(No Model.)

R. FORD, Sr.

WAGON BRAKE LOCK.

No. 526,620. Patented Sept. 25, 1894.

Fig. 1.

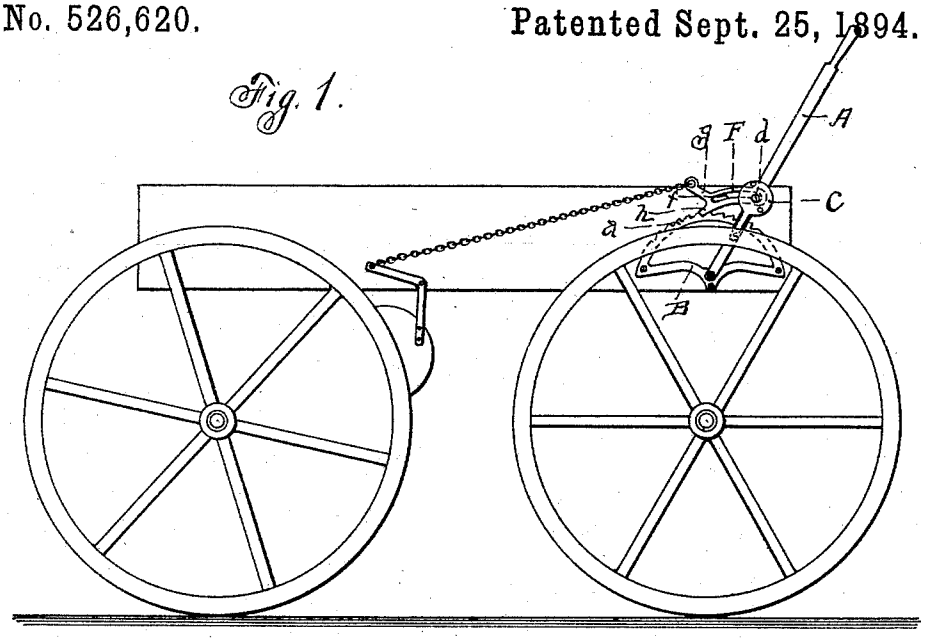


Fig. 2.

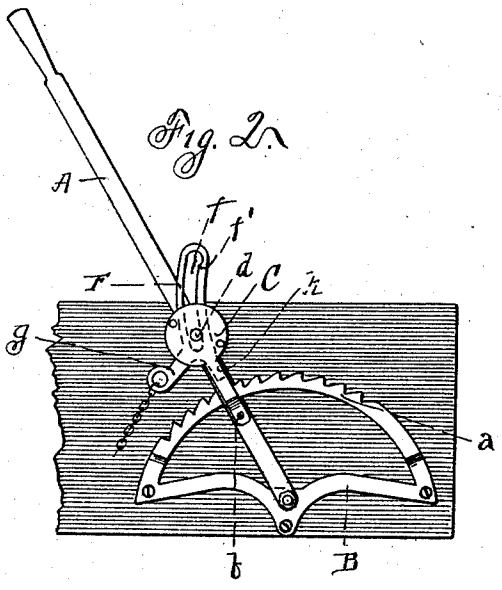
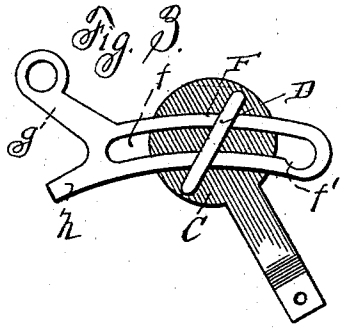


Fig. 3.



WITNESSES

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ROBERT FORD, SR., OF EARLING, IOWA.

WAGON-BRAKE LOCK.

SPECIFICATION forming part of Letters Patent No. 526,620, dated September 25, 1894.

Application filed February 24, 1894. Serial No. 501,362. (No model.)

To all whom it may concern:

Be it known that I, ROBERT FORD, Sr., a citizen of the United States, and a resident of Earling, in the county of Shelby and State of Iowa, have invented certain new and useful Improvements in Wagon-Brake Locks; and I do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of a side view showing the invention applied. Fig. 2 is an enlarged view of the same. Fig. 3 is a detail view of the lock plate and clip.

This invention has relation to certain new and useful improvements in locks for wagon brakes, and it consists in the novel construction and combination of parts, all as hereinafter described and pointed out in the appended claim.

The object of the invention is to provide a simple and effective means for locking the brake lever without the use of the secondary, or pawl lever, commonly employed.

Referring to the accompanying drawings illustrating the invention, the letter A designates the brake lever, which at its lower end portion is pivoted to a rack plate B. Said rack plate comprises an attachment portion perforated to receive the securing screws, and a toothed segment arm or arc-rack portion *a*, which is offset to one side of the attachment portion. Secured to the intermediate portion of the said lever A is a bracket C, said bracket and lever loosely embracing the segment *a*. The lower bent end portion of said bracket is shown as secured directly to the lever, by a short bolt, screw, or rivet *b*, while the upper enlarged portion of the bracket which is parallel with the lever and at some little distance therefrom, is held by a clip D, which embraces the lever obliquely and is secured thereto by a stud or center pin *d*, which extends through said lever and is secured in the said bracket. Loosely supported by the said center pin or stud is a lock plate F, having throughout the greater portion of its length, an arcuate curved slot *f*, which loosely engages the aforesaid pin or stud. The upper and lower edges of the lock plate are curved and are guided in their movement by the arms of the clip D.

At one upper corner portion of the lock plate is an upward extension *g*, to which the brake mechanism is designed to be connected, and at the corresponding lower corner portion is a detent lug or projection *h*, adapted to engage with the teeth of the segment or rack.

At the rear portion of the lower wall of the slot *f* is a depression *f'*, designed to form a seat for the center pin when the detent is in engagement with the rack.

The operation is as follows: The tension of the brake mechanism draws the lock F forwardly and downwardly, holding the detent *h* in engagement with the rack, the center pin seating in the depression *f'*, the detent readily passing from one tooth to another as the lever is operated to increase the pressure of the brakes. When however, the lever is thrown forward to disengage the brakes, the detent, catching against the tooth of the rack with which it is in engagement, throws the center pin out of engagement with the depression *f'*, permitting the pin to ride forward in the slot *f*, and throwing the lock into the position shown in Fig. 2, so that it rides over the teeth without engagement therewith.

The lock may also be applied to other kinds of levers, as well as brake levers.

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

In a lock for wagon brakes, the rack plate B having an offset toothed segment arm *a*, an operating lever A pivoted to the lower portion of said rack plate, a lock plate F having an elongated arcuate slot therein loosely engaging a pin carried by said operating lever,

a depression at one end of said slot for engagement with said pin, a detent projecting from the opposite portion of said lock plate and arranged to engage the teeth of the segment, and an extension on said lock plate at the same end with the detent, and having a direct connection with the brake mechanism, the tension of which holds said detent in engagement with the said segment, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

ROBERT FORD, SR.

Witnesses:

H. G. RETHLEFSEN,

M. FREUND.