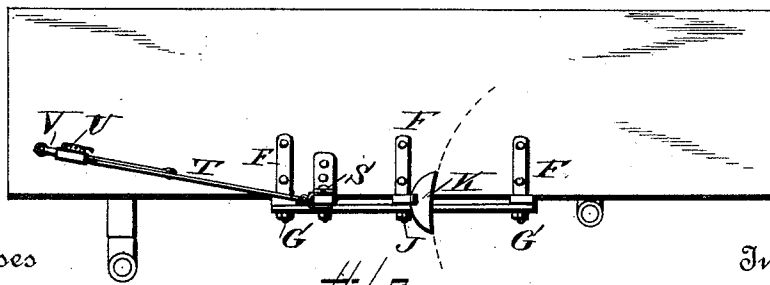
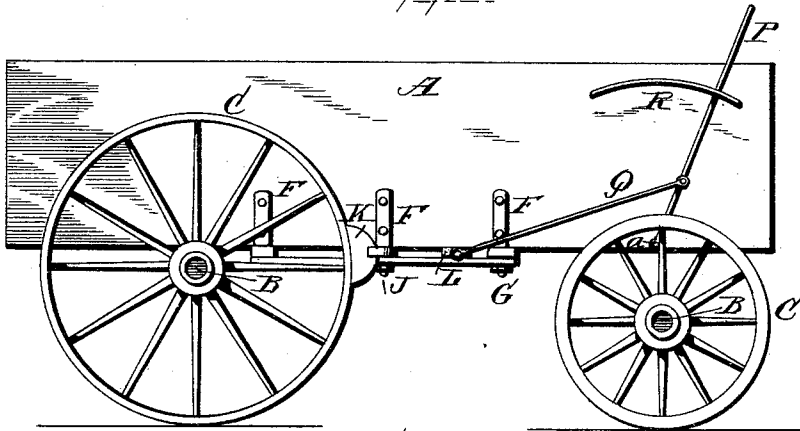
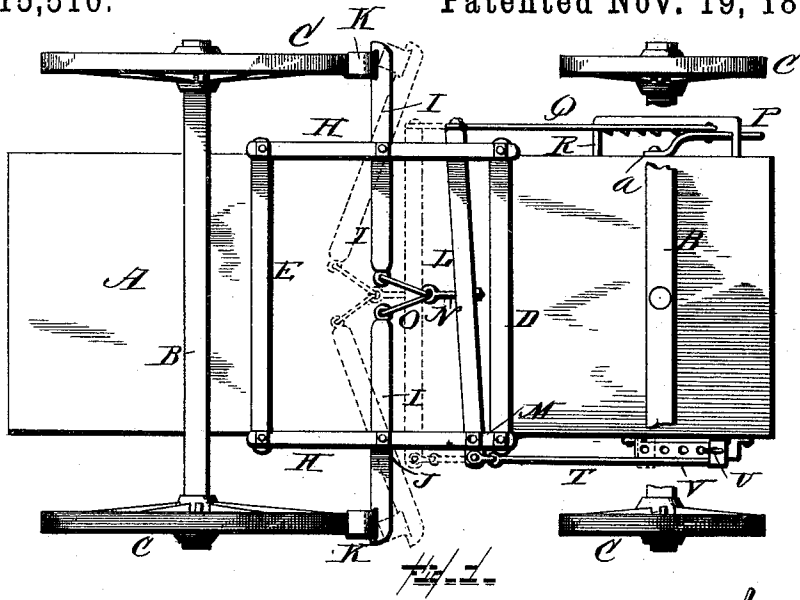


(No Model.)

E. H. HIGBY.  
WAGON BRAKE.

No. 415,510.

Patented Nov. 19, 1889.



Witnesses

*Albert Speiden,*  
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# UNITED STATES PATENT OFFICE

EDWARD H. HIGBY, OF MAPLETON, KANSAS.

## WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 415,510, dated November 19, 1889.

Application filed September 6, 1889. Serial No. 323,179. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD H. HIGBY, a citizen of the United States, residing at Mapleton, in the county of Bourbon and State of Kansas, have invented certain new and useful Improvements in Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

This invention relates to certain new and useful improvements in wagon-brakes; and it has for its object, among others, to provide a simple and efficient brake attachment to wagons which shall be capable of being operated with little power, and in which the brake blocks or shoes may be removed from the wheels in muddy weather.

The invention consists in the peculiar combinations and the novel construction, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the drawings, and then particularly pointed out in the appended claim.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a bottom plan of a wagon-body provided with my improved brake attachment. Fig. 2 is a side view of the same; and Fig. 3 is a view looking at the reverse side, with the wheels removed.

Like letters of reference indicate like parts throughout the several views.

Referring now to the details of the drawings by letter, A designates the body, B the axles, and C the wheels, of a wagon of known construction. Attached to the bottom of the body near the longitudinal center thereof are the cross-pieces D and E, attached thereto in any suitable manner, preferably, however, as shown in the drawings, wherein they are shown as held on the threaded ends of the side pieces or standards F, attached to the sides of the body and held in place thereon by means of the nuts G, which nuts serve also to retain in place the longitudinal bars H,

which extend outside of and beneath the cross-bars, as shown in Figs. 1 and 3.

I are the brake-bars, fulcrumed on the bolts J, which are preferably the extended ends of the central standard F, and at their outer ends carry the brake shoes or blocks K.

L is the main lever, fulcrumed at M, and having connected therewith at its center an eyebolt N, to which are attached the inner ends of the links O, which have their other ends connected to the adjacent ends of the brake-bars I in any suitable manner, preferably by means of eyes, as shown best in Fig. 1.

P is a lever, pivoted at its lower end, as at a, to the body, and having pivotally connected therewith between its ends one end of the link or connecting rod Q, the other end of which is pivotally attached to the end of the main lever L farthest from its fulcrum, as shown in Fig. 1. This lever P works through a slotted quadrant or analogous device R, provided with teeth, as shown in Fig. 1, with which the said lever engages to hold the parts in their adjusted positions, in a manner well understood.

The lever L is normally fulcrumed on the pin or bolt M, which is passed through a hole in the end of the lever and through a hole in the horizontal part of the angle-iron S, attached to the side of the body; but when it is desired to remove the brake shoes or blocks from the wheels, as in muddy weather, this bolt or pin M is removed and this end of the lever moved backward, as shown by dotted lines in Fig. 1, by means of the lever T, attached at one end to the end of the lever L, as shown in said figure and in Fig. 3, being normally held to the body, so as to hold the lever in the position in which it is shown in full lines, by means of a suitable catch, spring, or otherwise, U, engaging a bar V on the body, as shown in Figs. 1 and 3.

The operation of the parts is simple and will be readily understood, and a detailed description thereof is deemed unnecessary.

What I claim as new is—

The combination, with the body and wheels, of the main lever, the brake-bars pivotally connected therewith, the removable fulcrum

for said lever; and the adjusting-lever T, attached to the end of the main lever near its fulcrum and provided with a catch adapted to engage a fixed portion on the body, substantially as shown and described, and for  
5 the purpose specified.

In testimony that I claim the above I have

hereunto subscribed my name in the presence of two witnesses.

EDWARD H. HIGBY.

Witnesses:

GEO. N. BAINUM,  
J. S. WEAVER.