

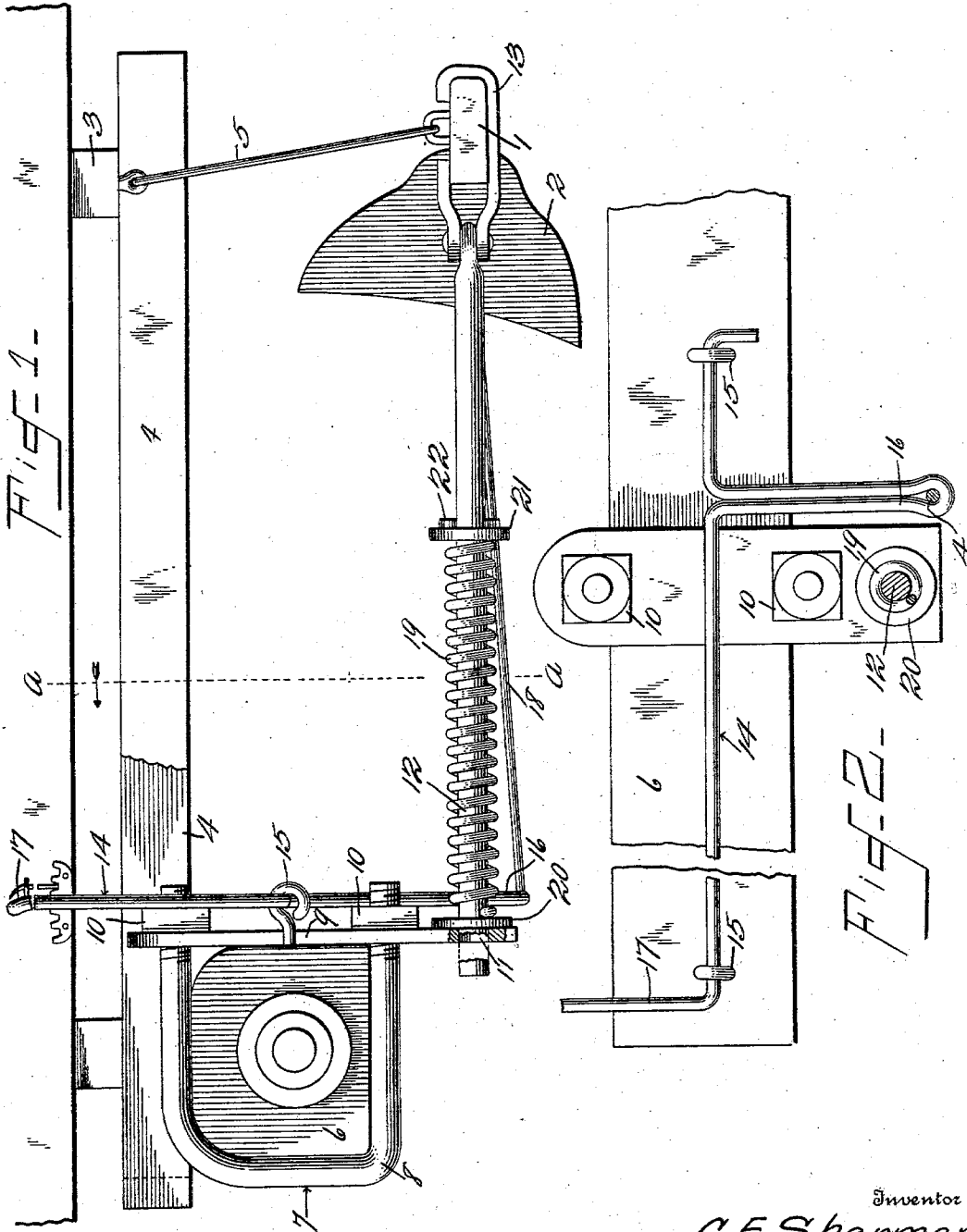
No. 740,595.

PATENTED OCT. 6, 1903.

C. E. SHERMAN.
WAGON BRAKE.

APPLICATION FILED DEC. 4, 1902.

NO MODEL.



Witnesses

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WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 740,595, dated October 6, 1903.

Application filed December 4, 1902. Serial No. 133,911. (No model.)

To all whom it may concern:

Be it known that I, CHARLES E. SHERMAN, a citizen of the United States, residing at Union, in the county of Union and State of Oregon, have invented certain new and useful Improvements in Wagon-Brakes; and I do declare the following to be 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.

My invention relates to an improvement in wagon-brakes, particularly with reference to the provision of a relief-spring for removing the brake-shoes from the wheels when the brake-lever has been released; and it consists in the peculiar construction and combination of devices hereinafter fully described and claimed.

The object of my invention is to provide a wagon-brake apparatus with a relief-spring which is effective to instantly remove the brake-shoes from the wheels when the brake-lever is released.

In the accompanying drawings, Figure 1 is a side elevation of the rear truck of a wagon running-gear provided with my improved brake apparatus, the rear wheel being removed. Fig. 2 is a horizontal sectional view of the same, taken on a plane indicated by the line *a a* of Fig. 1.

In the embodiment of my invention here shown the brake-bar 1, which carries the brake-shoes 2, is suspended from a cross-bar 3 (here shown as disposed on the hounds 4) by means of suspending links 5, which are here shown as rods, but which may in practice be chains or straps. On the rear axle 6, near its center, is a clamp 7, which comprises a U-shaped bolt 8, that passes around the axle from the rear side thereof, and a vertically-disposed bar 9, which bears against the front side of the axle, has openings for the reception of the arms of the bolt 8, and is secured thereon by means of the taps 10. Near the lower end of the said bar is an opening 11, in which is guided the rear portion of a longitudinally-movable rod 12, which rod has its front

end flexibly connected to the central portion of the brake-bar by a clip or other suitable device 13.

The brake-lever 14 may be either of the construction here shown or of any other suitable construction. As here shown it is pivotally mounted in bearings 15 on the front side of the rear axle and has near its center a downwardly-extending arm 16 and at one end an upwardly-extending lever-arm 17. The arm 16 is connected by a rod or other suitable link 18 to the brake-bar 1, and by means of the brake-lever the brake-bar may be operated in the usual manner to apply the brake-shoes to the wheels carried by the rear axle.

In order to insure the release of the brake-shoes from the wheels when the brake-lever has been released, I provide a spring 19, which is here shown as a coil-spring disposed on the longitudinally-movable guide-rod 12. The rear end of this spring bears against a washer 20, which is interposed between it and the bar 9, and the front end of the said spring bears against a washer 21, which is secured on the rod 12 by a linchpin 22, the latter being inserted in a transverse opening in said rod.

When the brakes are applied, the spring is contracted, and when the brake-lever is released the spring acts to remove the brake-shoes from the wheels.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

A wagon-brake apparatus comprising a brake-bar having supporting-hangers, a rock-shaft having a crank-arm and a lever, means

to mount said rock-shaft on an axle, a rod connecting the crank-arm of said rock-shaft with the brake-bar, a clip-bolt adapted to be attached to an axle, and having a yoke-bar 9, 5 forming a guide-support, a longitudinally-movable rod attached to the bar and slidably engaged by its said support, and a relief-spring on said rod coacting therewith and said support to normally maintain the brake-bar in disengaged position, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

CHARLES E. SHERMAN.

Witnesses:

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