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W. N. SECORD.

WAGON BRAKE.

APPLICATION FILED OCT. 21, 1902.

NO MODEL.

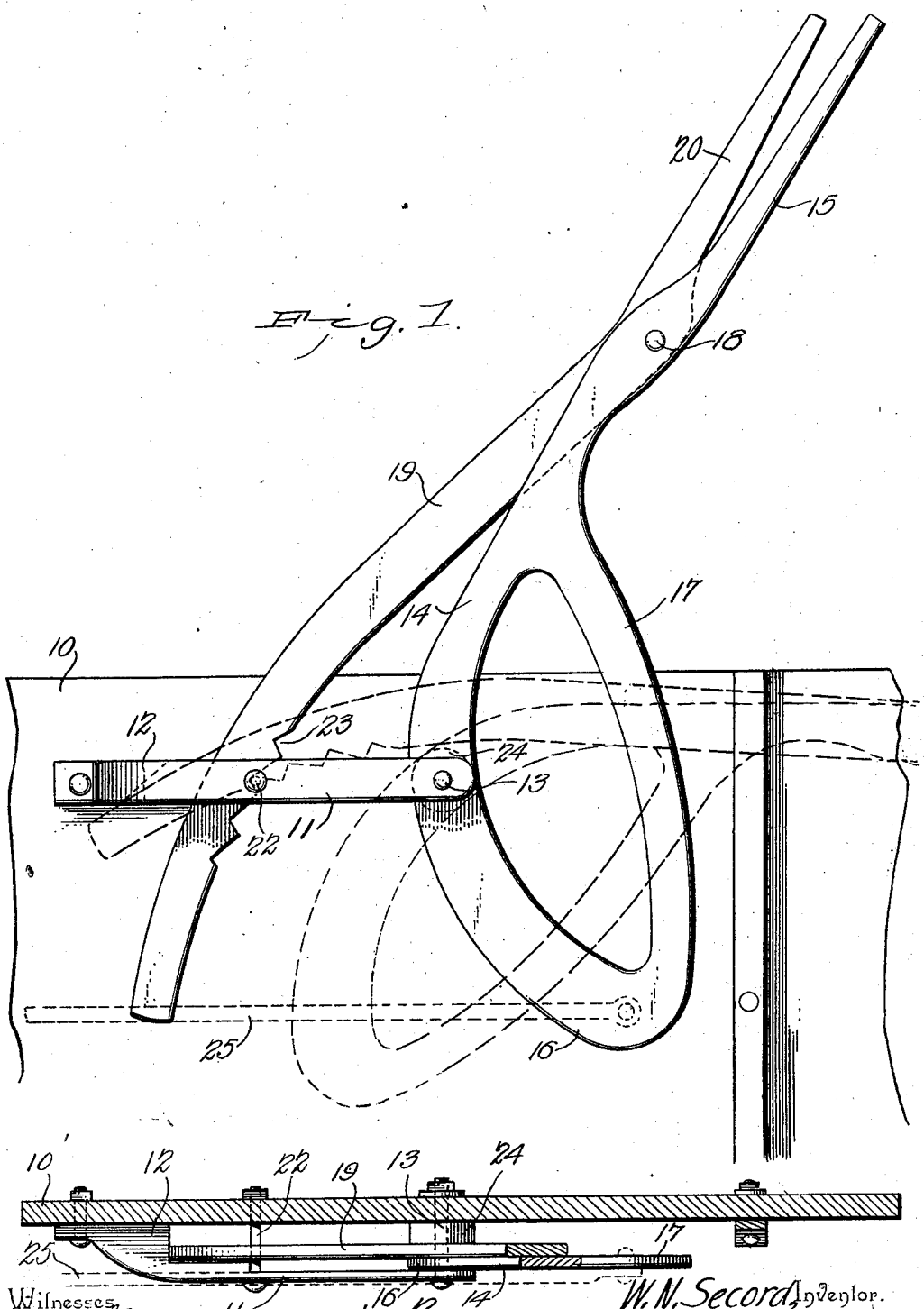


Fig. 1.

Fig. 2.

Witnesses,
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UNITED STATES PATENT OFFICE.

WILLIAM N. SECORD, OF UNIONVILLE, MISSOURI.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 724,057, dated March 31, 1903.

Application filed October 21, 1902. Serial No. 128,174. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM N. SECORD, a citizen of the United States, residing at Unionville, in the county of Putnam and State of Missouri, have invented a new and useful Wagon-Brake, of which the following is a specification.

This invention relates to vehicle-brakes, and has for its objects to produce a device of this character which will be simple of construction, inexpensive to manufacture, efficient in operation, which may be readily applied and operated to automatically set and hold the brake in position to be quickly released, and which may when not in use be brought to an unobstructing position at the side of the vehicle-body wholly beneath the top plane of the same.

The invention consists in certain novel features of construction, as hereinafter shown and described, and specified in the claims.

In the drawings illustrative of the invention, Figure 1 is a side elevation of the brake-operating mechanism, shown in its operative position in full lines and in its inoperative position in dotted lines. Fig. 2 is a plan view of the same.

My improved device, which is especially designed for use upon heavy farm-wagons, but which may with slight modifications or changes be readily adapted for use upon lighter vehicles, is in practice attached to the side of a vehicle-body 10, as in Fig. 1, and is adapted for use in connection with any suitable or desired form of brake mechanism.

In my improved construction as illustrated herein, 11 indicates a bracket member attached to the body portion 10 relatively near its upper side, as indicated. The bracket member is formed open at one end and with a stop 12 at its rear end, the stop having an inclined under surface, as indicated. The open end of the bracket is provided with a pivot-bolt 13, connecting the free end of the bracket with the body 10 and forming the pivot of the operating-lever 14, the latter provided at one end with a hand-grip 15 and with the other end 16 preferably extending on the opposite side of the pivot at an angle to the main portion of the lever. The two portions 14 16 are connected by a brace 17 to stiffen and support the lever, the brake-rod 25 leading from part 16. The parts 14, 15, 16, and 17 are preferably formed from a single piece of steel, malleable iron, or other suitable material of sufficient strength to withstand the strains to which they will be subjected.

The operating-lever may be of any required length and the relative lengths of the parts 14 16 altered as required to increase or decrease the power of the lever.

Pivotally engaging the operating-lever, preferably at a point 18 at the inner end of the handle portion 15, is a floating lever 19, extended at one end to form a handle member 20, corresponding to the handle 15 and spaced therefrom, while the opposite end of the lever 19 is curved downwardly and passes through the bracket 11, with its upper edge adjacent to the rear stop 12, as shown. The bracket 11 is provided with a transverse intermediate stop, preferably in the form of a bolt 22, passing through the bracket and the vehicle-body 10. The floating lever 19 is provided along its under side with a plurality of spaced notches 23, straight upon one side and inclined upon the other, as shown, and adapted to engage the stop-bolt 22, and thus afford means for holding the operating-lever in any desired position to retain the brakes "set" or in engagement with the vehicle. By providing a plurality of the inclined notches 23 it will be obvious that the brakes may be applied at any required tension and locked in position and the grip increased or decreased at the will of the operator. When the brake is to be released, the two handle members 15 20 are compressed, which action will throw the floating lever out of engagement with the stop 22 and permit the operating-lever to fall by gravity into the position shown by dotted lines in Fig. 1. The floating lever when the operating-lever assumes this position comes in contact with a ferrule 24 upon the pivot-rod 13 between the operating-lever and the body 10, and the rear downwardly-curving end of the floating lever abuts against the rear stop 12, the three parts 12, 19, and 24 thus coacting to support the operating-lever and prevent it from moving below a certain predetermined position, or a position in substantial alinement with the upper edge of the body 10 convenient to the

hand of the operator. By this simple arrangement when the device is not in use the operating-lever and other parts are supported below the upper line of the vehicle-body and offer no obstruction above its upper surface. This is a very important feature of the invention and adds materially to the efficiency and value of the device.

It will be noted that in this device no springs are employed, the lever 19 being of the floating kind and operative entirely by gravity, and this is also a very important feature of the invention and very materially decreases the expense of the construction, simplifies the operation, and renders it less liable to become disarranged or otherwise inoperative.

The whole device comprises only three parts, which may all be cast or forged and put together with very little machine-work, thus rendering the device very inexpensive and easily assembled by persons not previously skilled.

The ferrule 24 will preferably be of rubber, leather, or similar yieldable material to receive the impact when the operating-lever falls into its inoperative position, and thus prevent the jarring of the parts and relieving them largely from strains.

The device may be located at any desired point on the vehicle, but will preferably be located upon the right-hand side convenient to the hand of the driver.

Having thus described the invention, what is claimed is—

1. In a device of the class described, the combination with a bracket member, of an operating-lever pivoted adjacent thereto with its lower end extended beneath the same, and having a brake-rod pivoted thereto, a floating lever pivoted to the operating-lever at a point distant above the bracket member, said floating lever comprising a single piece of metal formed above the pivot into an operating-handle and having its end below the pivot curved and provided on its inner edge with teeth, a stop-bolt carried by the bracket member in position to be engaged by the teeth on the floating lever, said lever adapted, as a whole, to be swung downward to an unobstructing position at the side of the wagon-body, and means for sustaining the lever in such position.

2. In a device of the class described, the combination with a bracket member, of an operating-lever pivoted thereto with its lower end extended beneath the same and having its upper end formed into an operating-handle bent at an angle to the body of the lever, a floating lever pivoted to the operating-lever at a point distant above the bracket member, said floating lever comprising a single piece of metal formed above the pivot into an operating-handle bent at an angle to cross the handle of the operating-lever and having its lower end curved and provided on its inner edge with teeth, a stop-bolt carried by the bracket member in position to be engaged by the teeth on the floating lever, said lever adapted, as a whole, to be swung downward to an unobstructing position at the side of the wagon-body, and means for sustaining the lever in such position.

3. In a device of the class described, the combination with a bracket member, of an operating-lever pivoted at one end thereof and provided on its pivotal axis with a ferrule, a stop formed at the other end of the bracket member, a floating lever pivoted to the operating-lever and provided with teeth adapted to engage a stop-bolt carried by the bracket member, said floating lever adapted, when the levers are moved to an inoperative position to engage the stop on the bracket member and to rest between its ends upon the ferrule, whereby the levers will be sustained in their inoperative position.

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

WILLIAM N. SECORD.

Witnesses:
WILLIAM BONER,
C. L. MULLENNAX.