(No Model.)

W. J. STEPHENSON.

WAGON BRAKE.

No. 542,116. Patented July 2, 1895.

Fig. 1.

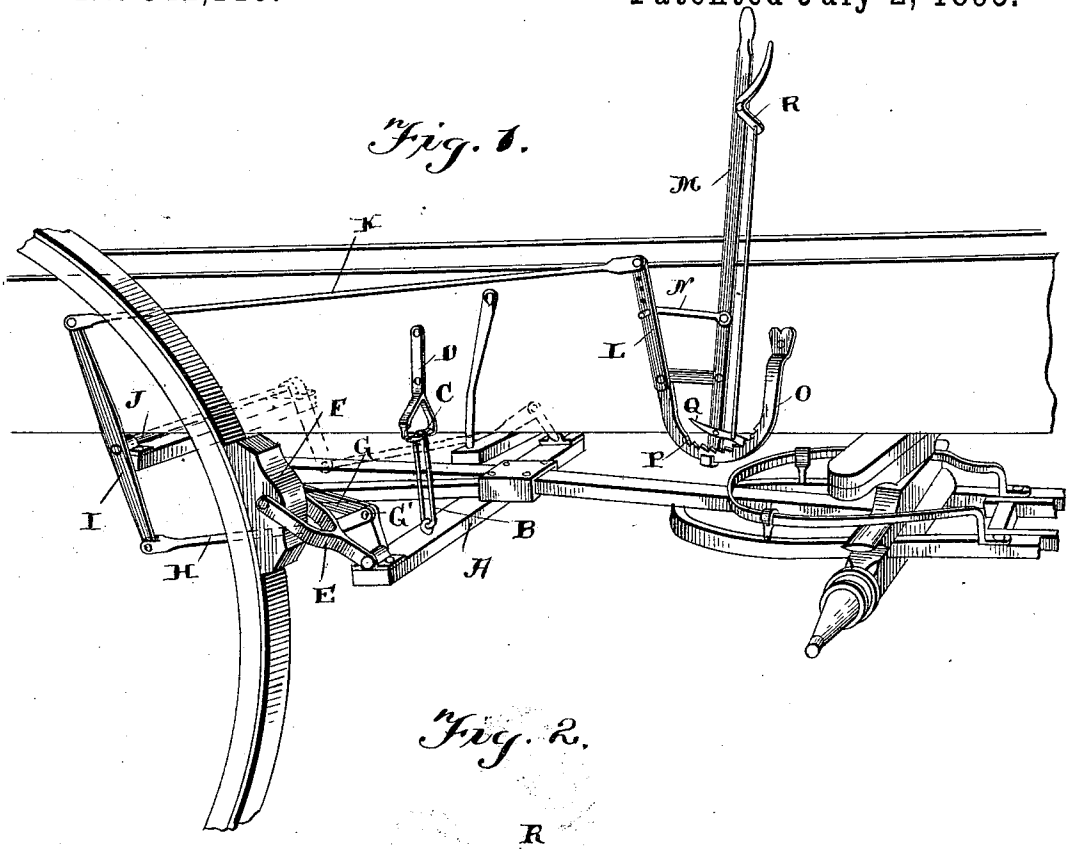


Fig. 2.

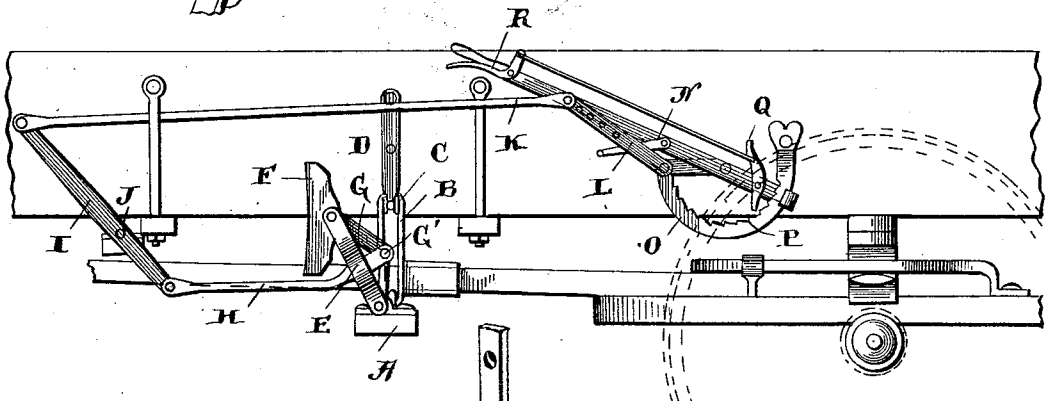
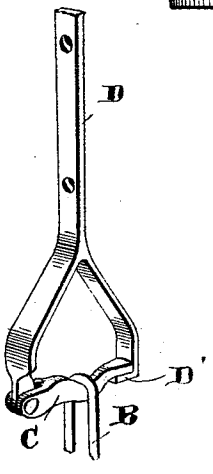


Fig. 3.



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WILLIAM J. STEPHENSON, OF EDNA, KANSAS.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 542,116, dated July 2, 1895.

Application filed February 11, 1895. Serial No. 537,998. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. STEPHENSON, of Edna, in the county of Labette and State of Kansas, have invented certain new and useful Improvements in Wagon-Brakes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improved wagon-brake; and the object of the same is to provide an improved mechanism of simple construction for locking the brake to the wheels, and a further object is to provide an improved lock for the brake-lever.

With these objects in view my invention consists in the novel features of constructions hereinafter fully described and claimed and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the brake, the same having its shoes locked against the wheels. Fig. 2 is an elevation of the brake in an inoperative position with the operating-lever turned or folded down. Fig. 3 is a detail view of the hanger-bracket secured to the wagon-body.

A designates a bar extended transversely beneath the wagon-box and supported by links B, which are adapted to be engaged and confined by the upwardly-swinging latch C, pivoted to one arm of the forked bracket D. The opposite arm of said bracket is flanged inward, as shown at D′, to support the free end of the latch when the same is closed. By this arrangement it will be impossible for the links to become detached from the wagon-body by the jolting of the latter.

Pivoted to each end of the bar A is a bifurcated holder and carrier E, to which the brake-shoe F is secured, as shown. The pivotal point of each brake-shoe is connected by the jointed link G to bar A, and leading rearward from the point G′ of the said link is rod H, loosely connected to the lower end of lever I, secured to the revoluble shaft J, extending transversely across the wagon-hounds. The opposite end of said shaft is provided with a crank-arm instead of a lever, to which the rod H on that side of the wagon is attached. Thus it will be seen that when the upper end of lever I is drawn forward its lower end will be moved rearward, thus contracting the jointed link G and forcing the brake-shoes against the wheels.

A rod K leads forward from the upper end of lever J, and is connected to link L, pivoted at its lower end to the wagon-box, as shown. An operating-lever M is pivoted between its ends to the wagon-box, and is connected to the said link L by the rod N, so that when the said operating-lever is pushed foward the rod K will be drawn in a similar direction and the brake set. Rod K has several connecting-points on link L, so that by attaching said rod near the lower end of said link a comparatively short movement of the shoes will be effected, while by making the connection at a higher point a wider range of swing will be secured, and thus the brake-shoes thrown farther from the wheels, so as not to catch mud or other refuse thrown therefrom.

The operating-lever is fulcrumed concentrically within a segmental bracket O, having the ratchet-notches P upon its concave edge, and adapted to engage the same is the dog Q, pivoted to the lever. In this manner the operating-lever may be held locked at any desired point, as will be understood. The said dog is operated, or rather released, from engagement with the notches by the usual pull-rod and hand-hold R. The end of the operating-lever depends around the bracket and extends upward on the outer side thereof, thus forming a guide and making the operating-lever firm in its movement. In Fig. 2 rod N is shown detached from link L, so as to enable it (the lever) to be folded backward below the top surface of said box.

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

In a wagon brake, the combination of bar A, carrier E pivotally secured thereto and at its outer end bifurcated, the shoe embraced by the bifurcation in which it is secured, jointed link G connected pivotally at one end to the bar and at the opposite end to the shoe, the rod H, and an operating means, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM J. STEPHENSON.

Witnesses:

P. H. WIMPEY,

H. H. ISHAM.