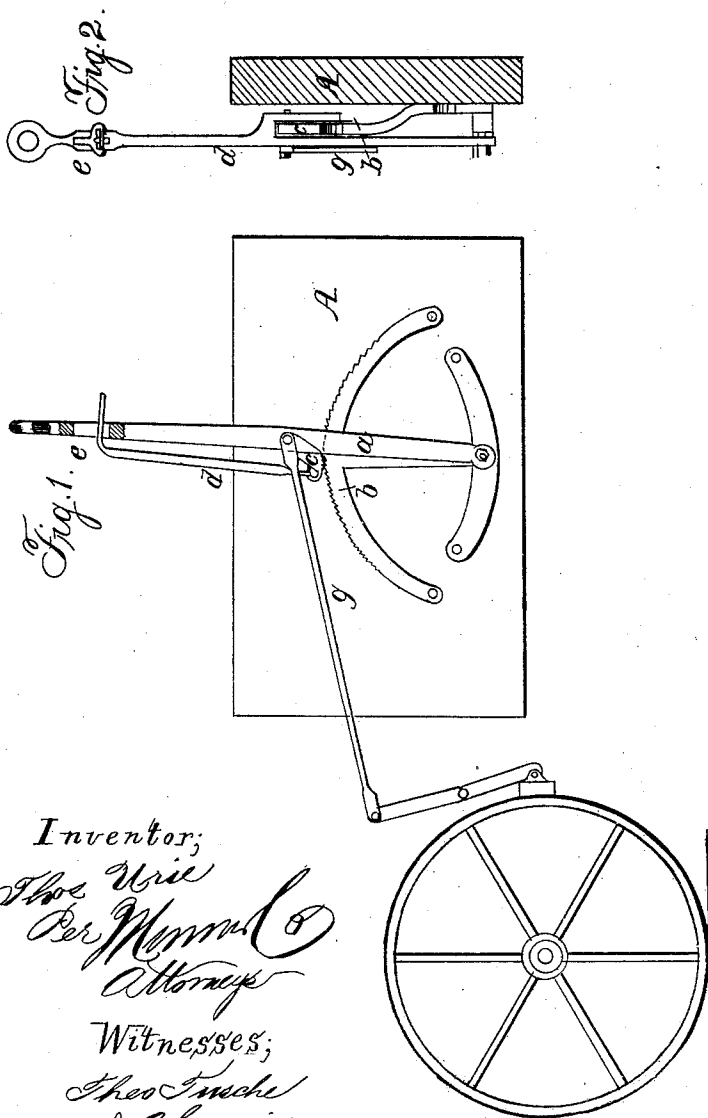


T. URIE.

Brake.

No. 65,311.

Patented May 28, 1867.



Inventor;
T. Urie
Per *Wm. M. C.*
Attorney
Witnesses;
Theo. Fuchs
J. C. Brown

United States Patent Office.

THOMAS URIE, OF SPRINGFIELD, IOWA.

Letters Patent No. 65,311, dated May 28, 1867.

IMPROVED WAGON-BRAKE LOCK.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, THOMAS URIE, of Springfield, in the county of Keokuk, and State of Iowa, have invented a new and useful improvement in Wagon-Brake Lock; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a front view of my improved wagon-lock.

Figure 2 is a side view.

Similar letters of reference indicate like parts.

This invention relates to an improvement in the construction of locks for operating the brake on a wagon-wheel, and consists in a lever, attached to a wooden block, for securing the lock to the side of a wagon, and connected with an eccentric piece in such manner that when the lever is thrown back it draws the brake-lever bar and forces the rubber or shoe against the wheel, and at the same time brings the eccentric piece into such a position that it binds upon an iron segment and locks the wheel. By a simple application of the hand to the lever, the eccentric piece is released from the segment and the brake-shoe removed from the wheel. This contrivance is very simple, cheap, and effective in its operation. It may be used on either or both sides of a wagon, and is attached very readily.

A represents a flat wooden block for supporting the lock and fastening with screws or otherwise to the side of a wagon forward of the hind wheel. Upon the block, A, a straight iron lever, *a*, is pivoted at one end at or near a centre point of a thick iron segment-plate, *b*, to sweep evenly upon its circle. The segment-plate is made rough on the edge. An iron eccentric, *c*, is pivoted to the lever *a*, and hung by a link-joint to a rod, *d*, that extends up by the side of the lever *a* near to its end, where it bends at right angles and passes through a slot, *e*, in the lever *a*, and has an eye or knob on its end to prevent it from coming out of the slot. The eccentric *c* is also made rough on the edge where it comes in contact with the edge of the segment-plate *b*. A rod, *g*, is also pivoted at one end to the lever *a*, to be connected at the other end with an ordinary wagon-brake lever, as indicated in red lines. For the sake of illustrating the operation of my improved wagon-lock, the exhibit has a spiral spring on it instead of the rod *g*, which spring gives the necessary play to the eccentric *c*, and such as it would have when connected by a rigid rod with the brake-lever on a wagon, by the rod giving way under the strain before the rubber or shoe is tight on the wheel.

To operate this lock the lever *a* is thrown back to draw the rod *g* when the eccentric *c* bears upon the edge of the segment-plate *b*, and by its peculiar shape and position, in connection with the rod *d*, catches and binds upon the plate in such manner that it cannot slip forward, and therefore locks or holds the brake fast on the wheel of a wagon. To release the eccentric *c* and unlock the brake, it is only necessary to bear on the lever *a* and at the same time raise rod *d* in the slot *e*. The lock may be reversed for use on either side of a wagon.

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

The eccentric *c*, in combination with the rod *d*, the slotted lever *a*, and the segment-plate *b*, for locking a wagon-brake by means of the connecting-rod *g*, constructed, arranged, and operating substantially as and for the purposes described.

THOMAS URIE.

Witnesses:

C. MOORE,

PETER SNOOK.