

W. T. HAMILTON.

Improvement in Wagon Brakes.

No. 118,530.

Patented Aug. 29, 1871.

Fig. 1.

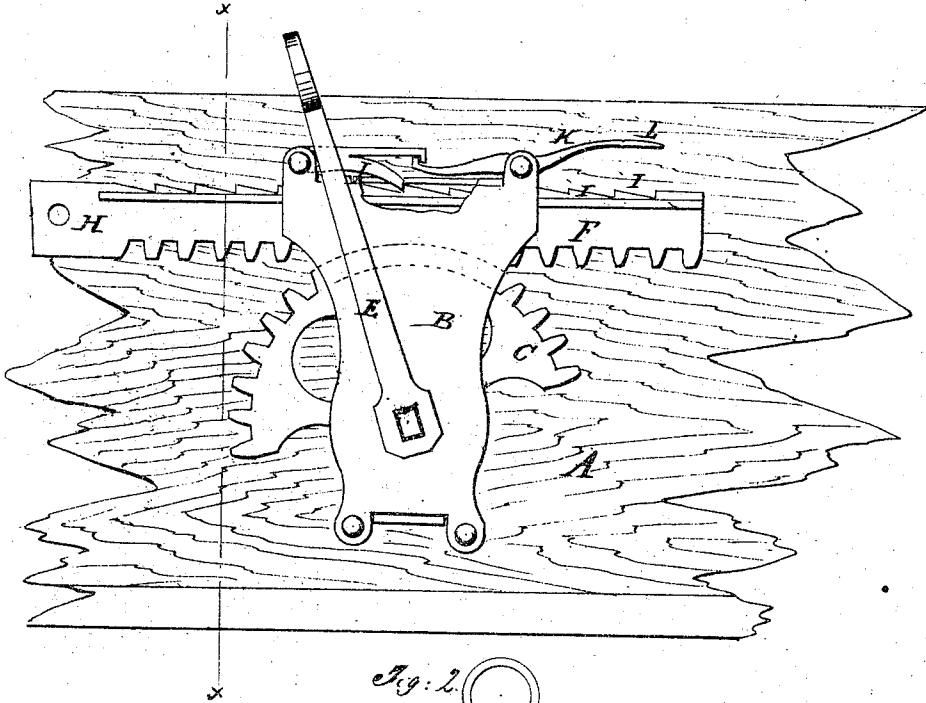
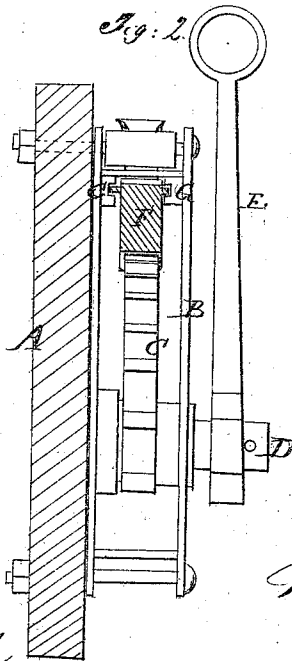


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM T. HAMILTON, OF LUTHERSBURG, PENNSYLVANIA.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. 118,530, dated August 29, 1871.

To all whom it may concern:

Be it known that I, WILLIAM T. HAMILTON, of Luthersburg, in the county of Clearfield and State of Pennsylvania, have invented a new and useful Improvement in Mode of Operating Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

My invention relates to improvements in the class of wagon-brakes in which a segmental or sector-shaped wheel is employed in combination with a rack-bar; and the invention consists in the improved mechanism hereinafter described for operating a brake.

In the accompanying drawing, Figure 1 represents the invention attached to the wagon. Fig. 2 is a vertical section of Fig. 1 taken on the line *x x*.

Similar letters of reference indicate corresponding parts.

A represents the wagon-body, to which my improvement is attached. B is a casting firmly bolted or fastened thereto. C is a sector or segment-wheel, which is fast on the shaft D. E is the working lever on the outer end of the shaft. F is a rack which engages with the sector-wheel C. This rack is confined by guide-ways G G,

(see Fig. 2,) so that it is always in mesh with the sector, and has a longitudinal motion imparted to it when the sector-wheel is turned in either direction. The side rod, which is connected with the brake-bar, is attached to the end of the rack F by means of the hole H. When the rack is thrown to the left, as seen in the drawing, the brake is applied. The top of the rack is provided with ratchet-teeth I. J is a pawl connected with the plate B, which engages with the ratchet-teeth of the rack, and holds the rack and consequently the brake in any required position. By this arrangement the brake is held in contact with the wheels in going down a hill, and for any length of time. K is a detaching-lever whose fulcrum is on the plate B. By pressing down on the end L of the lever the pawl J will be raised from the ratchet-teeth, when the rack may be thrown in the opposite direction or to the right, which detaches the brake.

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

In combination with the rack F, the ratchet-teeth I, pawl J, and detaching-lever K for holding the brake to the wheels and releasing the same therefrom, substantially as described.

WILLIAM T. HAMILTON.

Witnesses:

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