(No Model.)

W. S. REYNOLDS & M. D. SHIPMAN.

WAGON BRAKE.

No. 562,915. Patented June 30, 1896.

FIG. 1.

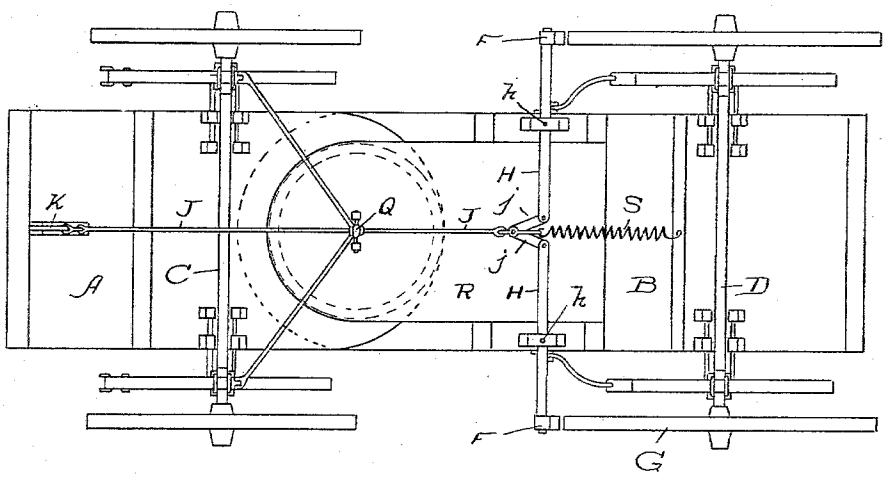
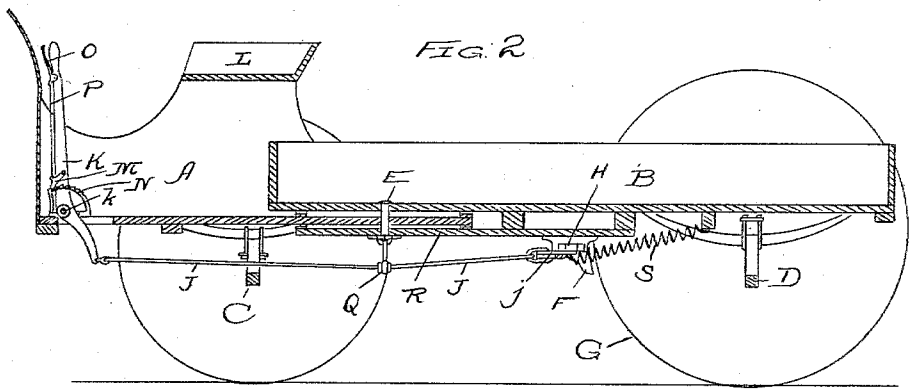


FIG. 2.



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WALTER S. REYNOLDS AND MADISON D. SHIPMAN, OF DE KALB, ILLINOIS, ASSIGNORS TO SAID SHIPMAN, CHARLES E. BRADT, AND SAMUEL E. BRADT, OF SAME PLACE.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 562,915, dated June 30, 1896.

Application filed June 4, 1895. Serial No. 551,598. (No model.)

To all whom it may concern:

Be it known that we, WALTER S. REYNOLDS and MADISON D. SHIPMAN, citizens of the United States, residing in De Kalb, in the county of De Kalb and State of Illinois, have invented a new and useful Improvement in Wagon-Brakes, of which the following is a specification.

This invention relates to certain brake apparatus adapted to be used in that class of wagons having bodies divided into front and rear sections and pivoted together between the axles, so that the front axle may be attached to the front section of the body and moved therewith in swiveling.

The invention consists in the novel devices and novel combinations of parts and devices herein shown and described, and pointed out in the claims.

In the accompanying drawings, which form a part of this specification and in which similar letters of reference indicate like parts throughout both views, Figure 1 is a bottom plan of a wagon embodying our invention, and Fig. 2 is a longitudinal vertical section of the same.

In said drawings, A represents the front section, and B the rear section, of the wagon-body. The first of these is supported upon the front axle C and the other upon the rear axle D. The sections are pivoted together by the bolt E, located some distance back of the front axle, as shown, and the rear section is extended forward and overlaps the front section, as also shown.

The brake-shoes F are applied to the rear wheels G, and are each supported upon levers H, pivoted to the rear section of the body at *h* and adapted to swing in a horizontal plane upon said pivots, such swinging movement carrying the shoes either against or away from the wheel. The levers H extend inwardly from the pivots toward the central plane of the wagon, and at their inner ends are joined to an operating connection J, attached to the lower end of an actuating-lever K, pivoted at *k* and having its upper end extending within easy reach of the driver seated at L. This lever is controlled by a pawl M and segmental rack N, the former being operable from the top of the lever K by a pivoted lever O and connection P. The connection J is located in the central longitudinal plane of the wagon, and is joined to the levers H by links *j*, as shown, and when drawn upon exerts equal power upon both levers. Immediately under the king-bolt it passes through a guide Q, pivoted to the forwardly-projecting plate R, attached to the rear section of the wagon-body. The pivot upon which its guide swings stands transversely of the body, so that the guide is free to swing either front or rear. The connection J is preferably made flexible throughout its length, and so it will pass freely through the guide, but this flexibility is only really necessary in the vicinity of the guide Q, as the bend which must occur in it when the front axle is turned upon the king-bolt takes place at said guide. This construction allows the brakes to be tightened against the wheels regardless of the position occupied at the time by the front axle and body-section. When the brake-lever is released, the spring S will act to force the parts to their normal positions.

We claim—

1. The combination with a body made in two sections pivoted together between the axles, of brake-shoes for the rear wheels, a hand brake-lever carried by the front body-section, and a flexible connection between said lever and the brake-shoes adapted to bend with the swiveling movements of the front axle and body-sections, substantially as specified.

2. The combination with the wagon having a body divided into two pivotally-united parts, of a brake for the rear wheels and an operating connection extending to the front part of the body, said connection being pro-

vided with a guide at the king-bolt and being flexible, substantially as specified.

3. The combination with the wagon having the body divided into two pivotally-united parts, of a brake for the rear wheels and operative devices therefor extending to the front part of the body, said devices being located centrally of the wagon and being flexible and passing through a guide at the king-bolt, substantially as specified.

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