J. L. SMITH.

BRAKE FOR PLATFORM TRUCKS.

APPLICATION FILED OCT. 6, 1915.

1,171,268.

Patented Feb. 8, 1916.

2 SHEETS—SHEET 1.

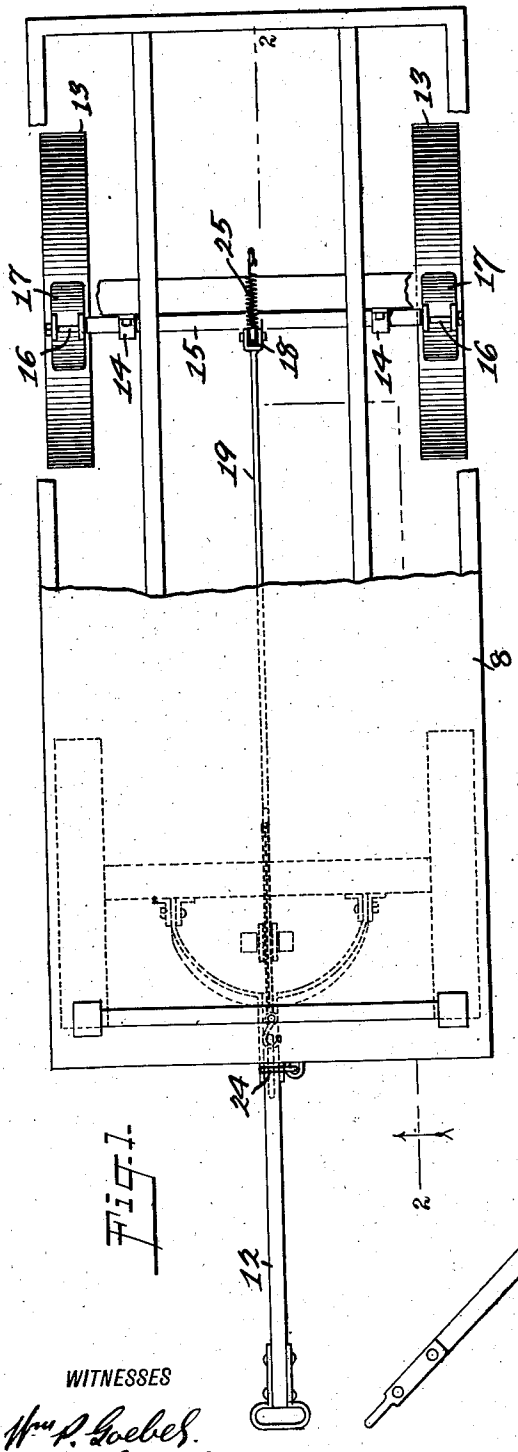


Fig. 1.

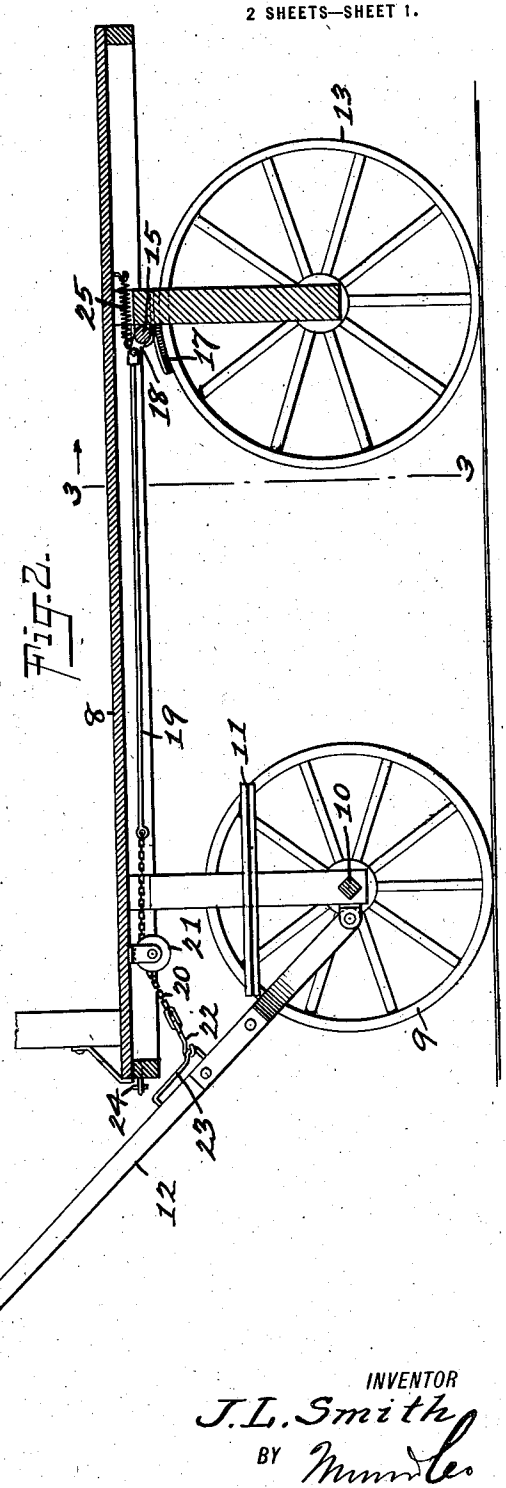


Fig. 2.

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Wm. P. Goebel.

J. C. Larsen

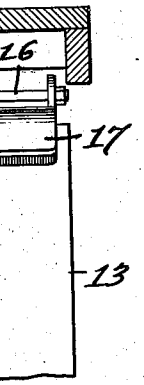
INVENTOR

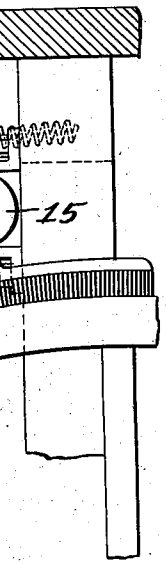
J. L. Smith

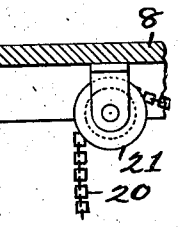
BY Munn & Co.

ATTORNEYS

eb. 8, 1916.
—SHEET 2.







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Fig. 3.

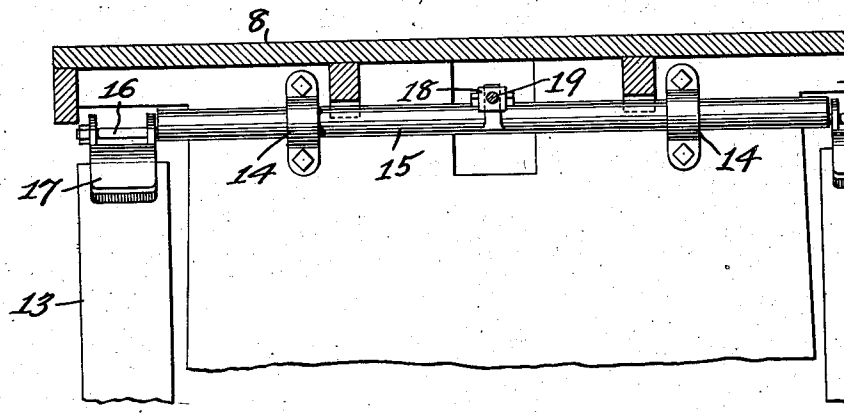


Fig. 4.

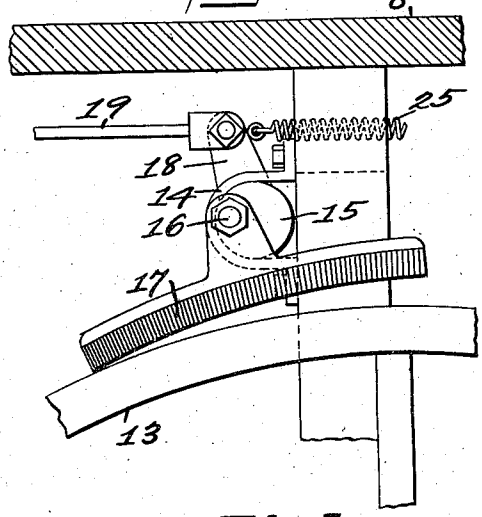


Fig. 5.

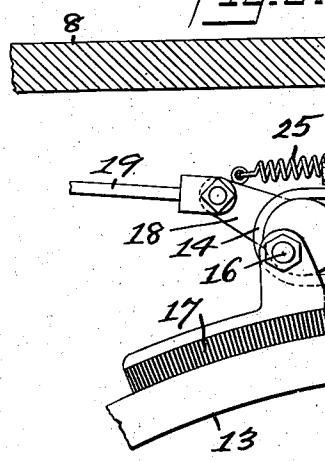


Fig. 6.

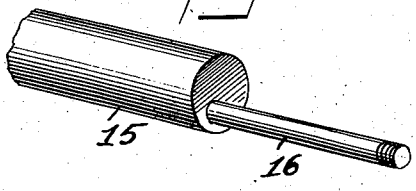
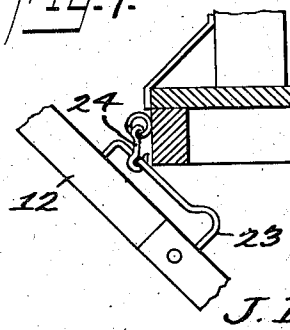


Fig. 7.



WITNESSES
William A. Goebel.
J. C. Larsen

BY

UNITED STATES PATENT OFFICE.

JOHN LEWIS SMITH, OF SAVANNAH, MISSOURI.

BRAKE FOR PLATFORM-TRUCKS.

1,171,268. Specification of Letters Patent. Patented Feb. 8, 1916.

Application filed October 6, 1915. Serial No. 54,361.

To all whom it may concern:

Be it known that I, JOHN L. SMITH, a citizen of the United States, and a resident of Savannah, in the county of Andrew and State of Missouri, have invented certain new and useful Improvements in Brakes for Platform-Trucks, of which the following is a specification.

My invention relates to platform trucks, such as used at railway stations, and the main object thereof is to provide means for preventing a truck from being run off the railway platform, as by suction or jarring caused by a rapidly moving train or by winds, and likely to cause serious accidents if the truck rolls or falls upon the rails in advance of an approaching train.

A further object is to accomplish this result by means of the weight of the truck handle, and a still further object is to provide means for rendering the device inoperative when desired, my invention being readily applied to conventional trucks now in use without any structural change therein.

My invention is fully described in the following specification, of which the accompanying drawings form a part, in which like characters refer to like parts in each of the views, and in which:—

Figure 1 is a plan view of a truck provided with my invention, partly broken away to show details; Fig. 2 is a section taken on the line 2—2 of Fig. 1; Fig. 3 is a section taken on the line 3—3 of Fig. 2; Fig. 4 is an enlarged sectional view of a fragment of the truck, showing a part of my invention in inoperative position; Fig. 5 is a similar view, showing my invention in operative position; Fig. 6 is a fragmentary view of a shaft which I employ; and Fig. 7 is an enlarged fragmentary section of the forward portion of the truck, showing another detail of my invention.

In the drawings forming a part of this application I have shown a truck comprising a platform 8, front wheels 9, an axle 10 therefor, a turntable 11, a handle 12, and rear wheels 13, all of the usual or any desired form of construction.

Carried in bearings 14, beneath the platform 8 and over the rear wheels 13, is a shaft 15 which is provided with extended arms 16 at both ends thereof set eccentric to the axis of the shaft 15, each of said arms having a brake-shoe 17 in detachable engagement therewith, each of which is adapted to bear upon the respective one of the rear wheels 13. Centrally of the shaft 15 I provide a crank-arm 18 in pivotal connection with a rod 19 extending forwardly beneath the platform 8 and, in turn, connected with a short length of chain 20 passed over a pulley 21 secured beneath the platform 8, the free end of said chain carrying a hook 22 which is adapted to be engaged, at will, with a staple 23 secured to the handle 12, but only when the said handle is elevated as shown in Figs. 2 and 7, and I also provide a relatively fixed hook 24 on the platform 8 which may also be engaged with said staple.

The crank-arm 18 is normally held in rearward position by means of a coil spring 25 secured thereto and to the under side of the platform 8, this normal crank-arm position being also the released positions of the brake-shoes 17, as is clearly shown in Fig. 4 but, when the hook 22 is connected with the staple 23, the weight of the handle tends to draw the crank-arm forwardly, thus rotating the shaft 15 and causing the brake-shoes to bear upon the respective wheels 13, thereby preventing the truck from automatic movement. When this locking of the truck is not desired, the hook 22 is disengaged and the spring 25 retracts the rod 19 and the brake-shoes 17, and if it is desired to maintain the handle in elevated position the hook 24 may be connected with the staple 23, said staple being made of sufficient length to accommodate itself to either hook.

It will thus be seen that a truck will be prevented from running away, as on a down grade, and will be locked against any probability of movement caused by a passing train, and it will also be seen that my invention may be easily applied to conventional trucks of the class described.

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

The combination with a truck having wheels, a platform, and a handle movable in a vertical plane, of a shaft secured beneath said platform provided with arms eccentric to the axis thereof, a brake-shoe on each

arm adjacent to one of said wheels, a crank-arm on said shaft, means for arbitrarily connecting said crank-arm with said handle, and means for retracting said crank-arm, when released from said handle, to release said brake-shoes.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN LEWIS SMITH.

Witnesses:
E. J. BLAKESLEE,
A. J. SCHRIER.