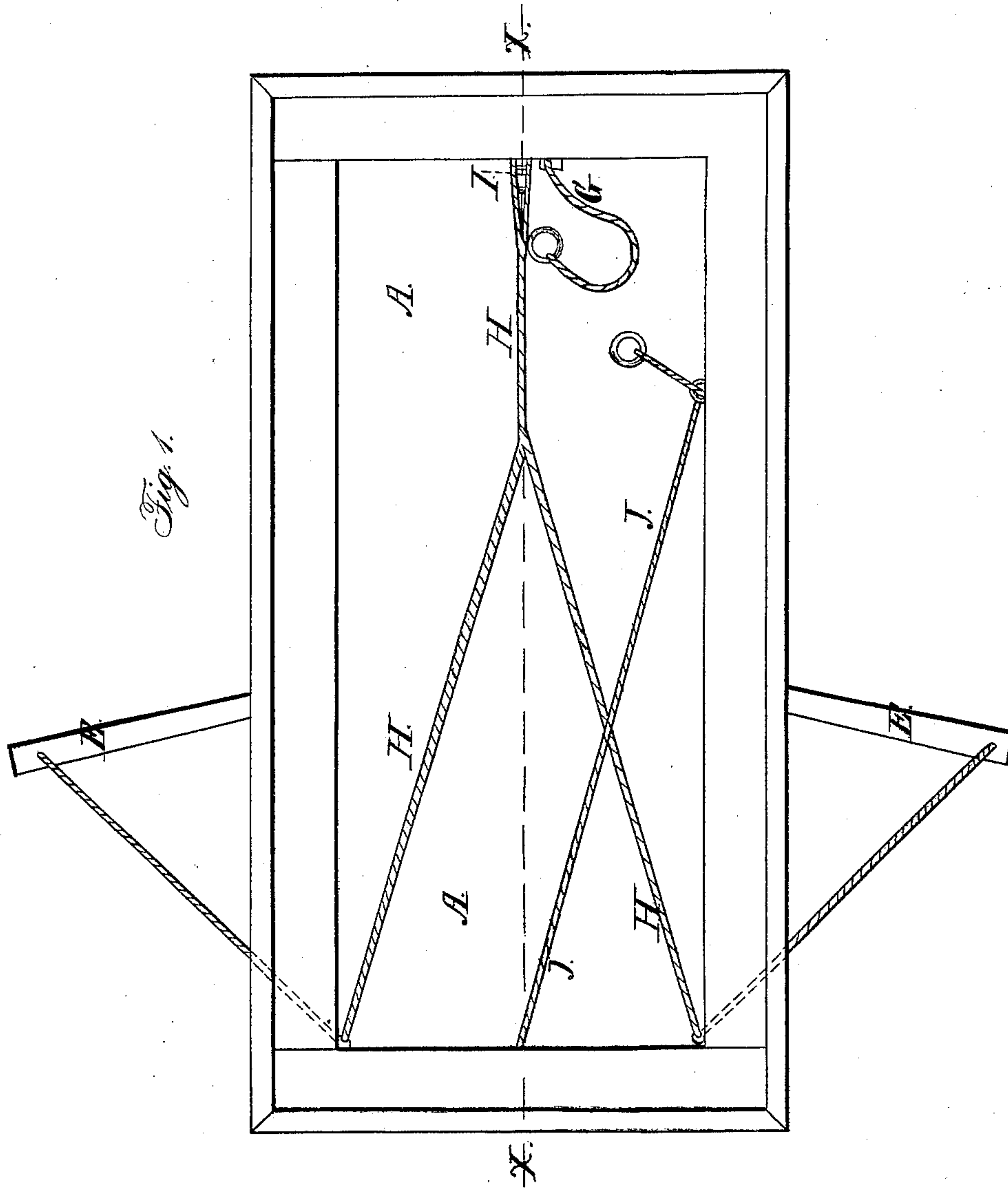


H. C. FAIRCHILD.

Wagon-Brake.

No. 58,797.

Patented Oct 16, 1866.



Witnesses:

Wm. Livingston
Wm. Freun.

Inventor:

H. C. Fairchild
Per Munroe & Co.

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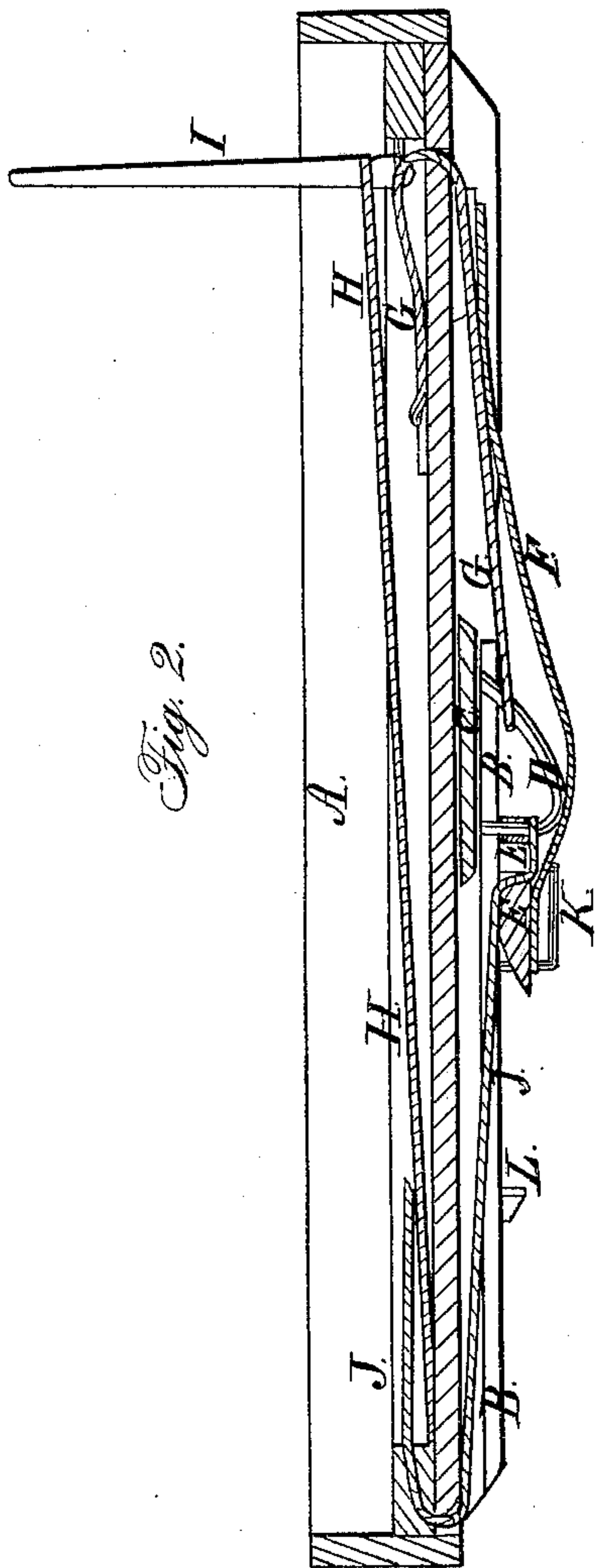


Fig. 2.

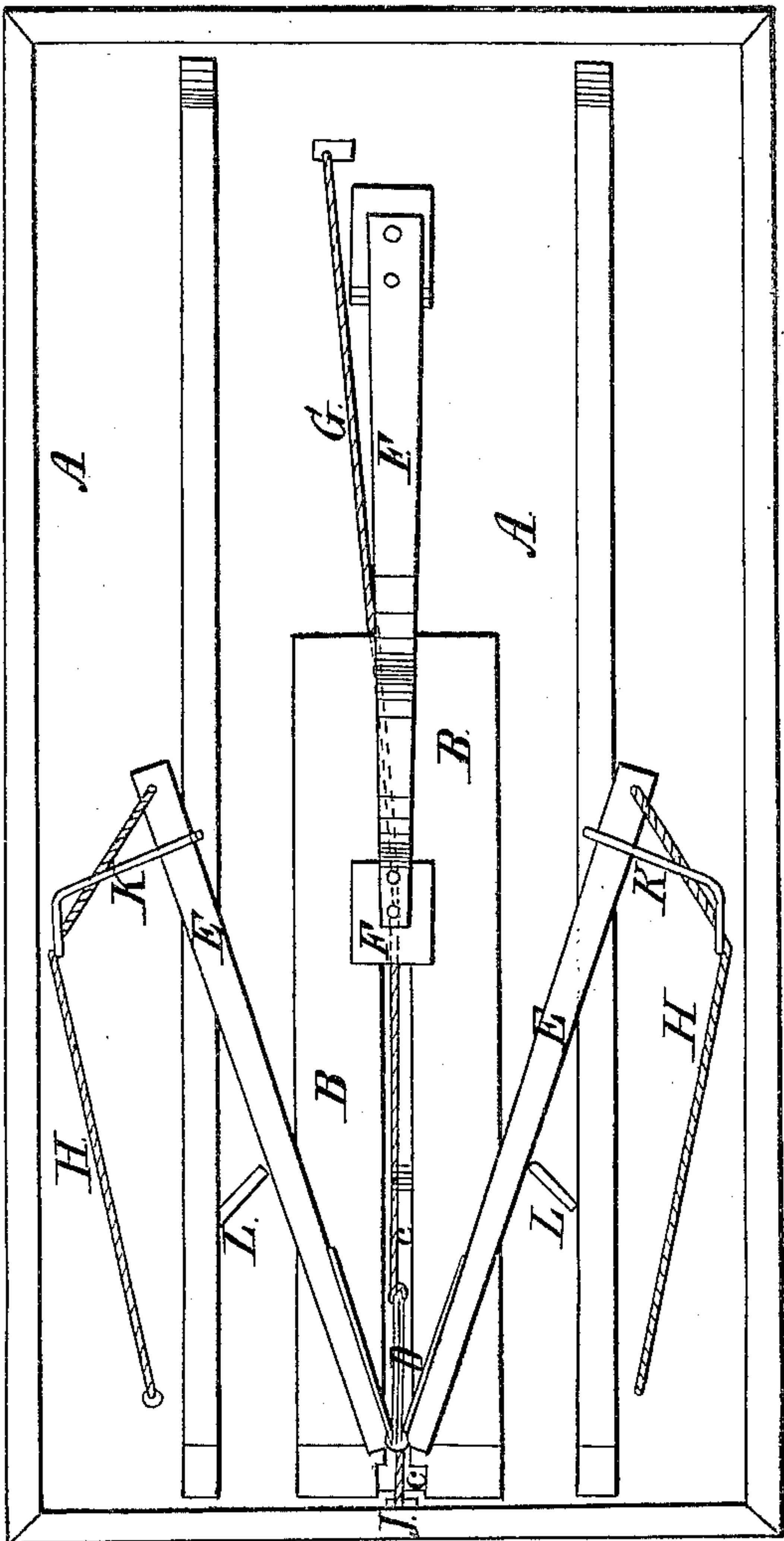


Fig. 4.

Witnesses:

J. M. Livingston.
Wm. Brown.

Inventor:

H. C. Fairchild
Per Munroe & Co

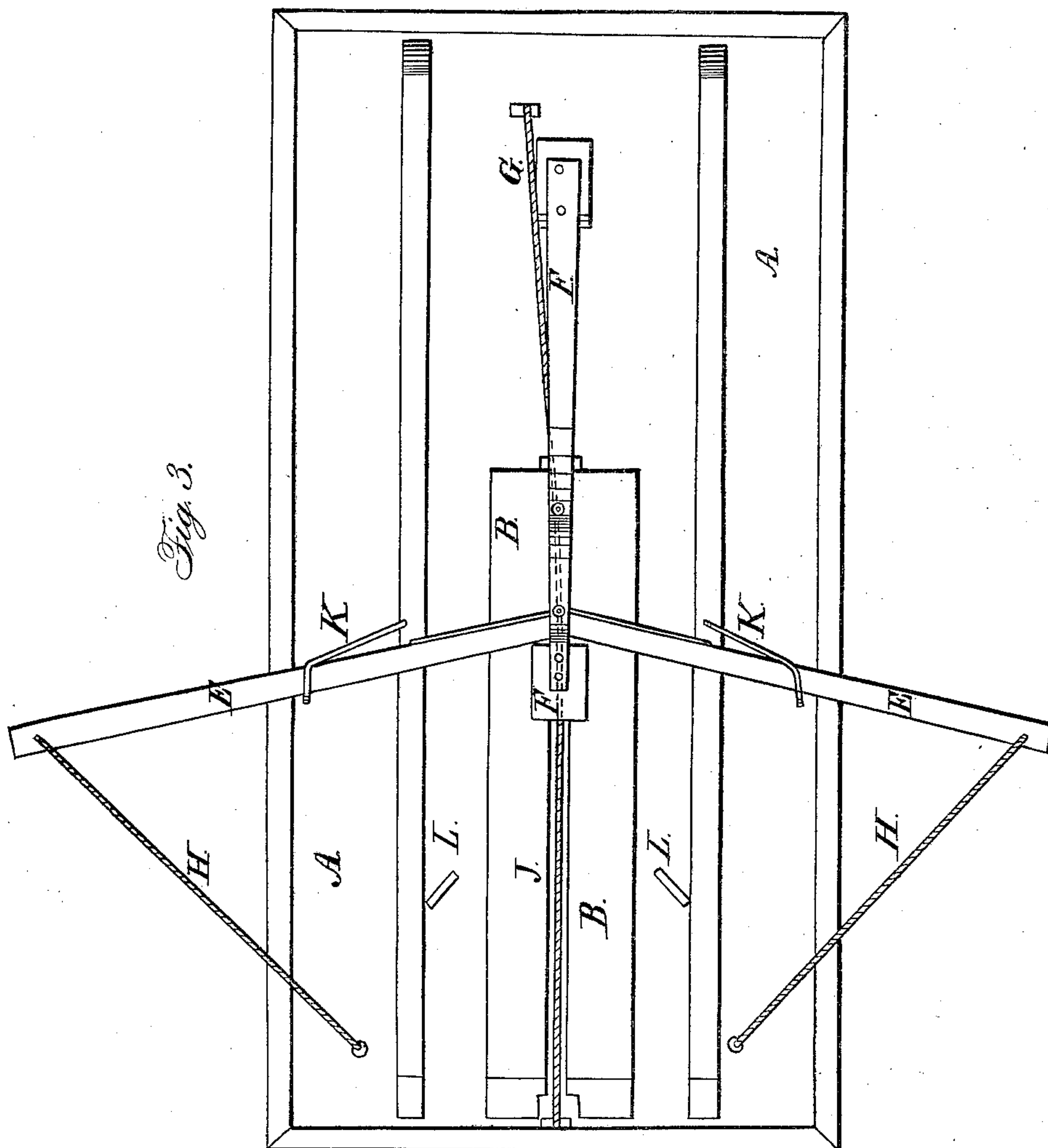
H. C. FAIRCHILD.

3 Sheets--Sheet 3.

Wagon-Brake.

No. 58,797.

Patented Oct. 16, 1866.



Witnesses:

Wm Livingston.
Wm Brewster.

Inventor:

M. C. Fairchild
Per Messrs Co.

UNITED STATES PATENT OFFICE.

H. C. FAIRCHILD, OF BROOKLYN, PENNSYLVANIA.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. 58,797, dated October 16, 1866.

To all whom it may concern:

Be it known that I, H. C. FAIRCHILD, of Brooklyn, in the county of Susquehanna and State of Pennsylvania, have invented a new and useful Improvement in Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a top view of a wagon-body with my improved brake attached. Fig. 2 is a vertical longitudinal section of the same, taken through the line *xx*, Fig. 1. Fig. 3 is an under-side view of a wagon-body with my improved brake attached, the brake being expanded. Fig. 4 is the same view as Fig. 3, the brake being contracted.

Similar letters of reference indicate like parts.

My invention has for its object to furnish an improved expanding and contracting wagon-brake, so constructed and arranged that, when not required for use, it may be contracted or drawn in out of the way, and quickly expanded or thrown out when required for use; and it consists of an improved wagon-brake, formed by combining the spring-catch, slide, straps, lever, hinged brake-bars, rests, and stops with each other and with the wagon-body, as hereinafter more fully described.

A is the wagon-body. B is a guide, attached to the central part of the wagon-body, on its under side, and extending from the rear end of said wagon-body to a little past its center, as shown in Figs. 3 and 4. This guide is channeled on the side next the bottom of the wagon-body for the reception of the slide C. To this slide is attached a metallic loop or staple, D, which projects through a slot formed in the guide B, as shown in Fig. 2. The rear arm of this loop passes through the hinge which connects the brake-bars E before entering the slide C; but the forward arm of said loop D is made inclined, so as to act as an inclined plane to raise the spring-catch F and allow the brake-bars to pass under it.

G is a strap, one end of which is attached to the inclined arm of the loop D. It is then

carried forward and passed up through a hole in the forward end of the wagon-body, in a position where it may be easily reached by the driver. By pulling upon this strap the slide C and with it the inner ends of the brake-bars E are drawn forward, expanding the brake and bringing the outer ends of the said brake-bars into a position to be readily applied to the wheels. To the brake-bars E, near their outer ends, are attached straps H, which pass through holes in the rear part of the bottom of the wagon-body; thence they are carried forward and attached to the lever I, the lower end of which is pivoted to the side or frame of the wagon-body, as shown in Fig. 2. By operating this lever I the brakes are drawn back against the wheels.

To the rear arm of the loop D, above the brake-bars E, is attached a strap, J, which passes up through a hole in the bottom of the wagon-body at its rear end, and is thence carried forward and secured in such a position as to be easily reached by the driver. By pulling upon this strap the inner ends of the brake-bars E are drawn back, contracting the brake beneath the body A of the wagon into the position shown in Fig. 4.

K are rests which support the brake-bars E in their position beneath the wagon-body A, and at the same time act as guides and stops to the brake-bars E in their outward and inward movements.

L are blocks or stops attached to the bottom of the wagon-body A, as shown in Figs. 3 and 4, to prevent the brake-bars E from being drawn back too far by the strap J.

The forward end of the spring-catch F is attached to the bottom of the wagon-body A near its forward end, and the rear end or catch rests upon the guide B, as shown in Fig. 4.

When the brake-bars E are expanded by the action of the strap G the inclined arm of the loop D raises the said catch F and allows the ends of the brake-bars E to pass beneath it, where they are held while the brake is being applied to the wheels. When the brake is drawn in by the strap J the first effect of pulling the strap is to raise the catch F, allowing the ends of the brake-bars E to pass out from beneath it.

Having thus described my invention; I claim as new and desire to secure by Letters Patent—

An improved wagon-brake, formed by combining the spring-catch F, slide C, straps G, J, and H, lever I, hinged brake-bars E, rests K, and stops L with each other and with the

wagon-body A, the parts being constructed and arranged substantially as herein described, and for the purpose set forth.

H. C. FAIRCHILD.

Witnesses:

A. W. KENT,
O. W. FOOT.