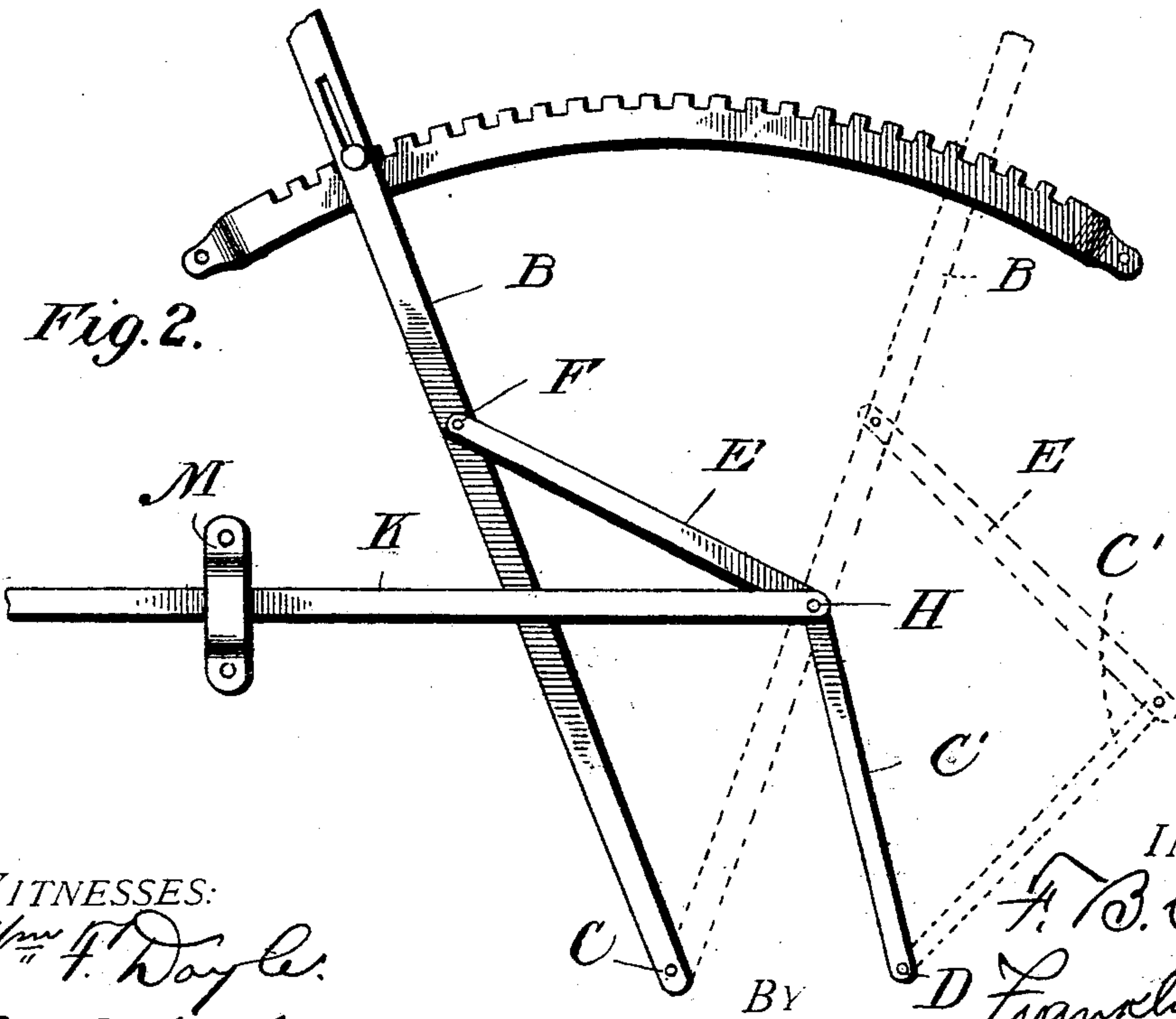
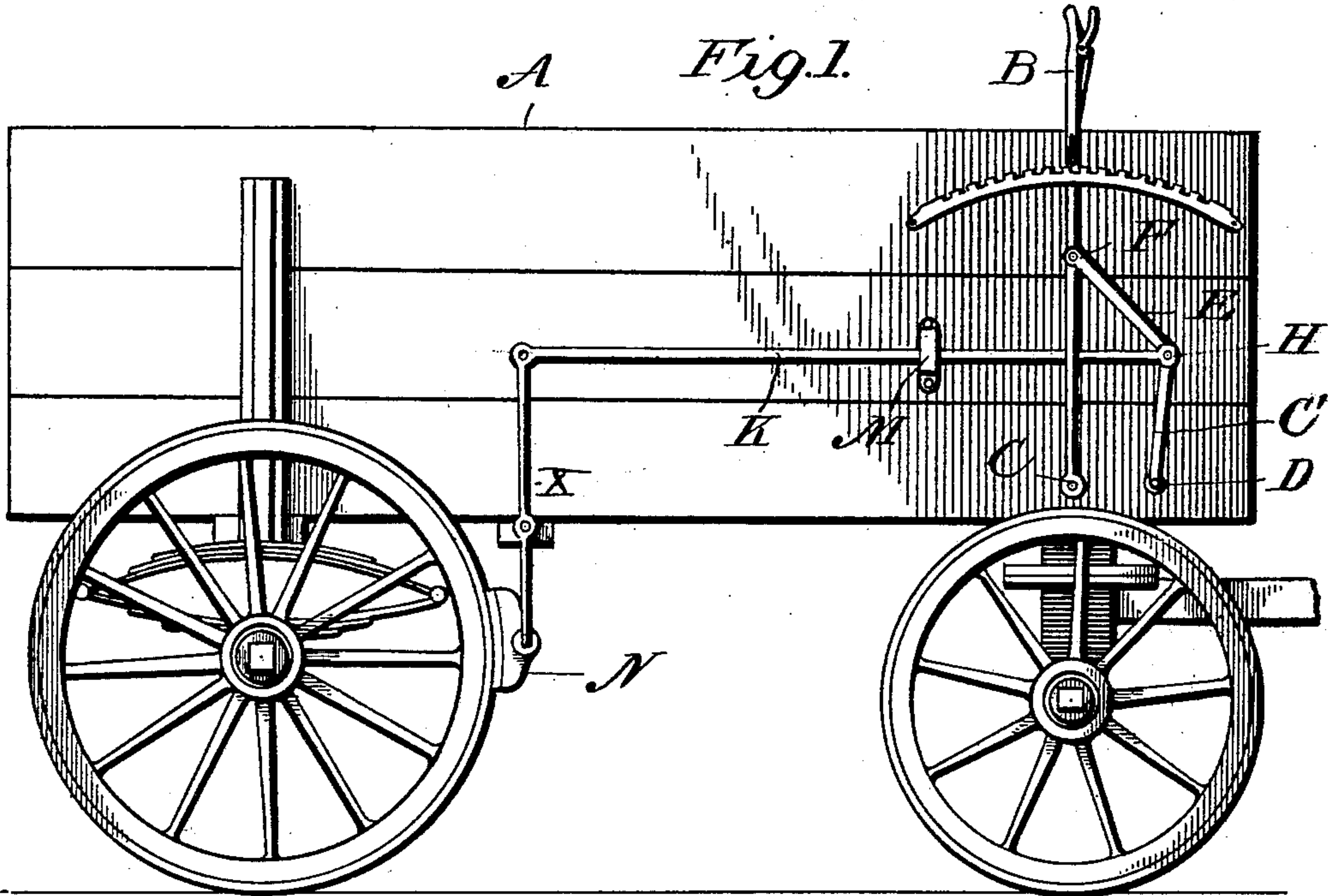


No. 677,063.

Patented June 25, 1901.

F. B. COOK.
WAGON BRAKE LEVER.
(Application filed Apr. 30, 1901.)

(No Model.)



WITNESSES:

Wm F. Doyle
A. L. Hough

INVENTOR

F. B. Cook

Franklin H. Hough
Attorney

UNITED STATES PATENT OFFICE.

FRANK BURTON COOK, OF OSKALOOSA, KANSAS.

WAGON-BRAKE LEVER.

SPECIFICATION forming part of Letters Patent No. 677,063, dated June 25, 1901.

Application filed April 30, 1901. Serial No. 58,152. (No model.)

To all whom it may concern:

Be it known that I, FRANK BURTON COOK, a citizen of the United States, residing at Oskaloosa, in the county of Jefferson and State of Kansas, have invented certain new and useful Improvements in Wagon-Brakes; and I do 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 the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in wagon-brakes; and it consists in the novel arrangement and combination of levers, which are connected to the brake-shoe and to each other in such a manner as to increase the leverage in applying the brake, while the shoe when not in use may be thrown away from the wheel a sufficient distance to be out of the way and not catch mud from the wheel.

The invention will be hereinafter more fully described and then specifically defined in the appended claim and is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this application, and in which drawings—

Figure 1 is a side elevation of a wagon-box, showing my improved brake secured thereto. Fig. 2 is an enlarged view of the lever mechanism, shown in dotted lines in the position assumed by the levers when the brake is applied and in solid lines with the brake off.

Reference now being had to the details of the drawings by letter, A designates the side of a wagon-box, to which the hand-lever B is pivoted at its lower end, as at C. The upper end of this lever is positioned adjacent to the upper edge of the side of the box and within convenient reach of the foot of the operator. Pivoted to the side of the box, as at D, is a link C', and pivoted to one end of the link C' is a link E, which link E is in turn pivoted to the lever B at F, and mounted on the pivotal pin H, connecting the links C' and E, is one

end of the brake bar or rod K, having connection with a pivoted rod X, carrying a brake-shoe N, secured at its opposite end. This brake-bar K is held to the wagon-box by means of the guide-strip M, through which said bar is designed to reciprocate as the bar is moved longitudinally. If desired, guide-strips may be placed over the other levers and links for the purpose of preventing the links and levers from buckling.

From the arrangement of levers and links, as shown and as hereinbefore described, it will be observed that when the brake is applied by the operator pressing forward on the upper end of the lever B the pivotal point H is thrown away from the lever B, and the shoe will be drawn against the circumference of the vehicle-wheel, and after the lever B passes an upright or vertical position the leverage will be increased, and as the lever B approaches its farthest throw forward the brake-shoe will be drawn against the wheel and under with sufficient pressure to block the wheel with the wagon heavily loaded.

When the brake-shoe is thrown off, the shoe will be thrown backward such a distance as will prevent the shoe from catching mud from the wheel.

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

A wagon-brake, comprising in combination with the box of a wagon, a hand-lever B pivoted to the box, the links C' and E pivoted together, one end of link C' being pivoted to the wagon-box, the link E being pivoted to said hand-lever, the brake-bar pivoted to the meeting ends of said links, the brake-shoe mounted on said bar, and guide-piece through which said bar works, as shown and described and for the purpose set forth.

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

FRANK BURTON COOK.

Witnesses:

MARSHALL GYHART,
CHAS. F. JOHNSON.