

UNITED STATES PATENT OFFICE.

SYLVANUS M. GILLETT, OF WARSAW, AND STEPHEN D. SAXBY, OF
TRENTON, MISSOURI.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. **173,939**, dated February 22, 1876; application filed
September 18, 1875.

To all whom it may concern:

Be it known that we, SYLVANUS M. GILLETT, of Warsaw, Benton county, Missouri, and STEPHEN D. SAXBY, of Trenton, in the county of Grundy and in the State of Missouri, have invented certain new and useful Improvements in Wagon Brakes; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification:

The nature of our invention consists in the construction and arrangement of certain devices for forming a brake attachment for vehicles, the peculiarities of which will be hereinafter more particularly set forth.

In the annexed drawings, making part of this specification, Figure 1 represents a side view, and Figs. 2 and 3 bottom views, of a portion of the wagon with brake attachment, represented in two positions.

In the figures, A represents a wagon, the body and running-gear of which may be constructed in any of the known and usual ways. Lying crosswise of the body on its under side, and in front of the hind axle, is a crank-shaft, B, which is held in suitable bearings. The crank of this axle or shaft is connected to a rod, C, which in turn is connected to a suitable lever-handle for operating the brake. Projecting from the under side of the shaft B are two arms, *e e*, one near each end. To the lower end of these arms are pivoted two rods, *x x*. While these rods have one end pivoted to the arms, their other ends are secured to a cross-bar, E, which runs parallel to the shaft B. F F represent the two brake-bars, to the outer ends of which the brake-blocks are secured. *a a* represent metallic plates, which have one end pivoted to the bar E and the other to the brake-bar. Four of these plates are used on the under side of the bars, two for each brake-

bar. On the upper side of these bars only one similar plate to each bar is used; said plates passing from near the ends of bar E to near the centers of brake-bars F. G represents a plate of metal, which is secured to the bottom of the wagon. There is now a connection made from G to the brake-bars by simply taking two plates similar to plates *a a*, pivoting them together at one end, and then pivoting one of their other ends to plate G and the other to bars F. These latter plates give direction to the brake-bars and retain them in proper position. When the shaft B is turned partially by rod C and lever-handle D, the bar E moves forward, at the same time draws the brake-bars inward, and throws them forward and away from the wheel. When shaft B is partially turned in the other direction the bar E is drawn backward, which causes a backward and outward motion of the brake-bars, until the blocks of said bars are brought into close contact with the wheels of the vehicle. *m m* represent guides or keepers for both the bar E and the brake-bars F. The usual ratchet-bar is used for holding the lever-handle D when the brakes are either on or off.

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

The crank-shaft B, with its arms *e e*, in combination with the rods *x x*, bar E, and brake-bars F F, the bars being connected by plates *a* and to the plate G, as and for the purpose herein set forth.

In testimony that we claim the foregoing, we have hereunto set our hand this 28th day of August, 1875.

SYLVANUS M. GILLETT.
STEPHEN D. SAXBY.

Witnesses:

H. C. FOUKE,
J. F. COLLINS.