

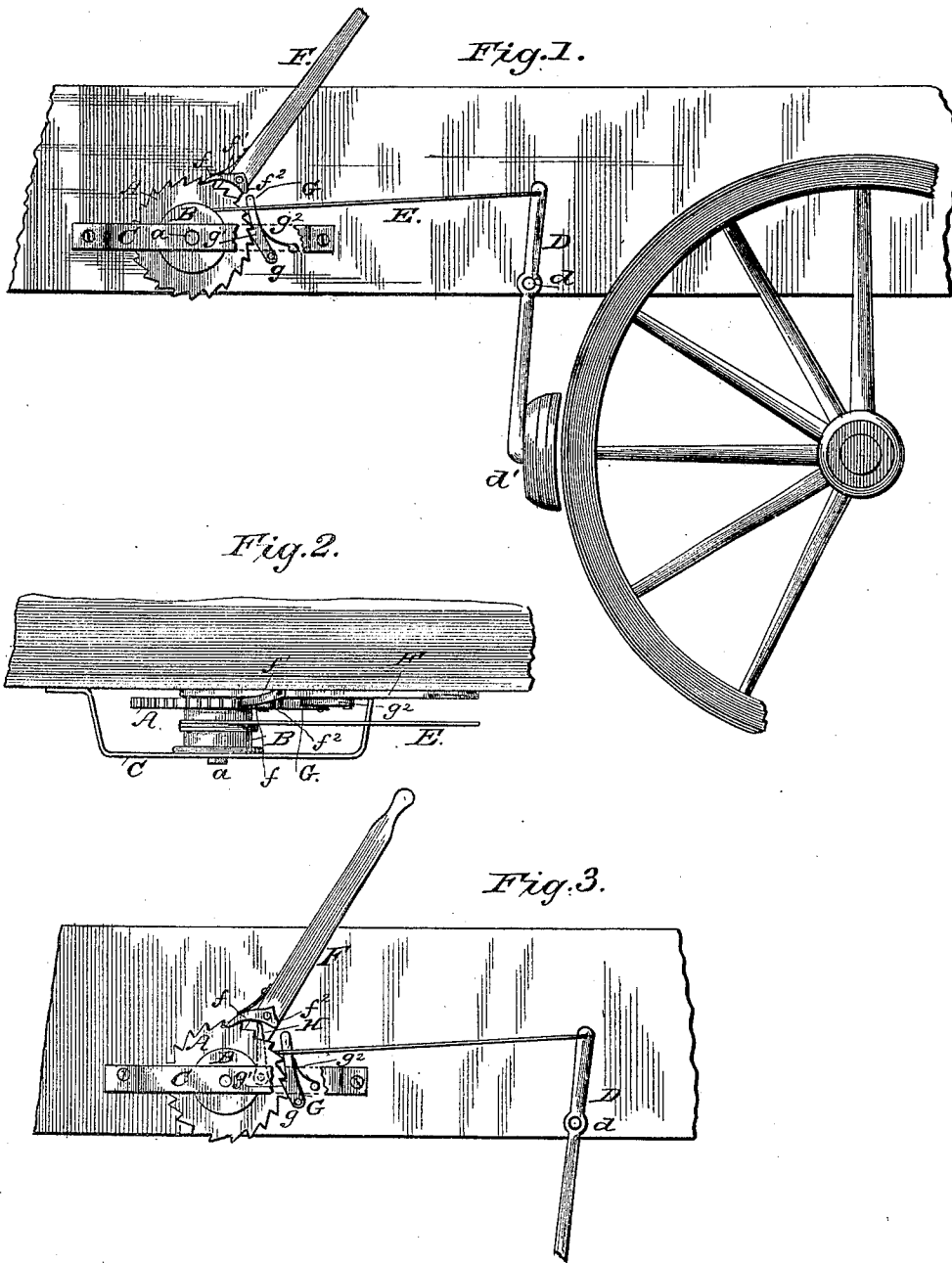
(No Model.)

A. K. BARMORE.

WAGON BRAKE.

No. 325,038.

Patented Aug. 25, 1885.



WITNESSES:
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WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 325,038, dated August 25, 1885.

Application filed April 30, 1885. (No model.)

To all whom it may concern:

Be it known that I, ALBERT KING BARMORE, a citizen of the United States, residing at Milano, in the county of Milam and State of Texas, have invented certain new and useful Improvements in Wagon-Brakes, of which the following is a description.

Figure 1 is a side view of the wagon-brake and means for operating it. Fig. 2 is a plan view of the same. Fig. 3 is a side view of a modification in the means for operating the wagon-brake.

This invention relates to brakes for wagons or other vehicles; and it consists in the detailed construction of the parts hereinafter described, by which the brake is applied to the vehicle-wheel and disengaged therefrom when not required.

In the accompanying drawings, similar letters of reference indicate corresponding parts in all the figures.

A is a ratchet-wheel, pivoted on the shaft *a*, attached to the frame of a wagon.

B is a short barrel, also pivoted on the shaft *a*, and made solid with or otherwise firmly secured to the said ratchet-wheel.

C is a bracket for carrying one end of the shaft *a*, the other end of which is supported in the frame of the wagon.

D is a lever, pivoted at *d* to the frame of the wagon, and provided with a brake-block, *d'*, for pressing against one of the wagon-wheels.

E is a cord or chain, which is attached to the end of lever D and to the barrel B, so that when the said barrel is rotated the cord will be tightened and the brake-block pressed against the wagon-wheel.

F is a lever, also pivoted freely upon the shaft *a*, and provided with a pawl, *f*, and with a spring, *f'*, for rotating the ratchet-wheel. The pawl *f* is also provided with a heel, *f'*, the use of which will be hereinafter more fully explained.

G is a catch, pivoted on the pin *g* in the framing of the wagon, and provided with a projecting portion, *g'*, and with a spring, *g''*, which causes the said catch to engage with the teeth of the ratchet-wheel and prevents it from turning backward.

The brake-lever is operated by a few short

strokes of the lever F, which tighten the cord until the brake-block exerts the required pressure, and the catch then holds the brake-lever with the brake-block applied to the wagon-wheel. In order to release the brake the lever F should be moved quickly in the opposite direction. This will cause the heel *f'* of the pawl to strike against the upper end of the catch, and thereby release both the pawl and the catch from contact with the ratchet-wheel. The tension of the cord will cause the ratchet-wheel to turn backward, and the wagon-wheel will be relieved from the pressure of the brake-block.

While the devices before described will give good results, I prefer in connection therewith to employ the striker or guide H, as shown in Fig. 3. This striker may be supported on the wagon-framing, and it is arranged to engage and free the point of the pallet or pawl *f* from the ratchet-wheel when the operating-lever is moved to approximately the extremity of its rearward stroke. By this guide or striker the pallet is released from the ratchet-wheel before its heel strikes the stop pawl or catch G.

The use of the striker H will not in any way interfere with the action of the lever in applying the brake.

It will be noticed that the wagon-brake described above is applicable to all kinds of vehicles, and is simple in action and easily constructed; also, that when the brake is applied in the manner described the brake-block does not require to be kept so full as is necessary when the power is applied directly to the end of the brake-lever.

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

1. In a wagon-brake, the combination of the lever F, provided with a pawl having the heel *f'*, a ratchet-wheel, and the catch G, having the projecting portion *g'*, substantially as shown and described.

2. The combination of a brake-lever provided with a brake-block, the ratchet-wheel A, barrel B, connected by a cord to the brake-lever, the lever F, provided with a pawl having the heel *f'*, and the catch G, substantially as described and shown.

3. The combination of a brake lever and block, the ratchet-wheel A, barrel B, the lever F, provided with a pawl, f, the striker H, and the catch G, substantially as described and
5 shown.

4. The combination, with the ratchet-wheel provided with the drum, the stop pawl or catch, and the lever provided with a pawl or pallet arranged and adapted to engage the

ratchet-wheel, of a striker or guide arranged to in position to engage and release the point of the pallet at approximately the extremity of the rearward stroke of the lever, substantially as set forth.

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Witnesses:

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