S. H. MILLER.

WAGON-BRAKE LOCK.

No. 189,052. Patented April 3, 1877.

Fig. I.

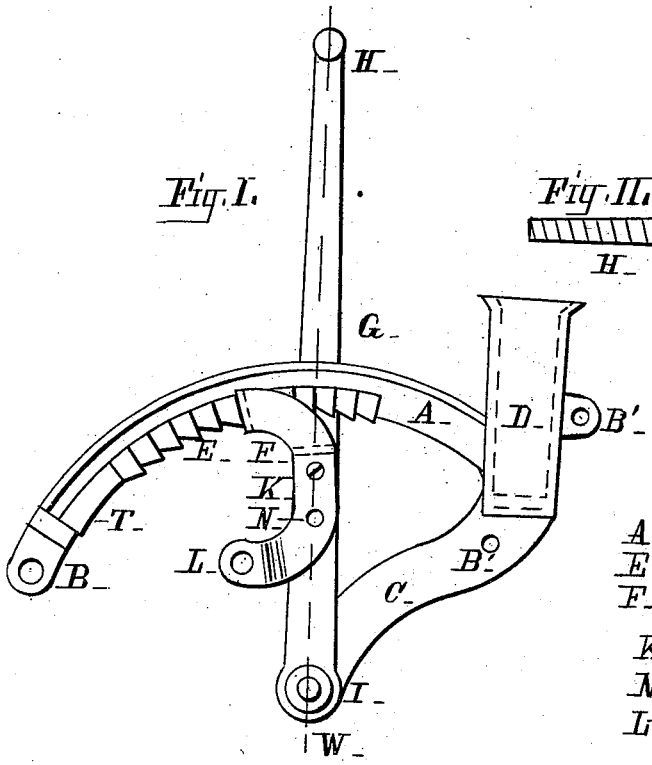


Fig. II.

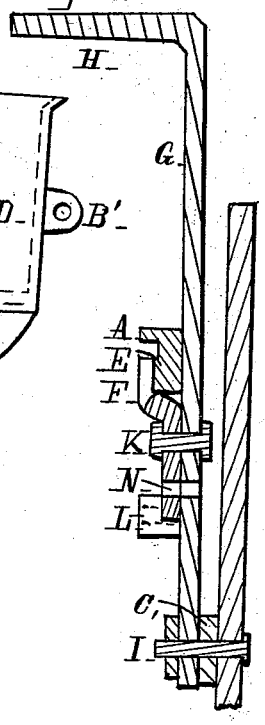
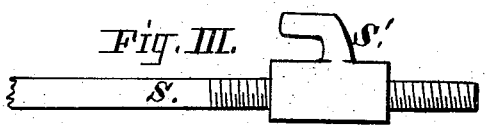


Fig. III.



Witness:
F. M. Pate,
A. Holland,

Inventor:
Saml. H. Miller
By Saml. J. Wallace
Attorney.

UNITED STATES PATENT OFFICE.

SAMUEL H. MILLER, OF CANTON, MISSOURI, ASSIGNOR OF ONE-HALF HIS RIGHT TO JOSEPH T. LEMLEY AND ROBERT D. LEMLEY, OF QUINCY, ILL.

IMPROVEMENT IN WAGON-BRAKE LOCKS.

Specification forming part of Letters Patent No. **189,052**, dated April 3, 1877; application filed July 29, 1876.

To all whom it may concern:

Be it known that I, SAMUEL H. MILLER, of Canton, Missouri, have invented a new and useful Improvement in Wagon-Brakes, which is made substantially as set forth hereinafter, referring to the accompanying drawings, in which—

Figure I is a side view of the improved parts. Fig. II is a section of same on line W of Fig. I. Fig. III is a detail of a portion of same.

This invention is a device for operating and locking wagon-brakes, having improved features.

The apparatus is made of metal, substantially as shown, to be attached to the side of the wagon-bed, in the usual position, by bolts through the part A at B B′. The part A has a pivot for lever G at the end of shank C. The shank C is connected with rack E at one end, and is arranged so the rack will stand out from the bed while the shank rests against it. The rack-bar has a smooth face on one side, and a rack with teeth pointed backward on the other side, turned from the wagon-bed. It is curved, with the pivot of lever G as its center point. The whip-socket D is connected with the rack at one end, so that the whip may be dropped in it as the brake is operated. It is formed by the metal of the part A having a projection, hollow on one side, arranged to rest against the wagon-bed, and leave with that a suitable cavity for the purpose.

The lever G is pivoted to part A at one end, and has a hand-hold, H, for operating it at the other. It bears a latch, F, fixed on it, arranged to engage with the rack E on the outside, and a pivot-eye, L, projecting outwardly for the brake-rod S, arranged so the brake-rod will pull the latch into the teeth of the rack. The lever G also has a part bearing on the opposite side of the rack E, at some distance behind the bearing-points of the latch and pivot-eye, arranged so that the brake-rod eye L and this bearing on the rack will form a leverage to force the latch-points into the teeth of the rack, and prevent their disengagement from the rack without twisting the lever G for that purpose, and so that the lever may be twisted by the handle H at the top, so as to throw the point of the latch out of the rack, so that it may be moved along the rack.

The rack E has at its back end a wedge, T, arranged so that the lever G will be wedged tight when resting back out of use, to prevent noise of rattling.

The brake-rod S screws into a block at its end, like a nut. This block bears a hook, S′, which engages with the eye L. These are arranged so the rod can be shortened up and adjusted by turning this block on the screw-threads as the brake wears off, &c.

I claim—

1. In a wagon-brake, the lever G, having the handle H and loose pivot I, the latch F, and angular projecting eye L, in combination with the curved rack E and brake-rod S, arranged substantially as set forth.

2. In combination with the brake-rod S and curved rack E, the loose-pivoted lever G, having the latch F and the bearing part on opposite sides of the rack-bar, arranged so the latch may be engaged or disengaged from the rack by twisting the handle H, substantially as set forth.

3. The combination of the brake-rod S, the screw-block having the hook S′, and the latch-lever G, with eye L, arranged for use substantially as set forth.

SAMUEL H. MILLER.

Witnesses:

SAML. J. WALLACE,

J. W. BARRETT.