(No Model.)

# A. KEEVER & F. REMY.

## WAGON BRAKE.

No. 343,639. Patented June 15, 1886.

Fig. 1.

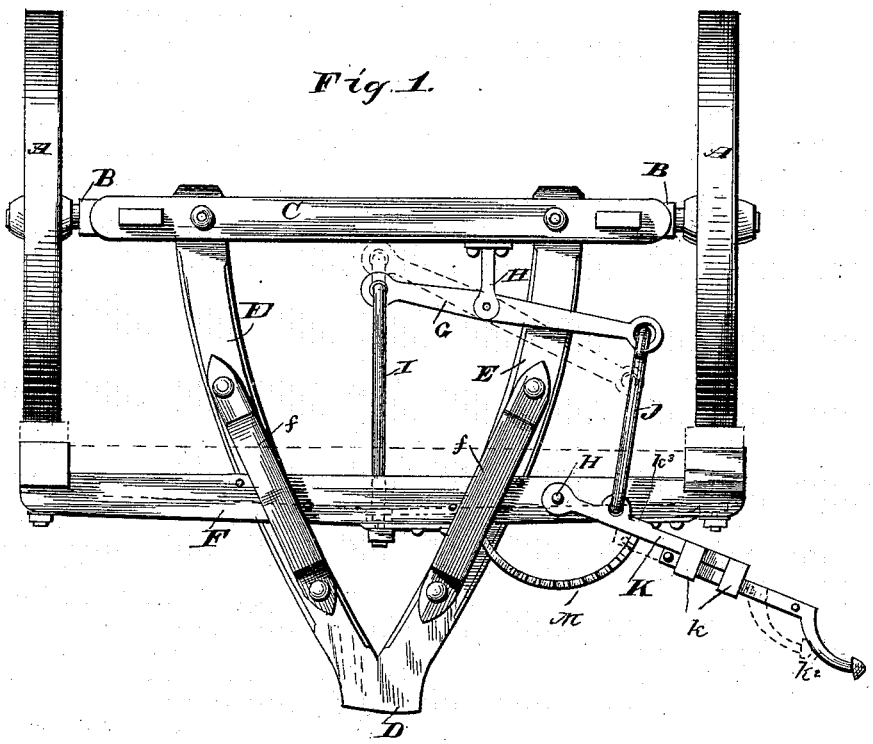
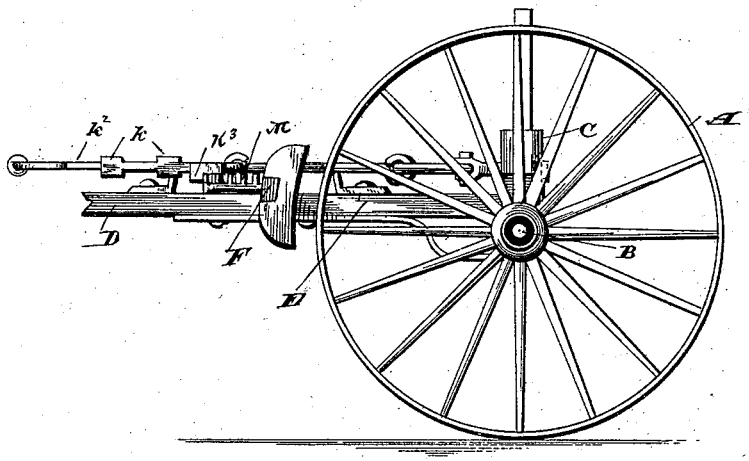



Fig. 2.




Witnesses.
Wm. H. Monroe
Jno. G. Hall

A. Keever and F. Remy Inventors
By Thos. B. Hall Attorney.

# UNITED STATES PATENT OFFICE.

AARON KEEVER AND FREDERICK REMY, OF ASHLAND, OHIO.

## WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 343,639, dated June 15, 1886.

Application filed April 19, 1886. Serial No. 199,316. (No model.)

*To all whom it may concern:*

Be it known that we, AARON KEEVER and FREDERICK REMY, citizens of the United States, residing at Ashland, county of Ashland, and State of Ohio, have invented certain new and useful Improvements in Wagon-Brakes; and we do hereby declare the following to be a description of the same, and of the manner of constructing and using the invention, in such full, clear, concise, and exact terms as to enable any person skilled in the art to which it appertains to construct and use the same, reference being had to the accompanying drawings, forming a part of the specification, the principle of the invention being herein explained and the best mode in which we have contemplated applying that principle, so as to distinguish it from other inventions.

Our invention is that of an improvement in wagon-brakes, with some special reference to wagons or trucks carrying large loads, in cases where drivers are accustomed or necessitated to walk by the side of the load.

In the drawings, Figure 1 is a top view of the rear part of a wagon-gearing to which our improved brake is attached. Fig. 2 is a side elevation view.

A represents the rear wheels, B the rear axle, C the bolster, D the reach, and E the hounds, constructed after ordinary patterns.

F is the brake-bar, to the end portions of which the brake-shoes are in any suitable manner attached. Bar F rides upon the upper faces of the hounds where they are crossed by the loop-straps *f*, riveted at their respective ends to the hounds. On each side of said straps are small pins projecting from the upper face of bar F, to prevent excessive lateral motion of said bar by the striking of said pins against the straps.

G is the main brake-lever, pivoted to stud H, which latter is firmly secured to the bolster. The short arm of said lever is provided with a terminal eye, in which is loosely hooked the rear end of link I, whose forward end is secured to the brake-bar at about midway between its ends. The long arm of lever G extends outwardly to near the contiguous end of bolster C, and has at its extremity an eye, into which is loosely hooked the rear end of link J, whose forward end is loosely hooked in an eye formed in the rearward portion of lever K. Said link J is of sufficient length to allow its forward portion to reach clear across the upper face width of the brake-bar F at certain adjustments of lever K. Said lever K has its short and inner arm pivoted at its extremity to the brake-bar at a point about midway between the outer terminus of said bar and the point where link I is secured to said bar. The longer arm of lever K extends to about the extremity of the brake-bar, where it is provided with the sleeve device *k*, in which freely slides the supplemental lever-handle $k^2$, of any practical or preferred length, said handle provided with terminal stops to confine it suitably within the sleeve device. Lever K has formed on its rear face the downwardly-projecting lip $k^3$, adapted to lock in with the segmental ratchet M, the latter firmly attached to the brake-bar on its front face and projecting forwardly.

The utility of a horizontally outwardly extending hand-lever in the case of bulky loads, as of hay, or of other articles where the driver walks beside the load, is apparent. The supplemental handle $k^2$, when drawn out, gives the driver opportunity of applying the brakes without stooping under the load. Also, by such an extended handle, as described, the leverage-power imparted to the brakes is vastly increased above what it is when a short hand-lever or a foot-lever is used. Lip $k^3$, as is obvious, and already referred to, by locking in with ratchet M, holds the brakes at any point of pressure upon the wheels to which lever K has brought them.

What we claim is—

1. The combination, with brake-bar F, lever G, and links I and J, of the horizontal outwardly-projecting lever K, substantially as set forth.

2. The combination, with brake-bar F, lever G, and links I and J, of horizontal lever K, provided with the adjustable supplemental sliding lever-handle $k^2$, substantially as described.

3. The combination, with brake-bar F, lever G, links I and J, and ratchet M, of horizontal lever K, locking in said ratchet and provided with supplemental handle $k^2$, substantially as described.

4. The combination of brake-bar F, ratchet M, lever G, links I and J, and lever K, said link J having its forward extremity passing horizontally over the brake-bar, said lever K being parallel with the brake-bar, and having its inner arm pivoted to the latter at a point between the two links, substantially as set forth.

In testimony that we claim the foregoing to be our invention we have hereunto set our hands this 12th day of April, A. D. 1886.

AARON KEEVER.
FREDERICK REMY.

Witnesses:
JACKSON S. WERTMAN,
JOHN E. MCCRAY,
JOSH. W. BROWN.