J. R. ROBINSON.

LEVER, PAWL, AND RATCHET FOR OPERATING WAGON-BRAKES, &c.

No. 185,970. Patented Jan. 2, 1877.

Fig. 1.

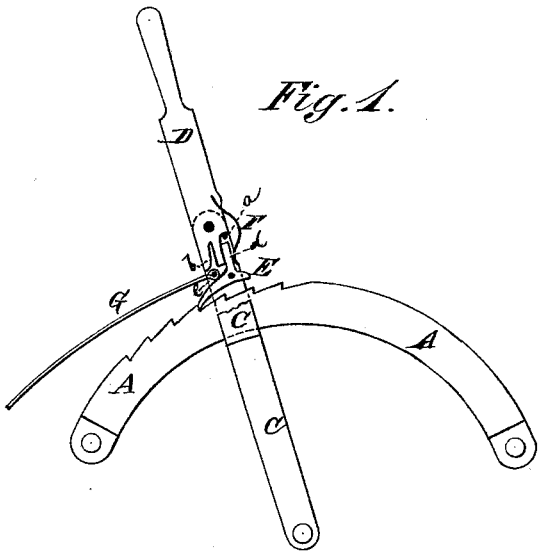
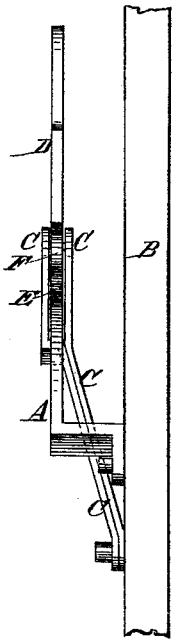


Fig. 2.



WITNESSES:

H. Rydquist

John Gothals

INVENTOR:

J. R. Robinson

BY Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

JAMES R. ROBINSON, OF SHAWNEE MOUND, MISSOURI.

IMPROVEMENT IN LEVER PAWL AND RATCHET FOR OPERATING WAGON-BRAKES, &c.

Specification forming part of Letters Patent No. **185,970**, dated January 2, 1877; application filed August 21, 1876.

To all whom it may concern:

Be it known that I, JAMES RANDOLPH ROBINSON, of Shawnee Mound, in the county of Henry and State of Missouri, have invented a new and useful Improvement in Lever and Catch, of which the following is a specification:

Figure 1 is a side view of my improved device, part being broken away to show the construction. Fig. 2 is a front view of the same.

Similar letters of reference indicate corresponding parts.

The invention relates to an improvement in that class of devices for operating wagon-brakes in which a two-part jointed lever is employed. The invention relates to the construction and arrangement of parts, as hereinafter described and claimed.

In the drawing, A indicates a curved ratchet-bar attached to the side of a wagon-body, B, and D C the two parts of the brake-lever, which are pivoted together at a point above the ratchet-bar. The upper end of part C of said lever is forked as shown, Fig. 2, the respective arms of the fork being parallel and of such length that they project above the ratchet-bar sufficiently to permit the pivoted attachment of the brake-strap G, the T-shaped pawl E, and the handle part D, of the lever. The lower end of part D has a shoulder and finger, *b*. A cross-pin, *a*, engages the shoulder when pressure is applied to part D to throw the brake-lever forward; but when pressure is applied in the opposite direction the finger *b* engages the arm *d* of pawl E, overcomes the stress of spring F, and throws the latter out of engagement with the teeth of the ratchet-bar. Such backward movement is, however, arrested by contact of the finger *b* with the pivot of strap G. The vibratory movement of part D is therefore limited by said cross-pin *a* and pivot *e* of the brake-strap. When pressure is applied to force the lever forward the pawl E slides over the teeth of the ratchet-bar and engages another tooth. Thus the brake is applied with a degree of force corresponding to the pressure on the handle D; but, as before intimated, the pawl is released from such engagement when the handle D is pressed backward.

I do not claim a two-part brake lever and pawl combined in such manner that the handle portion of the lever will act upon the pawl to release it from engagement with the teeth of a ratchet-bar; but

What I claim is—

The combination, with the ratchet-bar, of the lever composed of the forked portion C, the handle portion D, pivoted thereto, and constructed with a shoulder and finger, as described, the T-shaped spring-pawl E, and the brake-strap G, pivoted at *e*, as shown and described, to operate as specified.

JAMES RANDOLPH ROBINSON.

Witnesses:

H. J. RUTHRAUFF,

J. H. HALE.