G. S. GARTH & W. H. ROSSER.

Wagon-Brake.

No. 165,487. Patented July 13, 1875.

Fig. 1.

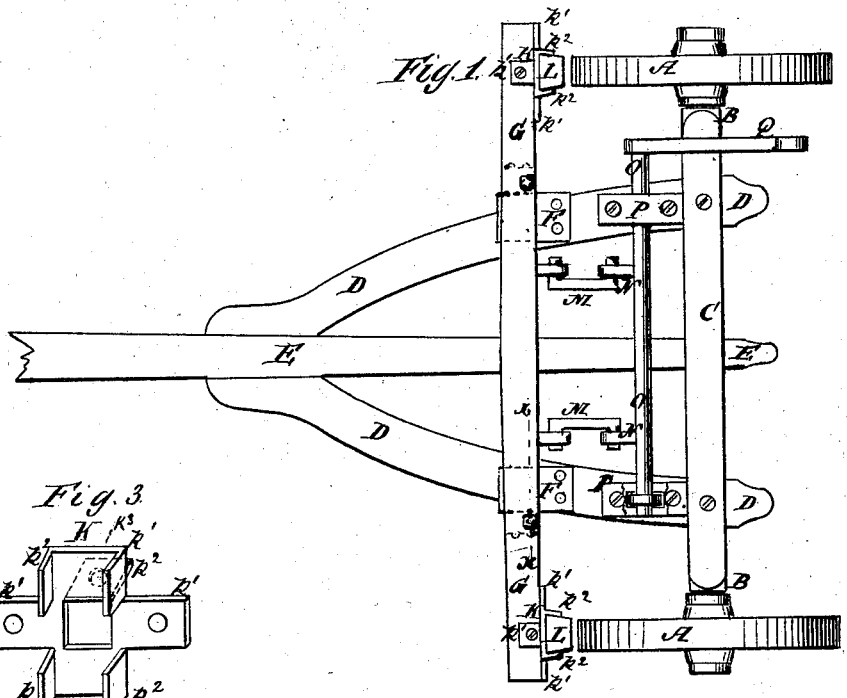


Fig. 3.

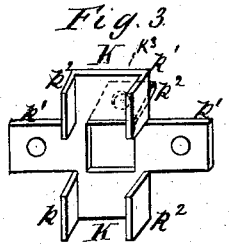


Fig. 2.

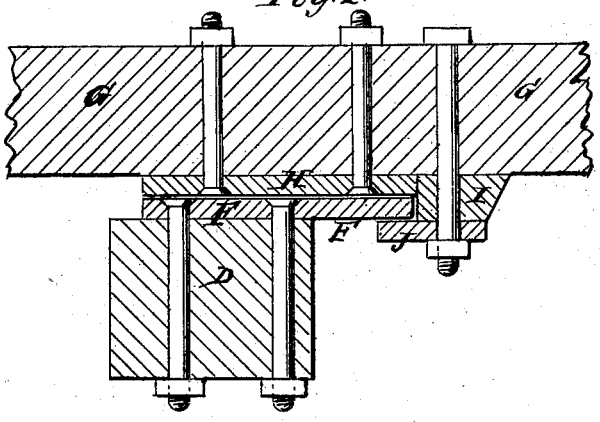
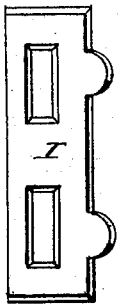


Fig. 4.



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UNITED STATES PATENT OFFICE.

GEORGE S. GARTH AND WILLIAM H. ROSSER, OF MILL HALL, PENNSYLVANIA, ASSIGNORS TO GEORGE S. GARTH, OF SAME PLACE.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. **165,487**, dated July 13, 1875; application filed March 20, 1875.

To all whom it may concern:

Be it known that we, GEORGE S. GARTH and WILLIAM H. ROSSER, of Mill Hall, in the county of Clinton and State of Pennsylvania, have invented a new and useful Improvement in Wagons, of which the following is a specification:

Figure 1 is a top view of the rear part of the running-gear of a wagon. Fig. 2 is a detail section of the lock-bar and hounds, taken through the line *x x*, Fig. 1. Fig. 3 is a detail perspective view of the lock-block holder. Fig. 4 represents part of the lock-bar coupling.

Similar letters of reference indicate corresponding parts.

The invention relates to the means for connecting the lock or brake-bar to the hounds and guiding it as it is moved up to or away from the wheels.

A represents the rear wheels, B the rear axle, C the rear bolster, D the rear hounds, and E the reach, of the running-gear of a wagon, about the construction of which parts there is nothing new. F are metal plates, which are bolted to the rear hounds D for the lock-bar G to rest upon, and the outer edges of which project and are parallel with each other and with the length of the wagon, so that the said plates may serve as guides to the said lock-bar as it is moved forward and back. H are rub-plates, which may be bolted to the parts of the lock-bar G that rest upon the plates F, to prevent wear. To the lock-bar G, at the outer edges of the plates F H, is bolted a metal block, I, which may be made with short slots to receive the bolts, and should be made of the thickness of the plates F H, or of the plates F, when the plates H are not used. J are plates, which are bolted to the blocks I, and the inner edges of which underlap the projecting outer edges of the plates F, to prevent the lock-bar from rising. K K are the holders for the lock-blocks L. They are each formed from a single rectangular plate of sheet metal by so slitting the same as to form the lateral flanges k^1 k^1 and the pairs of flanges k^2 k^2 for holding the block, while the central portion is cut out to form the rear flap k^3, (shown in dotted lines, Fig. 3.) When applied to the brake-bar, the flap k^3 rests on, and is bolted to, the upper side thereof, the flanges k^1 are bolted to the rear side, and the flanges k^2 confine the block L, being slightly inclined toward each other from top to bottom to form a tapered socket which shall hold said block firmly. The device is shown in perspective in Fig. 3. To the rear edge of the lock-bar G are pivoted the forward ends of two connecting-bars, M, the rear ends of which are pivoted to the outer ends of two arms, N, formed solid upon or rigidly attached to the lock-shaft O. The lock-shaft O works in bearing-blocks B, attached to the rear parts of the hounds D. One or both of the bearings P have ring-grooves formed in them to receive a collar or flange formed upon the lock-shaft O, to keep the said shaft from longitudinal movement. To one end of the lock-shaft O is attached a lever, Q, by which the said shaft is operated to apply and withdraw the lock.

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

The combination of the plates F J, and the block I, with the lock-bar G and the hounds D, substantially as herein shown and described.

GEORGE S. GARTH,
WILLIAM H. ROSSER.

Witnesses:
WILSON ELDER.
ABBOTT B. GARTH.