

O. T. BAKER.
WAGON-BRAKE.

No. 174,757.

Patented March 14, 1876.

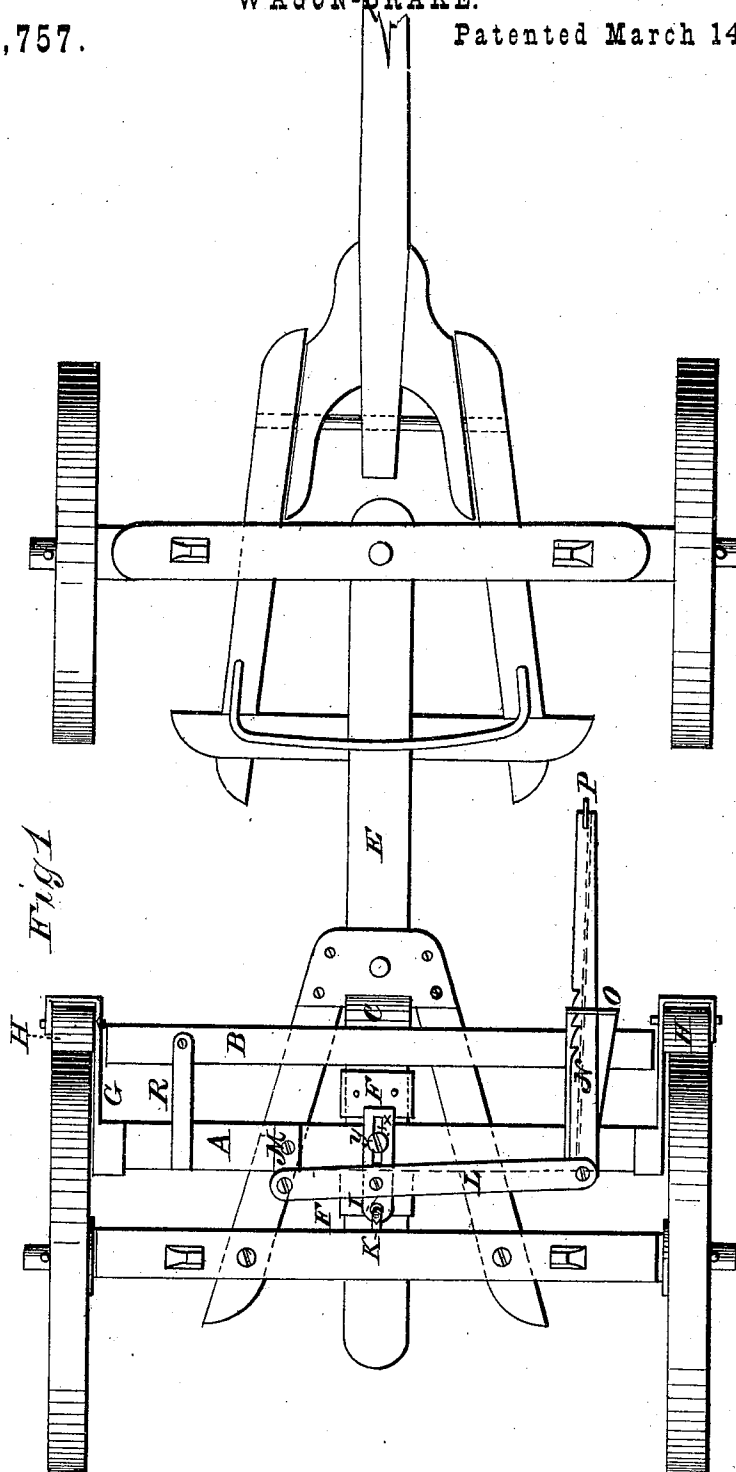


Fig 1

WITNESSES
Francis L. Curand
C. L. Everts,

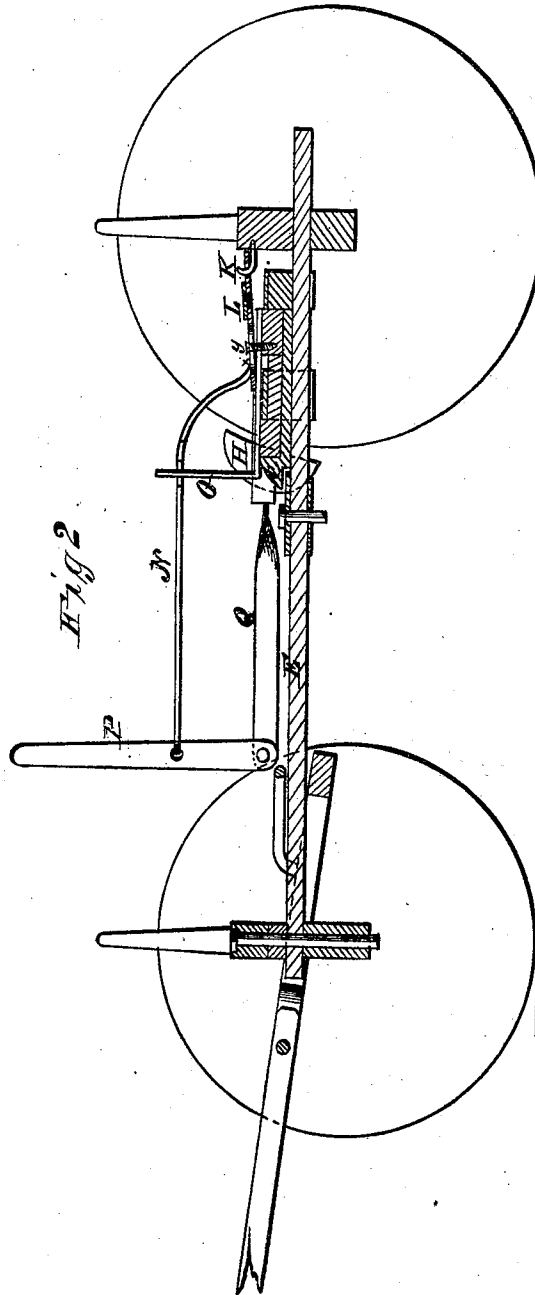
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WITNESSES
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UNITED STATES PATENT OFFICE.

OWEN T. BAKER, OF WAMEGO, ASSIGNOR OF PART HIS RIGHT TO E. B. PURCELL AND ELIPHALET L. PATEE, OF MANHATTAN, KANSAS.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. 174,757, dated March 14, 1876; application filed January 22, 1876.

To all whom it may concern :

Be it known that I, OWEN T. BAKER, of Wamego, in the county of Pottawatomie and in the State of Kansas, have invented certain new and useful Improvements in Lever Wagon-Brakes; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a wagon-brake, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawings, in which—

Figure 1 is a plan view of the running gear of a wagon embodying my invention. Fig. 2 is a longitudinal section of the same.

A and B represent two parallel pressure-bars, which are permanently secured to a cross-slide, C, upon the wagon-reach E, by means of two guide-bands, F F. At each end of the rear bar A is a metal stirrup, G, which extends forward and contains the friction-block H, to guide the same to the tangent of the wheel. I is a fulcrum-strap, attached to the hind bolster by means of a hook, K, in such a manner that the whole can be adjusted at pleasure. The front end of this strap has a longitudinal slot, x, through which a screw, y, passes into the bar A, this slot serving as a guide to govern the stroke and position of the brake. To the fulcrum-strap is pivoted a driving-lever, L, the short arm of which is, by a draft-strap, M, connected with the rear pressure-bar A. The long arm of the lever L is, by a ratchet-strap, N, connected to the hand-lever P, said strap passing through a guide, O, and the lower end of the lever P secured to a horizontal brace-bar, Q, which is attached to the bars A and B. R is a brace-strap, which connects and strengthens the bars A and B.

The advantages of this brake are, that it is entirely separate from the bed of the wagon, and is practicable for all purposes for which a wagon is used. It is so adjusted that the wagon can be lengthened or shortened without disturbing the brake, by simply taking out the coupling-pin midway in the reach and sliding the hind axle to or from the forward one, holes being made in the reach for the coupling-pin at any place desired.

The hand-lever P is so arranged that the force of the short arm is directly applied to the brake, which gives additional length and power to the driving-lever L, accurately extending its power from the center of motion. When not desired for use, this brake can be readily removed from the wagon by uncoupling the reach and withdrawing it from the hind axles and the guides F F, and unhooking it from the hook K in the hind bolster.

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

1. The combination of the slide C, moving upon the reach E, the bar A, attached to said slide and provided at its ends with the stirrups G G, carrying the blocks H H, the slotted fulcrum-strap I, and lever L, all constructed substantially as and for the purposes herein set forth.

2. In combination with the slide C, connected pressure-bars A B, carrying the brake-blocks, the fulcrum-strap I, and lever L, the operating-lever P, connected by the bar N with the lever L, and by a bar, Q, with the pressure-bars A B, whereby force is exerted to both push and pull the pressure-bars, substantially as herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 3d day of January, 1876.

OWEN T. BAKER.

Witnesses:

WILLIAM H. DEWEESE,
JAMES DOYLE.