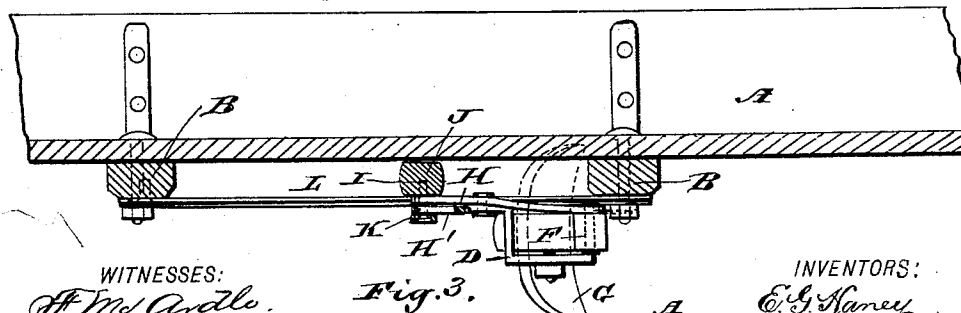
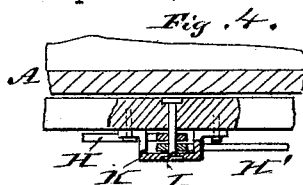
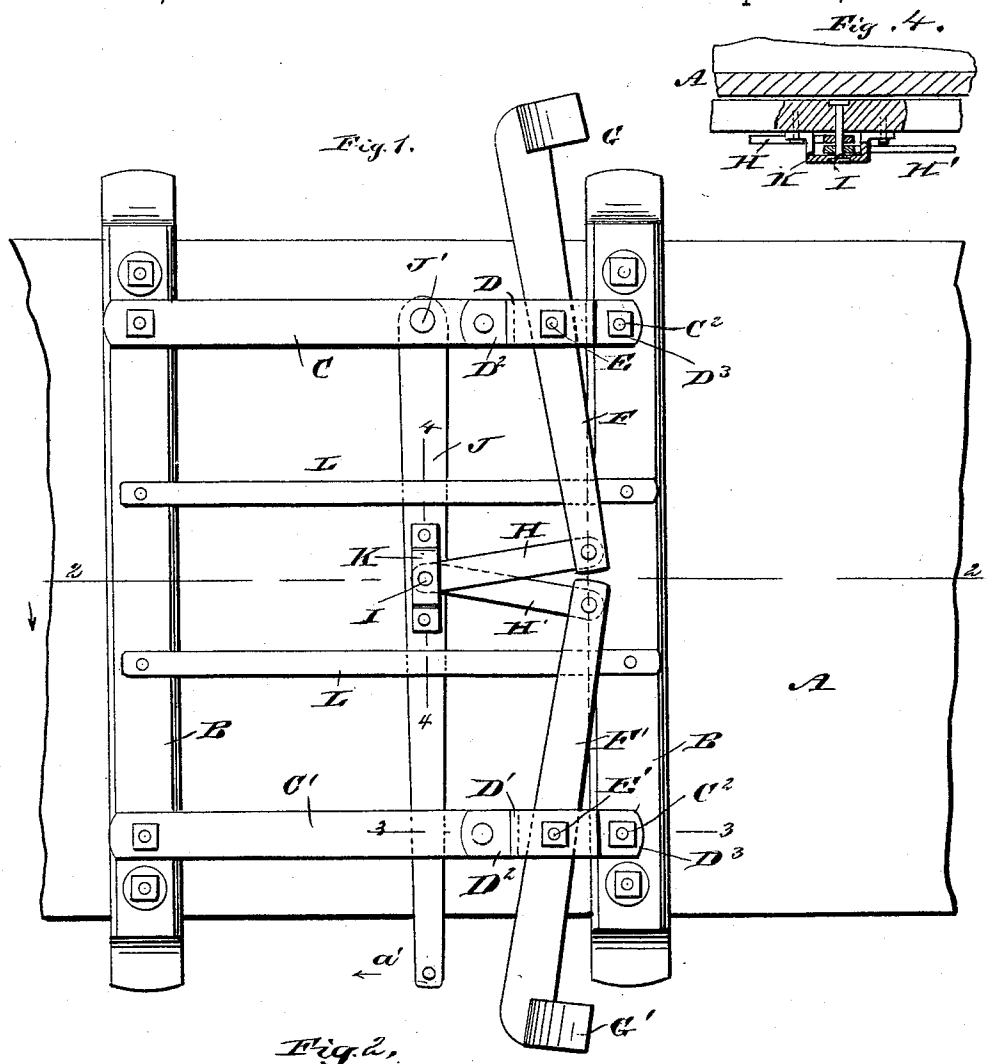


(No Model.)

E. G. & W. A. HANEY.
WAGON BRAKE.

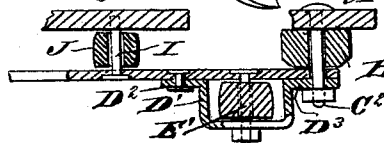
No. 483,056.

Patented Sept. 20, 1892.



WITNESSES:
H. Mc Ardle.
Lo. Sedgwick

Fig. 3.



INVENTORS:

E. G. Haney
W. A. Haney
BY *Munn & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

ENOCH G. HANEY AND WILLIAM A. HANEY, OF MEDIA, KANSAS.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 483,056, dated September 20, 1892.

Application filed April 14, 1892. Serial No. 429,135. (No model.)

To all whom it may concern:

Be it known that we, ENOCH G. HANEY and WILLIAM A. HANEY, of Media, in the county of Douglas and State of Kansas, have invented a new and Improved Wagon-Brake, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved wagon-brake which is simple and durable in construction, very effective in operation, and arranged to permit of a free and unobstructed movement of the brake-levers, so as to move the brake-shoes far enough from the wheels to prevent the blocking of the same with the mud carried up by the wheels.

The invention also consists of longitudinal bars secured to the sills of the wagon-body and provided with keepers extending downward and carrying pivots for the brake-levers.

The invention also consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is an inverted plan view of the improvement as applied. Fig. 2 is a longitudinal section of the same on the line 2 2 of Fig. 1. Fig. 3 is a sectional side elevation of part of the improvement on the line 3 3 of Fig. 1, and Fig. 4 is a transverse section of part of the improvement on the line 4 4 of Fig. 1.

The wagon-body A, on which the wagon-brake is applied, is provided with the usual sills B, connected with each other by longitudinally-extending bars C C', bolted or otherwise fastened to the under side of the sills so as to extend a suitable distance from the under surface of the bottom of the wagon-body. On the under sides of the bars C and C' are bolted, riveted, or otherwise secured the keepers D and D', respectively, as is plainly shown in Fig. 3, depending from the said bars, the keepers having transversely-extending openings, as will be readily understood by reference to the drawings.

In the bars C C' and the middle or bottom portions of the keepers D D' are held bolts E E', respectively, forming the fulcrum or

pivot for the brake-levers F F', respectively, extending transversely and provided at their outer ends with the usual brake-shoes G G', respectively, adapted to engage the wagon-wheels, so as to brake the same.

As shown in Fig. 3, the keepers D D' are each provided with horizontally-extending flanges D² and D³, of which one is riveted to the respective bar C or C' and the other is connected by a bolt C² to the respective bar, the said bolt also passing through the sill and bottom of the wagon-body to fasten the bar C or C' in place.

The inner ends of the brake-levers F and F' are pivotally connected by the links H and H', respectively, with a bolt or pin I, held at one end in the transversely-extending lever J and at its other end in a keeper K, attached to the under side of the said lever J. The lever J has its fulcrum on a pin J', attached to one of the bars C C', the said pin J' extending upward toward the under side of the bottom of the wagon-body, the said lever J resting between the bars C C' and the under side of the wagon-body. The free end of the lever J is connected in the usual manner with the mechanism for operating the brakes.

It is understood that the lever J extends from the bar C, on which it is pivoted, beyond the other bar C' to connect at its outer end with the mechanism for operating the brake. Between the bars C C', on the opposite sides of the keeper K, are arranged the longitudinal bars L L, passing under the lever J and over the brake-levers F and F', respectively.

The brake is operated in the usual manner—that is, when a pull is exerted on the lever J in the direction of the arrow a' then the inner ends of the brake-levers F F' swing forward and the outer ends, carrying the shoes G G', swing rearward in contact with the tires of the wagon-wheels, thus braking the wagon.

It will be seen that by the arrangement described the lever J has a free and unobstructed movement from one sill B to the other, as the brake-levers F and F' are pivoted below the said lever J and bars C C' and the lever J rests on the longitudinal bars C C'. The inside longitudinal bars L are placed near the center, so as to prevent irregular movement of the brake-levers F F'.

The brake-shoes when in contact with the

wheels are forced downward, which will cause the inner ends of the brake-levers to rise and strike the bars L L, thus preventing them from striking the rear sill B.

5 It will further be seen that by the especial construction of the keepers D D', carrying the pivots for the brake-levers F F', respectively, the latter can be conveniently removed when-
10 ever desired by removing the bolts E E' and disconnecting the links H H' without disturb-
ing any other parts.

It will further be seen that the brake may be put on and taken off without in any way disturbing the box, straps, or sides of the box
15 or wagon-body and relieves them of undue strain, as when compelling it to do double duty in supporting the sides of the wagon-body and brake the straps are often broken and the sides of the body much injured.

20 By connecting the brake-levers F F' with the lever J in the manner described the links H H' move on less diverging angles when the levers are moved backward toward the rear sill, so as to allow the supporting-bars L to
25 be placed nearer to the center of the box than would otherwise be the case. In wagon-brakes as now constructed the operating-lever J and the brake-levers F F' are usually arranged in the same horizontal plane, so that
30 the lever J on being moved rearward strikes against the said levers F and F', and consequently prevents a full opening of the brake-shoes G G'—that is, moving the latter suffi-
ciently far from the wagon-wheels.

35 Having thus fully described our invention, we claim as new and desire to secure by Letters Patent—

1. In a wagon-brake, the combination, with
40 longitudinally-extending bars adapted to be secured to the sills of the wagon-body and keepers secured to the said bars and extend-
ing forward from the same, of brake-levers fulcrumed on the said keepers, an operating-
lever pivoted on one of the said longitudinal
45 bars L L and extending between the latter and the wagon-body, and a second set of lon-

gitudinal bars located between the first-named bars and also adapted to be secured to the sills of the wagon-body, substantially as shown and described. 50

2. In a wagon-brake, longitudinally-extending bars adapted to be secured to the under sides of the sills of the wagon-body, a keeper secured to each of the said bars and extend-
55 ing downward from the same, and a bolt held in each of the said bars and keepers, in combination with brake-levers fulcrumed on the said bolts and extending through the said keepers, links pivotally connected with the upper sides of the inner ends of the said
60 brake-levers, and an operating-lever pivoted on the top of one of the said bars, extending across the wagon-body over the top of the other bar, the said lever being provided with a depending pin pivotally connected with the
65 overlapping ends of said links, substantially as shown and described.

3. In a wagon-brake, longitudinally-extending bars adapted to be secured to the under sides of the sills of the wagon-body, a keeper
70 secured to each of the said bars and extending downward from the same, and a bolt held in each of the said bars and keepers, in combination with brake-levers fulcrumed on the said bolts and extending through the said
75 keepers, links pivotally connected with the inner ends of the said brake-levers, an operating-lever pivoted on the top of one of the said bars extending across the wagon-body over the top of the other bar, the said lever
80 being provided with a pin pivotally connected with the said links, and a keeper held on the lower side of said operating-lever and supporting the lower end of the said pivot-pin for the links, substantially as shown and de-
85 scribed.

ENOCH G. HANEY.
WILLIAM A. HANEY.

Witnesses:

J. P. SLAUGHTER,
JAMES MURRAY.