a
5 ratchet-bar, of a lever pivotally supported at its lower end and carrying a dog intermediate its ends engaging said ratchet-bar, and an operating-lever pivoted intermediate its ends to the dog-carrying lever at a point above said
10 dog, and having that portion thereof below its pivotal connection extending downwardly at the front edge of said dog-carrying lever and adapted to abut the same when moved in one direction, and to separate therefrom
15 and disengage the dog from the teeth of the ratchet-bar when moved in the reverse direction, substantially as described.

2. In a brake-lever, the combination with a
20 ratchet-bar, of a lever pivotally supported at one end and carrying a dog intermediate its ends engaging the teeth of said ratchet-bar, and an operating-lever pivoted intermediate its ends to said dog-carrying lever at a point above said dog, said operating-lever when
25 moved in one direction adapted to disengage said dog from the teeth of the ratchet-bar and limited in its reverse movement by the abutting of that portion thereof below its pivotal point against the front edge of the dog-carry-
30 ing lever, substantially as described.

3. The combination with a ratchet-bar, of a lever pivotally supported and carrying a dog

engaging the ratchet-bar, an operating-lever pivoted to the first-mentioned lever, and an adjustable engaging portion carried by said
35 operating-lever and adapted to effect the disengagement of the dog from the teeth of the ratchet-bar when the operating-lever is moved in one direction, substantially as described.

4. The combination with a ratchet-bar, of a
40 lever pivotally supported and carrying a dog engaging the ratchet-bar, an operating-lever pivoted to the first-mentioned lever, and an adjustable bolt carried by said operating-lever and engaging said dog, substantially as
45 described.

5. The combination with a ratchet-bar, of a lever bifurcated to receive said ratchet-bar and having a dog pivoted in said bifurcated
50 portion engaging said ratchet-bar, an operating-lever pivoted to said first-mentioned lever and bifurcated to receive said ratchet-bar, said dog extending through the bifurcated portion of said operating-lever, and an
55 adjustable bolt carried by said operating-lever and engaging the dog, substantially as described.

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

SAMUEL W. HYATT.

Witnesses:

JOHN J. FESLER,
IDA C. HYATT.