

(No Model.)

V. GILSINGER.

WAGON BRAKE.

No. 261,333.

Patented July 18, 1882.

Fig. 1.

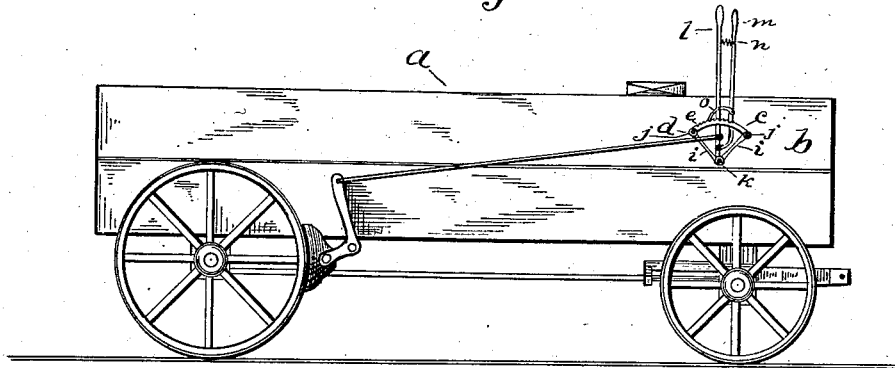
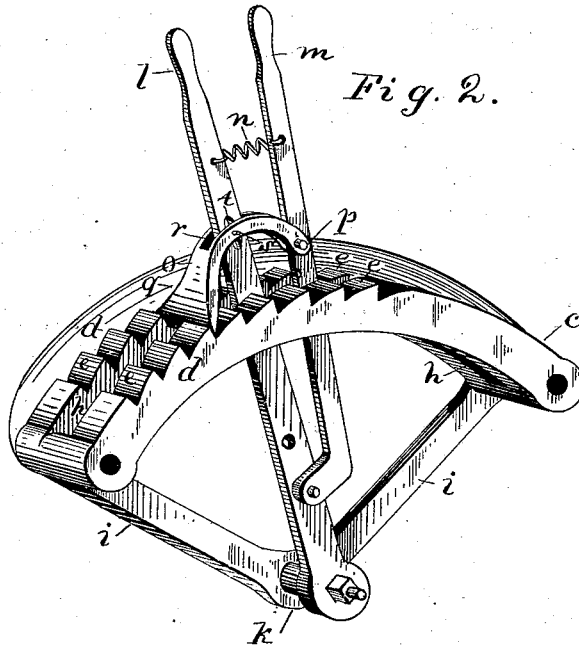


Fig. 2.



WITNESSES:

Thos. Houghton.
W. Read

INVENTOR:

Valentine Gilsinger

BY

ATTORNEYS.

UNITED STATES PATENT OFFICE.

VALENTINE GILSINGER, OF CHARLESTON, ARKANSAS.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 261,333, dated July 18, 1882.

Application filed May 12, 1882. (No model.)

To all whom it may concern:

Be it known that I, VALENTINE GILSINGER, of Charleston, in the county of Franklin and State of Arkansas, have invented a new and useful Improvement in Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side elevation of a wagon with my improved brake applied thereto, and Fig. 2 is a perspective view of the brake-lever detached.

My invention relates to improvements in wagon-brakes; and it consists in the peculiar arrangement and construction of the parts, as hereinafter more fully set forth.

In the accompanying drawings, *a* represents a wagon-body of the usual construction, to one side, *b*, of which is secured the double ratchet *c*, consisting of the parallel arcs *d d*, provided with ratchet-teeth *e* on their outer faces or circumferences, and a slot, *h*, between the ratcheted arcs *d d*.

i i represent radial arms secured to each other at the common center *k* of the arcs, and to the outer ends of the double ratchet *c*, and provided with holes for the passage of bolts *j*, which pass also through the side *b* of the wagon-body, whereby the double ratchet is firmly secured to the wagon-body near the driver's seat.

l represents the brake-lever, pivoted at *k* to the radial arms at their junction, and passing upwardly through the slot *h* between the arcs *d d*, provided with ratchet-teeth. To the brake-lever *l*, below the double ratchet *c*, is secured the brake-rod which operates the brake.

m represents a supplemental lever, bent at its lower end and pivoted to the brake-lever *l* near its lower end. The supplemental lever *m* thence passes upwardly parallel with the brake-lever *l* and through the slot *h*. The brake-lever *l* and supplemental lever *m* are connected together near their upper ends by a spiral spring, *n*, one end of which is secured to the

brake-lever, and the other end of the spring is attached to the supplemental lever, the tension of the spring being thus exerted to separate the levers.

o represents a pawl pivoted to the supplemental lever *m* at *p*, and provided with a broad flat face, *q*, adapted to extend across the slot *h* and engage with the ratchet-teeth of both the parallel arcs *d*. The pawl *o* is provided in its curved part with the slot *r*, through which passes the brake-lever *l*.

s represents a bolt passing transversely across the slot *r* in the pawl, and also through a vertical slot, *t*, in the brake-lever *l*.

By this construction, when the driver desires to apply the brake he seizes both levers near their upper ends, pressing them together, and thus raising the pawl from engagement with the ratchet-teeth of both arcs, and moves both levers forward, applying the brake, and when the driver lets go the levers the spring will force the pawl into engagement with the ratchet-teeth of both arcs, thus securely holding the brake. The function of the slot *h* is to guide the levers in their movements in the space between the arcs, so that the pawl will always catch with the ratchet-teeth of both arcs, and thus securely hold the brake.

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

The combination, with a wagon-body, *a*, and double ratchet *c*, composed of the parallel arcs *d d*, provided with ratchet-teeth *e* on their outer faces, with slot *h* between them, and radial arms *i i*, of the brake-lever *l*, pivoted to the radial arms at their junction, and provided with the vertical slot *t*, supplemental lever *m*, spring *n*, pawl *o*, provided with the slot *r*, and bolt *s*, passing through the slots in the pawl and brake-lever, substantially as described, and for the purpose set forth.

VALENTINE GILSINGER.

Witnesses:

JAS. H. NEAL,
R. S. BRIDGMAN.