No. 775,638. PATENTED NOV. 22, 1904.

# W. T. STEWART.

## BRAKE.

APPLICATION FILED NOV. 4, 1902.

NO MODEL.

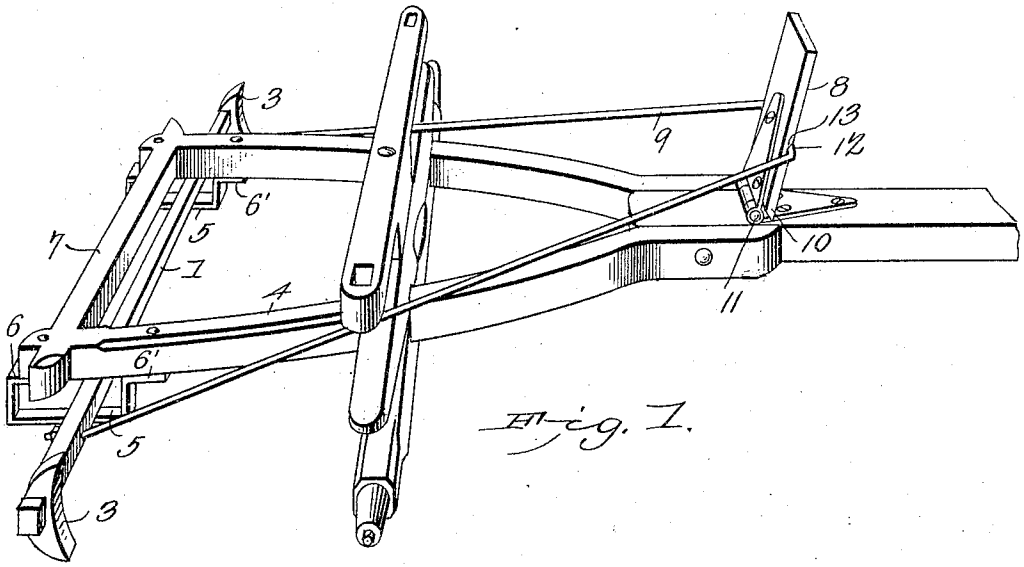



Fig. 1.

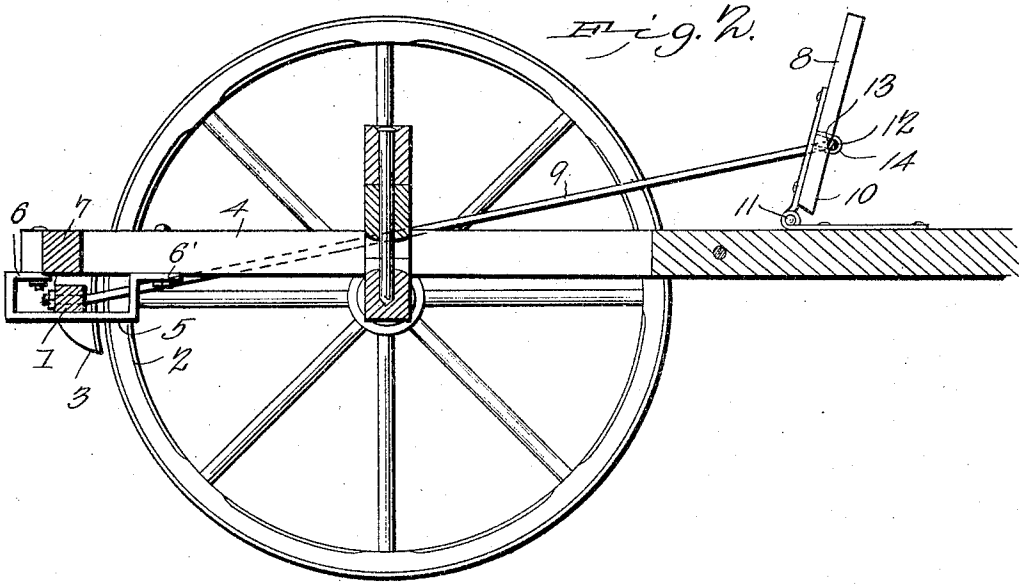



Fig. 2.

Witnesses
E. P. Stewart
H. C. Riley

W. T. Stewart, Inventor.
by Cushman & Co
Attorneys

No. 775,638. Patented November 22, 1904.

# UNITED STATES PATENT OFFICE.

WILLIAM T. STEWART, OF ADLER, ALABAMA.

## BRAKE.

SPECIFICATION forming part of Letters Patent No. 775,638, dated November 22, 1904.

Application filed November 4, 1902. Serial No. 130,087. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM T. STEWART, a citizen of the United States, residing at Adler, in the county of Perry and State of Alabama, have invented a new and useful Brake, of which the following is a specification.

The invention relates to improvements in brakes.

The object of the present invention is to improve the construction of vehicle-brakes and to provide an exceedingly simple and inexpensive one of great strength and durability designed for use on farm-wagons and similar heavy vehicles and adapted to be readily applied to the same and capable of being operated by the foot of the driver and of enabling him to use his weight in applying the brake.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view of a portion of a running-gear constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view of the same.

Like numerals of reference designate corresponding parts in both figures of the drawings.

1 designates a brake-beam arranged in rear of the front wheels 2 of a running-gear and provided at its ends with suitable brake-shoes 3, adapted to engage the front wheels at the back thereof. The brake-beam is suspended from the rear portions of the front hounds 4 by means of guide-loops 5, constructed of suitable metal and consisting, preferably, of a single piece of material bent into approximately oblong form and having its terminals 6 and 6′ extended forwardly and secured to the adjacent rear hound, as clearly shown in Fig. 2. The guides preferably project in rear of the front hounds and the connecting crosspiece 7, and the brake-beam is connected with an operating-lever 8 by means of an inclined connecting loop or frame 9, which is approximately U-shaped. The guides 6 and 6′ are of such size as to permit the brake-beam to have longitudinal and vertical movements. The operating-lever 8 is fulcrumed at its lower end 10 upon the rear portion of the tongue, and it is arranged in convenient position to be operated by the foot of the driver, and it enables him to throw his entire weight upon the lever in applying the brake. The lower end of the lever may be connected with the tongue by means of a hinge 11, having its leaves secured to the tongue; but any other suitable means may be employed for this purpose.

The connecting loop or frame, which is preferably constructed of a single piece of material, has its inclined side portions located at opposite sides of the front portion of the running-gear, and the rear ends of the sides are suitably secured to the brake-beam. The front portion or bend of the connecting loop or frame receives the lever and is journaled in suitable bearings of the same near the lower end thereof. The transverse portion 12 of the front of the connecting loop or frame is straight at the front face of the lever 8, which is preferably provided with a slight groove 13 to form a seat, and the bearings 14 may consist of clips or staples. The strain on the connecting loop or frame draws the brake-beam upward against the rear portions of the front wheels to relieve the supporting-loops of strain when the brake is applied, and the upward movement of the rear portions of the wheels also assists this operation. The seat formed by the groove of the lever engages the front transverse front portion of the connecting loop or frame and relieves the bearings of strain in applying the brake.

It will be seen that the brake mechanism, which is composed of few parts, is exceedingly simple and inexpensive in construction, that it possesses great strength and durability, and that it is adapted to be readily applied to a farm-wagon or similar vehicle. It will also be seen that the operating-lever, which is mounted on the front portion of the running-gear, is arranged in convenient position to receive the foot of the driver, and that it will enable him to throw his entire weight upon it in applying the brake, if necessary. Also it will be clear that by the particular arrangement of the parts, the strain is borne by the operating-lever, the connecting frame or loop, and the transverse brake-beam during

the application of the brake and that the guide-loops and bearings of the lever are entirely relieved of such strain.

What is claimed is—

The combination with a vehicle running-gear and wheels, of horizontally-disposed elongated guides secured to the under sides of the front hounds and disposed in rear of the front wheels, an operating-lever hinged to the upper side of the pole, a brake-beam supported by the guides, brake-shoes carried by the beam, and means for operating the brake-beam comprising an approximately U-shaped loop, the rear ends of the members of which are secured to the brake-beam, and the crest of which is disposed on the front side of the lever and stapled thereto, the hinged connection of the lever with the pole permitting free movement of the latter without interfering with the action of the brake, substantially as and for the purpose specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

his
WILLIAM T. × STEWART.
mark

Witnesses:
ELBERT HUGHY,
C. W. DUNKIN.