

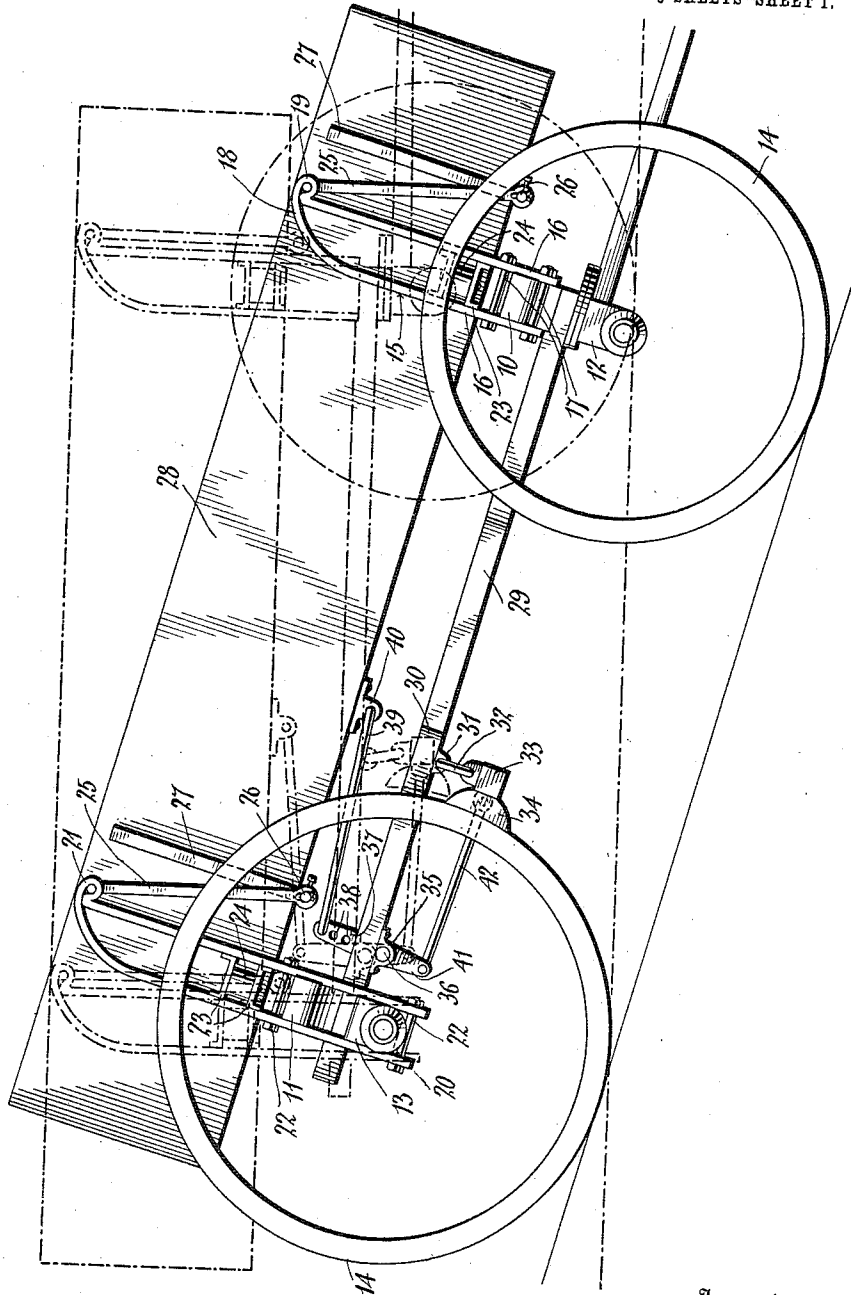
994,647.

T. W. McPEEK.
AUTOMATIC WAGON BRAKE.
APPLICATION FILED MAR. 28, 1910.

Patented June 6, 1911.

3 SHEETS—SHEET 1.

FIG. 1



Witnesses

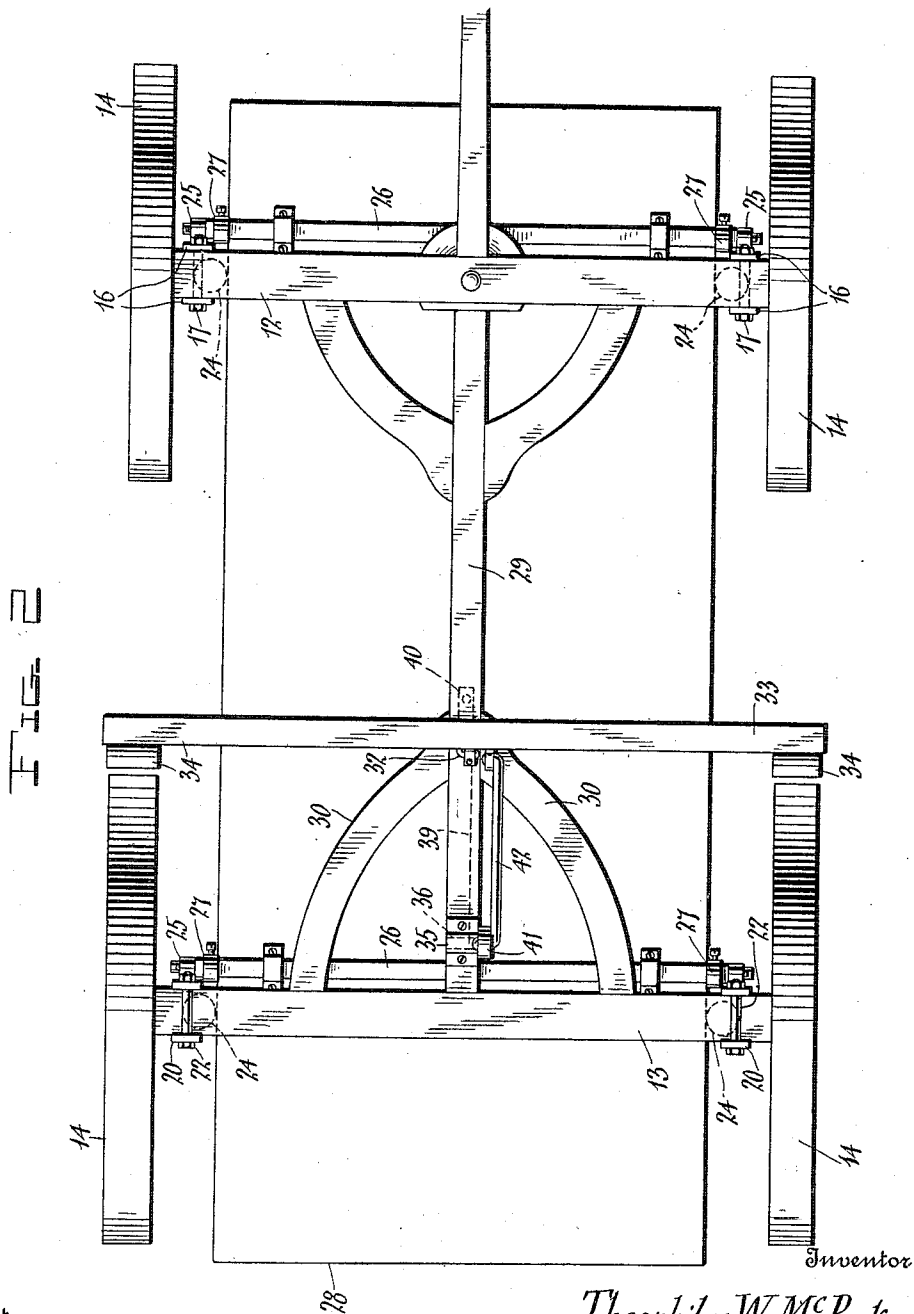
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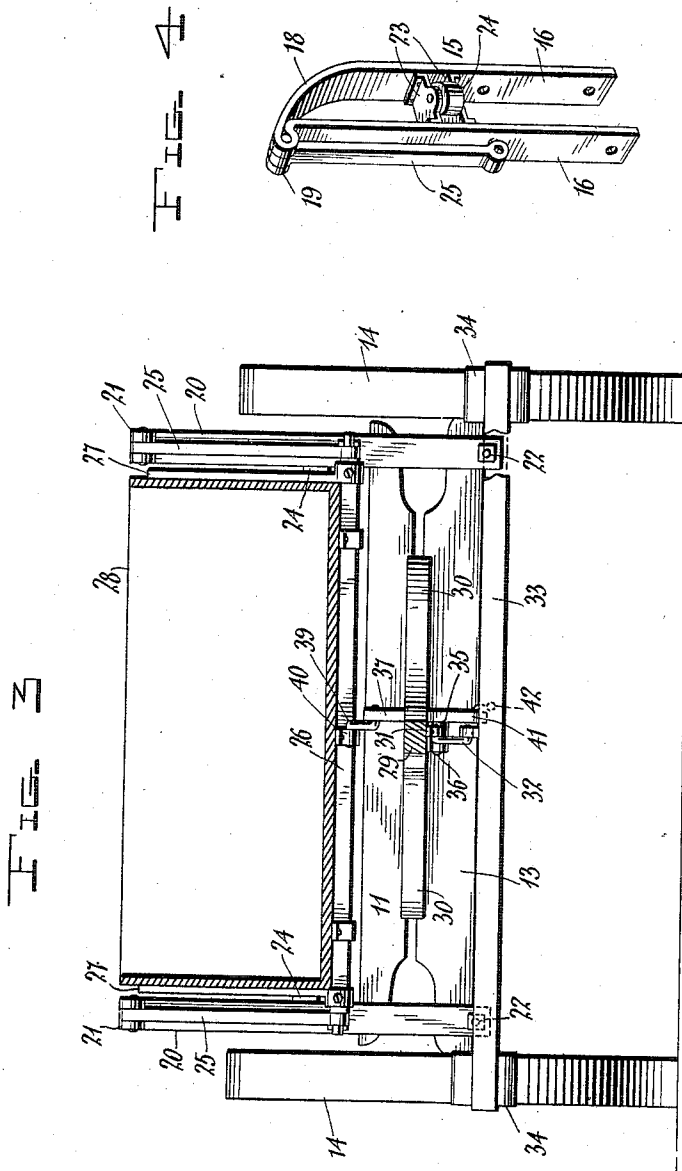
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3 SHEETS—SHEET 3.



Witnesses

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UNITED STATES PATENT OFFICE.

THEOPHILUS W. McPEEK, OF DERBY, INDIANA.

AUTOMATIC WAGON-BRAKE.

994,647.

Specification of Letters Patent.

Patented June 6, 1911.

Application filed March 28, 1910. Serial No. 551,902.

To all whom it may concern:

Be it known that I, THEOPHILUS W. McPEEK, a citizen of the United States, residing at Derby, in the county of Perry, State of Indiana, have invented certain new and useful Improvements in Automatic Wagon-Brakes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to wagons and has special reference to an automatic brake adapted to be used with wheeled vehicles of this description.

One object of the invention is to provide a novel form of automatic brake for wagons which is so arranged that as the wagon moves over a downward incline the brake will be set by novel means.

A second object of the invention is to provide a wagon of this description with means to prevent binding or jamming of the wagon body on laterally inclined ground.

With the above and other objects in view, the invention consists in general of a wagon body mounted to swing between stakes provided with means to prevent jamming of the body, and a novel brake mechanism actuated by the swinging of the wagon body.

The invention further consists in certain novel details of construction and combinations of parts hereinafter fully described, illustrated in the accompanying drawings, and specifically set forth in the claim.

In the accompanying drawings, like characters of reference indicate like parts in the several views, and:—Figure 1 is a side elevation of a wagon equipped with this invention, the brakes being shown in set position in full lines and in released position in dotted lines. Fig. 2 is a bottom plan view of such a wagon. Fig. 3 is a rear end view of the wagon. Fig. 4 is a detail perspective of one of the stakes removed from the wagon.

The wagon used in connection with this device is provided with the usual front bolster 10 and rear bolster 11. Beneath these bolsters are the front and rear axles 12 and 13 which carry the wheels 14. Extending upward from each end of the front bolster is a stake 15 which consists preferably of a bar having two parallel portions 16 forming the lower end of the stake and adapted to engage the front and rear sides of the bolster 10, being secured thereto by bolts 17

one end of which lies above the bolster while the other lies beneath the same. The front portion 16 extends straight upward while the rear portion 16 is forwardly bent as at 18 and continued in an abruptly bent portion 19 which forms an eye. From the eye the bar extends downward to form the front portion 16.

The rear bolster 11 is provided with similar stakes 20 at each end and these stakes 20 are likewise provided with eyes 21, the upper portions of the stakes 20 and 15 being precisely alike but the lower portions of the stakes 20 extend down below the axle 13. These stakes 20 are secured to the bolster 11 and axle 13 by bolts 22 one of which passes through each stake above the bolster while the remaining bolts pass through the lower extremities of the stakes below said axle. Each of the stakes 16 and 20 is provided with suitable spacing blocks 23 between which are journaled vertical rollers 24.

Depending from the eyes 19 and 21 are links 25 and each pair of these links is connected by a bar 26 which passes through the lower ends of the links and which is provided with spaced uprights 27. Between the uprights 27 rests a wagon body 28 which is so attached to the bars 26 as to be immovable with reference to said bars.

The bolsters 10 and 11 are connected by the usual reach rod 29 and the rear bolster is further connected to this reach rod by rear hounds 30. Carried on this reach is a bearing 31 depending from which is a brake beam hanger 32 which has its lower end connected to a brake beam 33 provided with brake shoes 34. Upon the reach 29 is also provided a bearing 35 wherein is mounted a rock shaft 36 and on this rock shaft is an upwardly extending rock arm 37 provided with a series of openings 38. At 39 is a link one end of which is connected to one of the openings 38 and this link extends forwardly under the wagon body and is connected to that body by means of an eye 40 firmly secured to the body. Depending from the rock shaft 36 is a rock arm 41 the lower end of which is connected to the brake beam 33 by a link 42.

In the operation of this device the instant a wagon starts down a grade the wagon body swings forward as indicated in full lines in Fig. 1. The link 39 pulls upon the rock arm 37 and rotates the shaft 36. This in turn moves the rock arms 41 to the rear

and through the links 42 the brake beam 33 is also swung to the rear and the brake shoes 34 drawn into contact with the rear wheel 14. When the wagon reaches level ground 5 the body resumes its former position as indicated in dotted lines in Fig. 1 and the brakes are released. If the descent is made on ground which slopes laterally the rollers 24 will, by their engagement with the sides of 10 the wagon body, prevent the wagon jamming and hanging up so that the brakes will operate without possibility of failure.

There has thus been provided a simple and efficient device of the kind described and 15 for the purpose specified.

Having thus described the invention, what is claimed as new, is:—

In a device of the kind described, front and rear bolsters, a pair of stakes carried by 20 each bolster and terminating at their upper ends in forwardly extending eyes, hangers

respectively having one end mounted in the eyes of the stakes, rods loosely mounted in the other ends of said hangers, a wagon body fixed upon said rods, a reach connect- 25 ing the bolsters, a brake-beam hanger connected to the reach, a brake-beam carried by the hanger, a rock-shaft journaled on said reach, a rock-arm extending upwardly from said rock-shaft and provided with a plural- 30 ity of openings, a link having one end connected to the wagon body and the other end loosely connected in one of the openings of the rock arm, a depending rock-arm on said rock-shaft, and a link connecting said de- 35 pending arm with said brake-beam.

In testimony whereof, I affix my signature, in presence of two witnesses.

THEOPHILUS W. McPEEK.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
