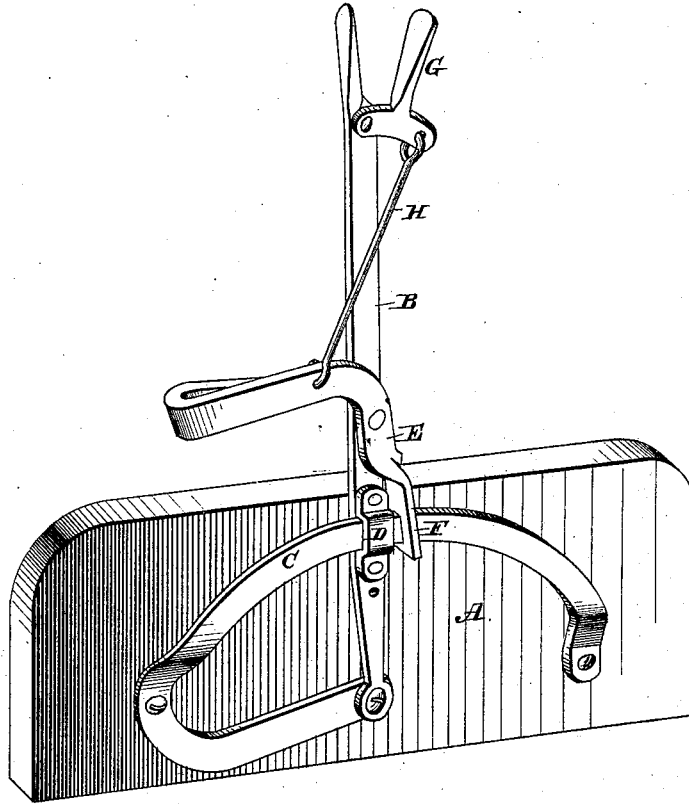


C. W. BOETTNER.
Wagon-Brake Lever.

No. 206,415.

Patented July 30, 1878.



Attest.

H. F. Andrewood
L. E. Wheeler.

Inventor.

Charles W. Boettner

UNITED STATES PATENT OFFICE.

CHARLES W. BOETTNER, OF PERU, INDIANA

IMPROVEMENT IN WAGON-BRAKE LEVERS.

Specification forming part of Letters Patent No. **206,415**, dated July 30, 1878; application filed January 21, 1878.

To all whom it may concern:

Be it known that I, CHARLES W. BOETTNER, of the city of Peru, county of Miami, and State of Indiana, have made a new and useful invention in Tension-Holder for Wagon-Brakes and analogous purposes, of which the following is a specification:

The nature of this invention relates to the construction of a clamping device for holding the tension-lever of a wagon-brake, the object being to produce a cheap and efficient device for holding brakes when set under strain without the aid of a ratchet or pawl.

The accompanying drawing forms a part of this specification, and shows a perspective view of a device embodying my invention.

The letters marked on the drawing denote the parts indicated by a like letter in this specification.

A represents a detached section of the side of a wagon-box, showing the method of attaching the device when used in connection with the common wagon-brake. B represents the tension-lever. This lever is pivoted at its lower end to the lower edge of the box A, and extends sufficiently high to be convenient to the driver. C represents a bar of iron in the form of an arc, bent to a circle whose radius is equal to the distance from the pivot in the lower end of lever B to the point of intersection with the arc C. This bar is bent laterally at each end of the arc, so as to form an offset to throw the arc out slightly from the box, and to form feet, by which it may be fastened to the box. The rear end of the bar is extended and curved inward, so as to receive the pivot that receives the lower end of lever B. The loop D on the side of the lever B embraces the arc C, by means of which the lever is guided and supported.

The tension-lever B and the bar C and its manner of attachment are old and not of my invention.

E represents an elbow-shaped dog, pivoted loosely near the elbow to lever B. One arm of this lever hangs nearly parallel with the lever

B, and is provided near the lower end with the long mortise F, through which the arc C passes loosely; but when this arm is allowed to swing out of parallel with the lever the ends of the mortise F will impinge against the opposite edges of the arc C, thus rendering the lever B immovable in one direction.

Now, it will be seen that if the tension-lever B is attached in the usual manner to the brakes of a wagon, the brakes may be set and firmly held by the dog E at any point on the arc C without the aid of a ratchet or pawl.

G represents a trip-lever, made in the form of an inverted letter T, having three arms. The rear short arm is pivoted to the lever B. The opposite arm is pivoted to the upper end of the trip-rod H. The lower end of the trip-rod is pivoted to the horizontal arm of the dog E.

It will be seen that the position of the long arm of the trip-lever G to the handle of the tension-lever B enables the operator to grasp both levers with one hand, and by pressing them together the dog E is disengaged, and the lever B may be freely moved back and forth; but on releasing the grasp of the lever G the weight of the horizontal arm of the dog causes the other arm of the dog to swing out of parallel with the lever B, when the ends of the mortise F will impinge on the arc C, and hold the lever from moving back.

To compensate for any irregularity in the curve of the arc C the dog E is made with an elongated eye, so as to allow it to rise and fall on the pivot, by which it is fastened to the lever B.

Having thus fully described my invention, what I claim is—

In combination with the lever B and arc C, the trip-lever G, dog E, and trip-rod H, when constructed, arranged, and combined as and for the purposes hereinbefore set forth.

CHARLES W. BOETTNER.

Witnesses:

H. F. UNDERWOOD,
L. E. WHEELER.