(No Model.)

J. A. MARTIN.

WAGON BRAKE.

No. 458,633. Patented Sept. 1, 1891.

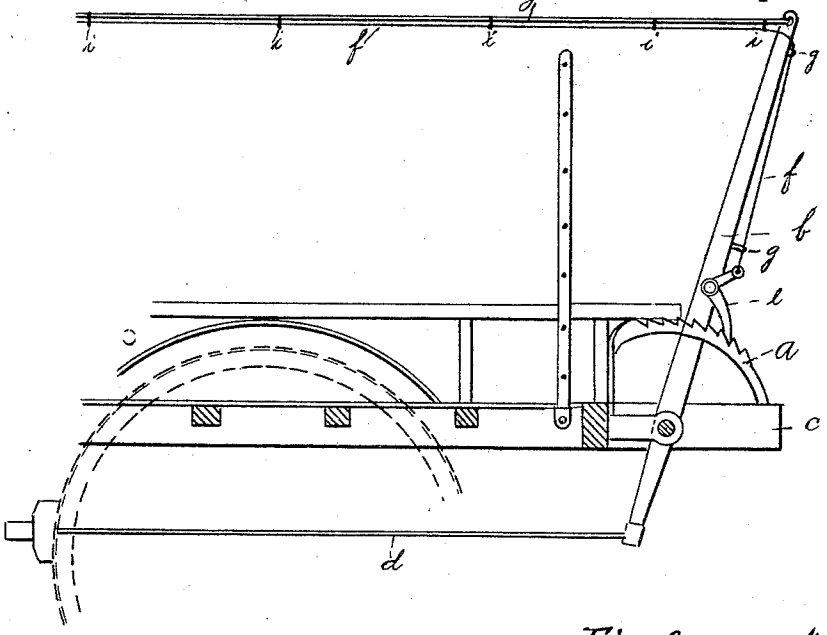
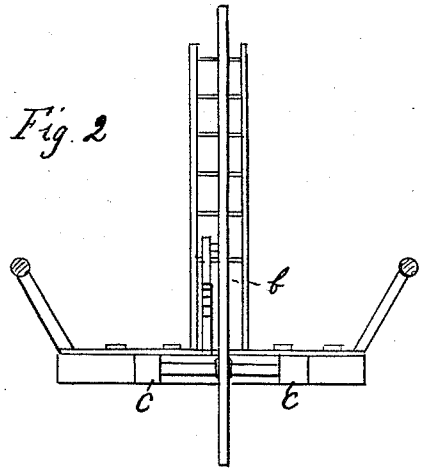


Fig. 1.

Fig. 3.



Fig. 2



Witnesses:
P. J. Campbell
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Joseph A. Martin
per
John H. Roney
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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOSEPH A. MARTIN, OF TALLEY CAVEY, PENNSYLVANIA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 458,633, dated September 1, 1891.

Application filed November 11, 1890. Serial No. 371,083. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH A. MARTIN, a citizen of the United States, residing at Talley Cavey, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Devices for Locking Wagons; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, in which—

Figure 1 shows a side elevation of so much of a hay-wagon as is sufficient to illustrate the application of my device thereto. Fig. 2 is an end elevation of same. Fig. 3 is an enlarged view of clamp.

My invention relates to locks or brakes for wagons, and is especially adapted to hay-wagons; and my object is to produce a lock that will enable the driver to apply the same readily in descending declivities, and thus permit him to give greater attention to the guidance of his team at such times; and I believe I have accomplished this by the device hereinafter described, reference being had to the accompanying drawings, forming part hereof.

Referring to said drawings, *a* is a quadrant-shaped rack suitably secured upon the frame of said wagon. (Shown in the drawings as being secured upon the forward end thereof.)

b is a pole the upper end of which terminates above the plane of the hay when loaded upon said wagon, and is pivoted near its lower end between the pieces *c c*, which form an extension to the front end of said wagon. Attached to the lower end of said pivoted pole is secured the rod *d*, the other end of which is connected with the rubber or brake. *e* is a ratchet-pawl, which is pivoted upon said pole a sufficient distance above said rack as to enable it, when it drops by its own gravity, to engage the teeth upon the outer edge of said rack, as shown in Fig. 1. *f* is a rope or line which passes through staples or guides *g g* on the front of said pole, and may, if desirable, pass over a friction-pulley or sheave (not shown) at or near the top of said pole, and thence loosely through the orifice *h h* in the series of clamps *i i*, the other ends of which are rigidly secured upon the rope *j*, which is secured to the top of said pole for the purpose of drawing the same backward to apply the brake. If said pawl has not sufficient weight to maintain it in engagement with said rack, a rod may be secured to the arm thereof and at its upper end be attached to the rope, whereby a greater weight may be secured.

The operation of my device is as follows: The driver when or before descending a hill catches both ropes, and, by drawing the pole backward, applies the rubber, and, by releasing the rope attached to the pawl-arm, which works freely in the orifices in the clamps, which hold it parallel with the rope attached to the pole, permits the pawl to drop by gravity and engage the teeth of the rack, thus effectually locking said rubber and enabling the driver to give all his attention to the management of his team at a time when the same is of the utmost importance.

It is unnecessary to enlarge upon the advantages of my improvement, as I believe that they will be readily recognized by those familiar with the present method of locking hay-wagons when descending hills.

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

In a device for locking wagons, the combination of the projecting pieces on the front of a wagon, a lever pivoted in said pieces and having its lower short end connected with the brake-block and its upper end projecting above the top of the load on the wagon, a segmental toothed rack, a pawl pivoted on the lever and adapted to engage said rack, a rope secured to the upper end of the lever, the clamps secured on said rope at suitable intervals, said clamps projecting laterally from the said rope and having their free ends bent to form an eye or hook, and the rope secured to the pivot and passing through the eyes or hooks of said clamps, whereby the lever may be drawn backward and the pawl engaged or released from the rack, as and for the purpose described.

In testimony that I claim the foregoing I hereunto affix my signature this 7th day of November, A. D. 1890.

JOSEPH A. MARTIN. [L. S.]

In presence of—

C. C. LEE,

C. H. MARTIN.