

(No Model.)

F. ULRICH.
WAGON BRAKE.

No. 340,173.

Patented Apr. 20, 1886.

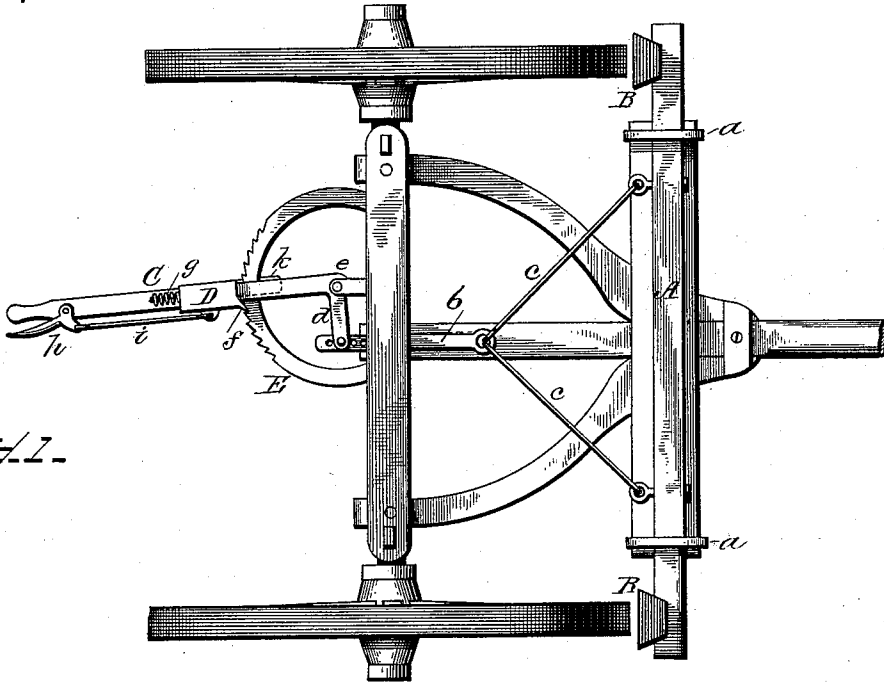


Fig. 1.

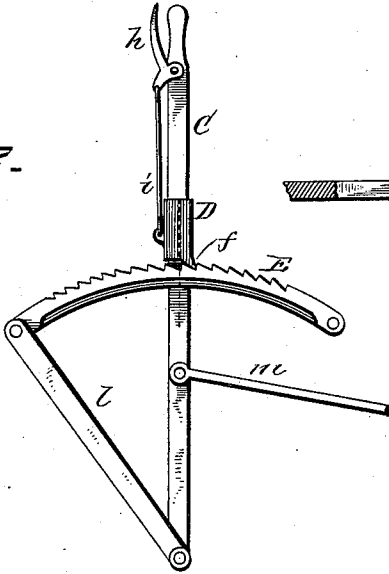


Fig. 2.

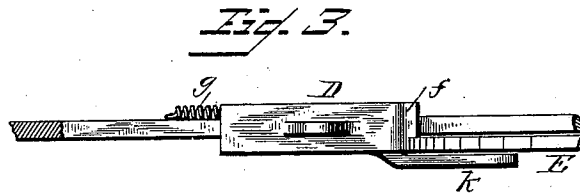


Fig. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

FREDERICK ULRICH, OF PERU, INDIANA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 340,173, dated April 20, 1886.

Application filed December 10, 1885. Serial No. 185,233. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK ULRICH, a citizen of the United States, residing at the city of Peru, in the county of Miami and State of Indiana, have invented certain new and useful Improvements in Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a top plan view of one end of a wagon, showing my improved brake attachment adapted to operate horizontally in bringing the brake-shoes against the rim of the wheels; Fig. 2, a detail view of the brake-operating mechanism, in which the parts are arranged to operate in an upright position; Fig. 3, an edge view, on an enlarged scale and in detail, of the mechanism shown in Fig. 1.

The present invention has relation to certain new and useful improvements in the operating mechanism for wagon-brakes; and it consists in the several details of construction substantially as shown in the drawings and hereinafter described and claimed.

In the accompanying drawings, A represents the brake-bar having connected to its ends the shoes B, said bar being guided in its horizontal movement by suitable guides, *a*, through which the ends of the bar extend. The bar A is connected with a bar, *b*, by link-rods *c*, attached to one end of the bar, the opposite end thereof having perforations to provide means for attaching the short arm *d* of a hand-lever, C, and render the point of connection between the arm and perforated end of the bar adjustable as circumstances require. The hand-lever C is pivoted at *e*, and is held in the position placed by tooth *f* on a sleeve, D, engaging with the teeth on a segmental ratchet-bar, E. The tooth *f* is held in engagement with the teeth of the ratchet-bar E by means

of a spring, *g*, one end thereof being attached to the sleeve D and the opposite end to the lever C; and is released from the ratchet-teeth by the latch *h*, pivoted to the lever and connecting with the sleeve by means of the rod *i*.

In Fig. 1, as above described, it will be noticed that the brake mechanism is arranged to operate horizontally, and therefore it is essential to provide a spring, *g*, of some suitable form to retain the tooth of the sleeve D in engagement with the teeth of the ratchet-bar, such spring being dispensed with when the lever C is arranged to operate in an upright position, the weight of the sleeve being all that is sufficient to attain this end. The sleeve D is formed upon its side with a guard or guide, *k*, to keep the lever C in place, this being considered of importance for the successful operation of the lever.

In Fig. 2 I have shown a brake mechanism arranged to operate in an upright position, the lever C being connected to the ratchet-bar E by an arm, *l*, and to the brake-bar by a rod, *m*.

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

In a wagon-brake, the combination, with a segmental ratchet-bar having the teeth upon its outer edge, and a pivoted operating-lever, of a sleeve, through which the lever passes, sliding thereon and controlled by a rod and pivoted latch, said sleeve having a tooth to engage with the ratchet-teeth, and a depending guard or guide extending down upon one side of the ratchet-bar, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

FREDERICK ULRICH.

Witnesses:

JAMES M. BROWN,
DAVID KITNER.