

W. G. FINK.
Wagon-Brake.

No. 207,171.

Patented Aug. 20, 1878.

Fig. 1.

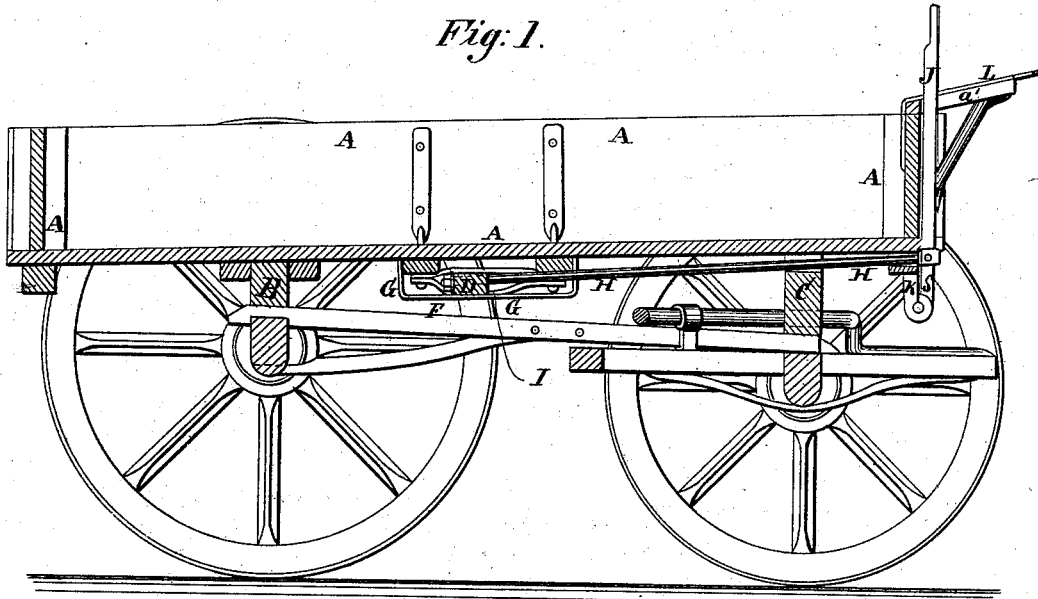


Fig. 2.

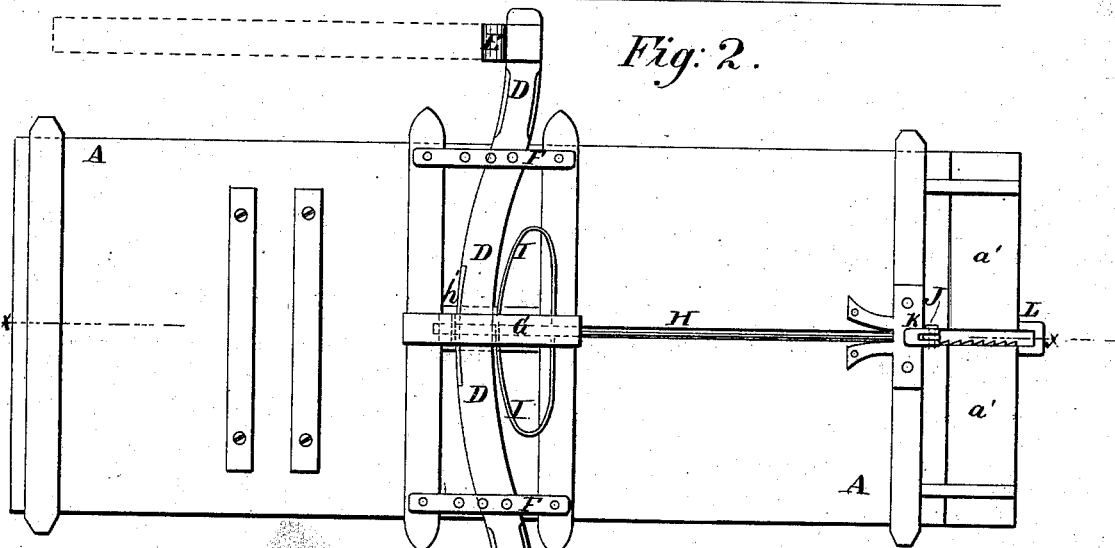
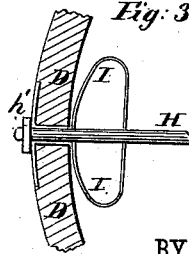


Fig. 3.



WITNESSES

Achilles Schehl.
C. Sedgwick

INVENTOR:

W. G. Fink
BY *Munn & Co*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

WILLIAM G. FINK, OF MINNESOTA CITY, MINNESOTA.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. **207,171**, dated August 20, 1878; application filed May 13, 1878.

To all whom it may concern:

Be it known that I, WILLIAM G. FINK, of Minnesota City, in the county of Winona and State of Minnesota, have invented a new and useful Improvement in Wagon - Brakes, of which the following is a specification:

Figure 1 is a vertical longitudinal section of a wagon to which my improved brake has been applied, taken through the line *x x*, Fig. 2. Fig. 2 is a bottom view of the wagon-body, showing the brake attached to it. Fig. 3 is a detail view of the inner ends of the brake-bars. Fig. 4 is a section of the same.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved wagon-brake which shall be simple in construction and convenient in use, being so arranged that the driver can apply the brake with his foot, leaving his hands free to guide and control his team, and so that the brake-lever will be entirely out of the way in getting into and out of the wagon and in loading and unloading it.

The invention consists in the combination of the two pivoted brake-bars, provided with the shoes, and having their inner ends grooved to fit upon the sliding rod, the three keepers, the sliding rod, the spring, the hanger, and the lever with each other and with the body of the wagon, as hereinafter fully described.

A represents the wagon-body, which is attached to the bolsters B C in the usual way. D are the brake-bars, to the outer ends of which are attached the brake-shoes E. The brake-bars D are pivoted to keepers F attached to the cross-bars of the wagon-body A, near their ends. Several holes are formed in the keepers F to receive the pivoting-bolts, so that the brake-bars may be adjusted toward the wheels to take up the wear of the brake-shoes. The inner ends of the brake-bars D work beneath the keeper G, and have grooves formed in them to fit upon the sides of the rod H. To the rear end of the rod H is attached or upon it is formed a head, *h'*, of such a size as to rest against the rear edges of the ends of both the brake-bars D, so that the said inner ends of the said brake-bars may be drawn

forward by the forward movement of the rod H. The rear edges of the inner ends of the brake-bars D may be faced with metal to prevent them from being worn by the head of the rod H. The inner ends of the brake-bars D are held back, holding the brake-shoes E away from the wheels by a spring, I, which rests against the forward edges of the inner ends of the said brake-bars, and is attached to a cross-bar of the wagon-body A.

The forward end of the sliding rod H is pivoted to a lever, J, the lower end of which is pivoted to a hanger, K, attached to the lower side of the front cross-bar of the wagon-body A. The lever J passes up along the outer side of the front end board of the wagon-body A, and passes through a slot in the foot-board *a'*, attached to the upper edge of said end board. The lever J also passes through a slotted plate, L, attached to the foot-board *a'*, and which has ratchet-teeth formed in it along one side of its slot to receive the edge of the lever J and lock it in place.

By this construction, by pressing the upper end of the lever J forward the brake may be applied to the wheels with any desired power. By this construction of the brake the brake-lever J is entirely out of the way in getting into and out of the wagon and in loading and unloading it. This construction also enables the brake to be readily detached from the wagon-body A in case it should be desired to use said body upon a sleigh.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The combination of the two pivoted brake-bars D, provided with the shoes E, and having their inner ends grooved to fit upon the rod H, the three keepers F F G, the sliding rod H, the spring I, a hanger, K, and the lever J with each other and with the body A of a wagon, substantially as herein shown and described.

WILLIAM GOTTLIEB FINK.

Witnesses:

C. N. WAKEFIELD,
JACOB STORY.