

No. 607,749.

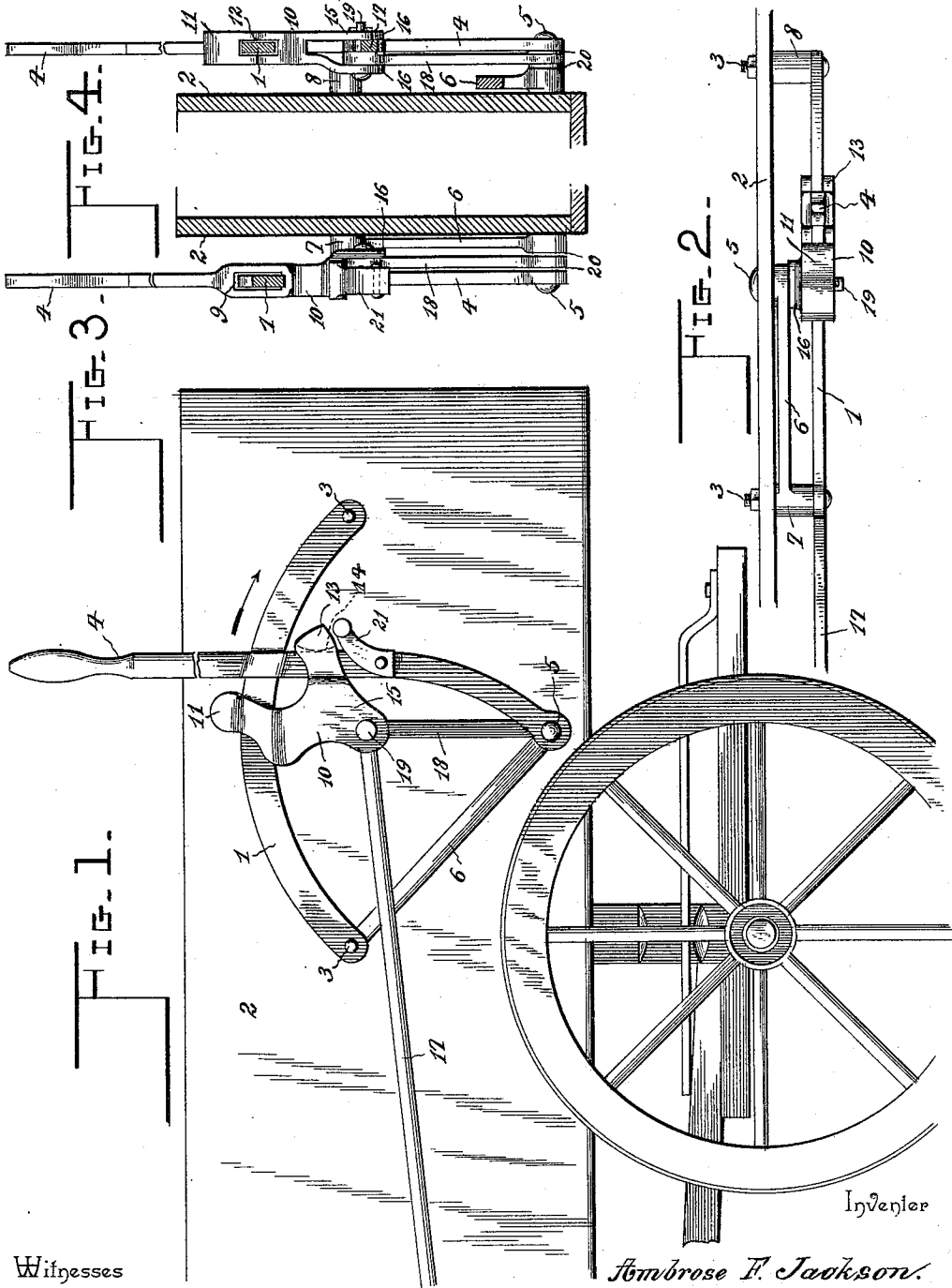
Patented July 19, 1898.

A. F. JACKSON.
LOCK FOR WAGON BRAKES.

(Application filed Dec. 20, 1897.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses

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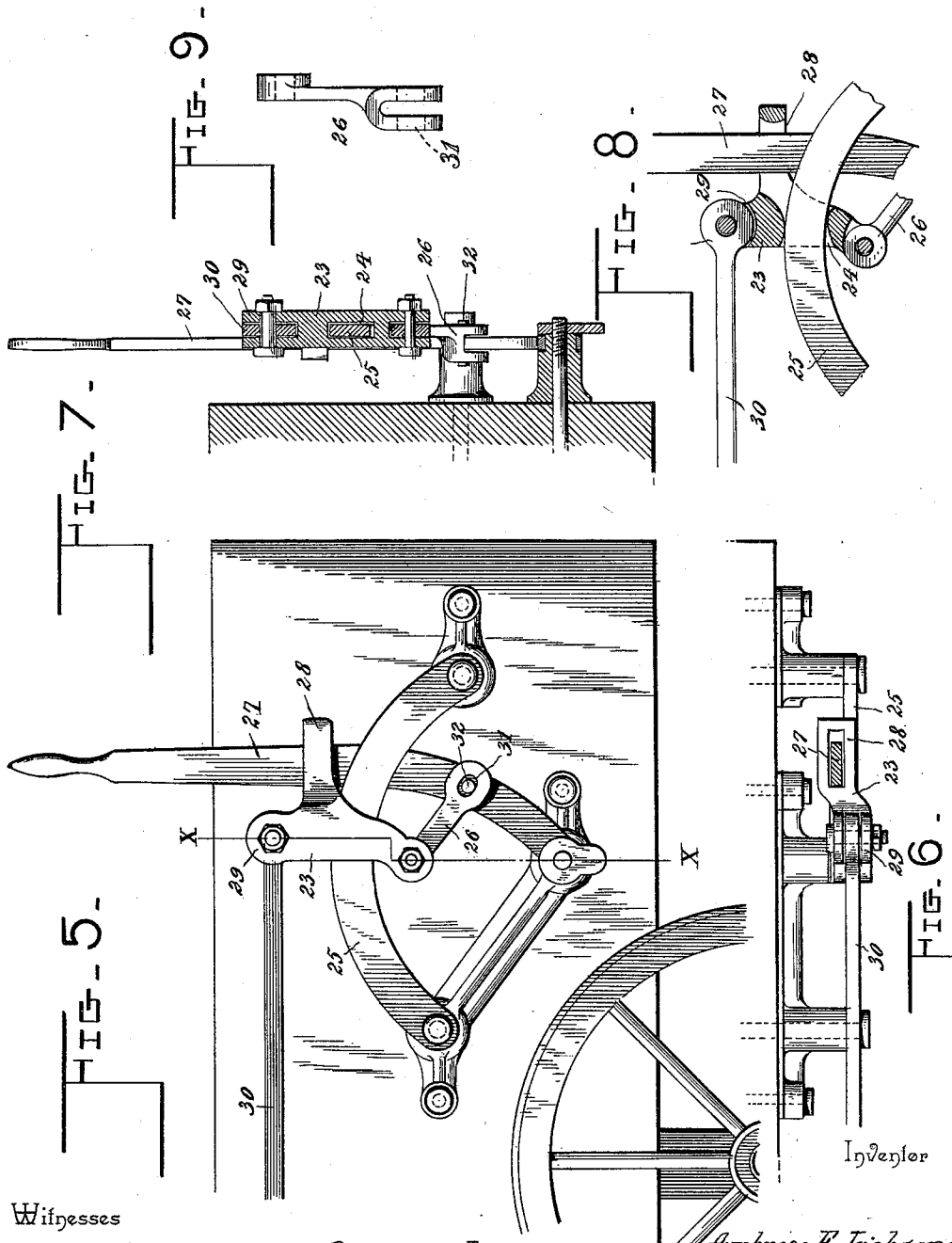
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UNITED STATES PATENT OFFICE.

AMBROSE F. JACKSON, OF OKLAHOMA, OKLAHOMA TERRITORY.

LOCK FOR WAGON-BRAKES.

SPECIFICATION forming part of Letters Patent No. 607,749, dated July 19, 1898.

Application filed December 20, 1897. Serial No. 662,669. (No model.)

To all whom it may concern:

Be it known that I, AMBROSE F. JACKSON, a citizen of the United States, residing at Oklahoma, in the county of Oklahoma and Territory of Oklahoma, have invented a new and useful Lock for Wagon-Brakes, of which the following is a specification.

This invention relates to locks for wagon-brakes, its object being to provide a simple and efficient device of this character which will automatically operate to lock the brake in its applied position and will be automatically operated when the brake-lever is reversed to release the brake.

With this object in view the invention consists of the several details of construction and combination of parts, as will be fully described, and particularly pointed out in the claims.

In the drawings, Figure 1 is a side elevation of a portion of a wagon-body, showing the brake-rod, the brake-lever, and my improved locking device. Fig. 2 is a plan view of the same. Fig. 3 is an end view, partly in section. Fig. 4 is a similar view looking in the opposite direction. Fig. 5 is a side elevation illustrating a modification of the invention. Fig. 6 is a plan view, partly in section. Fig. 7 is a vertical sectional view on line *x x* of Fig. 5. Fig. 8 is a detail sectional view illustrating the construction of the locking-block and its connection with the lever and the segmental bar; Fig. 9, a view of the link connecting the lower end of the locking-block with the lever.

Similar reference-numerals indicate similar parts in the several figures.

1 indicates a segmental bar, which is secured to the side 2 of the wagon-body by means of bolts 3. The brake-lever 4 is pivoted at its lower end on a bolt 5, and a brace-rod 6 is connected at its lower end to the bolt 5 and at its upper end to the rear bolt 3, which supports the segmental bar. The brace-rod 6 lies adjacent to the side of the wagon and is intended to support the pivot-bolt 5 against strain caused by the lever in applying the brake. The end of the rod 6 which is connected to the bolt 3 is provided with a lateral collar, against which the segmental bar 1 abuts, and a thimble 8 is fitted on the front bolt 3 between the bar 1 and the side of the wagon. In this manner the segmen-

tal bar is held away from the side of the wagon sufficiently to afford room for the operation of the lever. The lever is provided with a slotted opening 9, through which the bar 1 extends, and as the bar 1 is curved to form the arc of a circle of which the pivot-bolt 5 is the center it is obvious that the lever 4 can move from end to end of the bar, if necessary.

10 indicates the locking-block, which is substantially Y-shaped, and one arm 11, which projects upward, is provided with a slotted opening 12, through which the segmental bar 1 extends. The arm 13, which projects forward, is provided with a slotted opening 14, through which the brake-lever 4 extends. The depending arm or stem 15 of the locking-block is slotted at its lower end to form spaced ears 16, between which the front end of the brake-rod 17 and the upper end of the link 18 are pivoted on a bolt 19. The lower end of the link 18 is pivoted on the bolt 5 between the lever and the brace-bar 6, and suitable washers 20 will also be fitted on the bolt 5 to keep the lower end of the lever sufficiently away from the side of the wagon. The rear end of the brake-rod will be connected to the top arm of the brake in the usual manner. One of the ears 16 is offset in order that when the parts are assembled the brake-lever 4 and the brake-rod 17 will lie in the same vertical plane, and at the same time sufficient space will be afforded between the two ears for the link 18.

21 indicates a lug secured to the lever 4 in any suitable manner and is so arranged that it will engage the under side of the arm 13 when the lever is moved rearwardly and rock the locking-block on its pivot, for a purpose to be referred to.

It will be observed that the front end of the brake-rod and the lower end of the locking-plate are pivotally supported on the upper end of the link 18 and that the preponderance of weight of the locking-block is in front of its pivot, whereby it will normally assume the position indicated in Fig. 1. In applying the brake the lever will be moved forwardly in the direction of the arrow, and when so moved the locking-block will slide over the segmental bar freely. As soon, however, as pressure is removed from the lever

the strain on the brake-rod will tend to pull the lower end of the locking-bar rearwardly, and this will cause the rear edge of the lower wall of the slotted opening 12 to bind against the under face of the segmental bar 1, while the front edge of the upper wall of such opening will bind against the upper face of the bar and prevent the locking-block from sliding on the segmental bar. The brake will thus be securely locked in its applied position. When it is desired to release the brake, the lever 4 will be moved rearwardly, and this movement will cause the lug 21 to engage the under face of the arm 13 and rock the locking-block on its pivot, and thereby so dispose the slotted opening 12 relatively to the bar 1 that the block will slide freely over it, toward the rear end thereof, and the brake will then be released.

In Figs. 5 to 9 of the accompanying drawings is illustrated a modification of the invention, and the locking-block 23 is substantially T-shaped. The lower depending arm of the block 23 is provided with an opening 24 to receive the curved segment or bar 25 and is connected by a link 26 with an operating-lever 27, and the forwardly-extending arm 28 of the block is provided with a slot or opening to receive the said lever 27. The upwardly-extending arm 29 is pivotally connected with the brake-rod 30, and when the lever 27, which is fulcrumed at its lower end similar to that before described, is moved forward the brake is applied, and the tension on the brake-rod causes the locking-block to bind against the segmental bar and firmly hold the parts at any desired adjustment. When the brake-lever is moved rearwardly, it carries the link 26 backward and upward, thereby disengaging the locking-block from the segmental bar and permitting the said block to slide freely thereon. The link 26 has its upper end pivoted in a bifurcation of the locking-block, and its lower end is bifurcated to receive the lever and is slotted at 31 for the pivot 32 to permit a limited play of the parts. The front end of the brake-rod is pivoted in a bifurcation of the upper arm of the locking-block, and the segmental bar 25 is offset from the side of the body of the vehicle to permit free movement of the parts.

From the foregoing description it will be seen that the locking-block operates automatically and that it forms a very effective locking device for the purpose intended, also that it is exceedingly simple in its construction, can be manufactured at a very low cost, and will not be liable to get out of order.

It will be understood that changes in the form, proportion, and the minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having thus described the invention, what I claim is—

1. In a wagon-brake, the combination with

a segmental bar, a pivoted brake-lever, and a brake-rod, of a locking-block having a forwardly-extending arm provided with a slot receiving the brake-lever, said block being provided with upwardly and downwardly extending arms, one of the latter being pivoted to the brake-rod, and the other arm having a slotted engagement with the segmental bar, substantially as described.

2. In a wagon-brake, the combination with a segmental bar, a pivoted brake-lever, and a brake-rod, of a locking-block pivotally connected to the brake-rod, and having a slotted engagement with the brake-lever and the segmental bar respectively, and a lug on the lever located beneath and adapted to engage the locking-block when the lever is moved rearward, substantially as and for the purpose specified.

3. In a wagon-brake, the combination with a pivoted brake-lever having a slotted opening, of a fixed segmental bar extending through said opening, and a brake-rod, of a link pivoted at its lower end on the pivot of the lever, a locking-block pivotally connected to the upper end of the link and to the front end of the rod, and having arms provided with slotted openings through which the brake-lever and the segmental bar respectively pass, and a lug on the lever adapted to engage the locking-block and rock it on its pivot, substantially as described.

4. In a wagon-brake, the combination with a pivoted brake-lever having a slotted opening, of a fixed segmental bar extending through said opening, a brace-rod connecting the pivot of the lever to the segmental bar, and a brake-rod, of a link pivoted at its lower end on the pivot of the lever, a Y-shaped locking-block the stem of which is pivotally connected to the upper end of the link and to the front end of the brake-rod, and the arms of which are provided with slotted openings through which the brake-lever and the segmental bar respectively pass, and a lug on the lever adapted to engage one of the arms of the locking-block and rock the latter on its pivot, substantially as and for the purpose specified.

5. In a wagon-brake, the combination with a segmental bar, of a brake-rod, a brake-lever, a locking-block connected with the brake-rod and the lever and slidingly mounted on the segmental bar, said locking-block being adapted to bind against the segmental bar and be held in such engagement with the same by the tension on the brake-rod, and a link extending from the bottom of the block to the lever, substantially as described.

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

AMBROSE F. JACKSON.

Witnesses:

WM. TURNER,
B. F. BURWELL.