

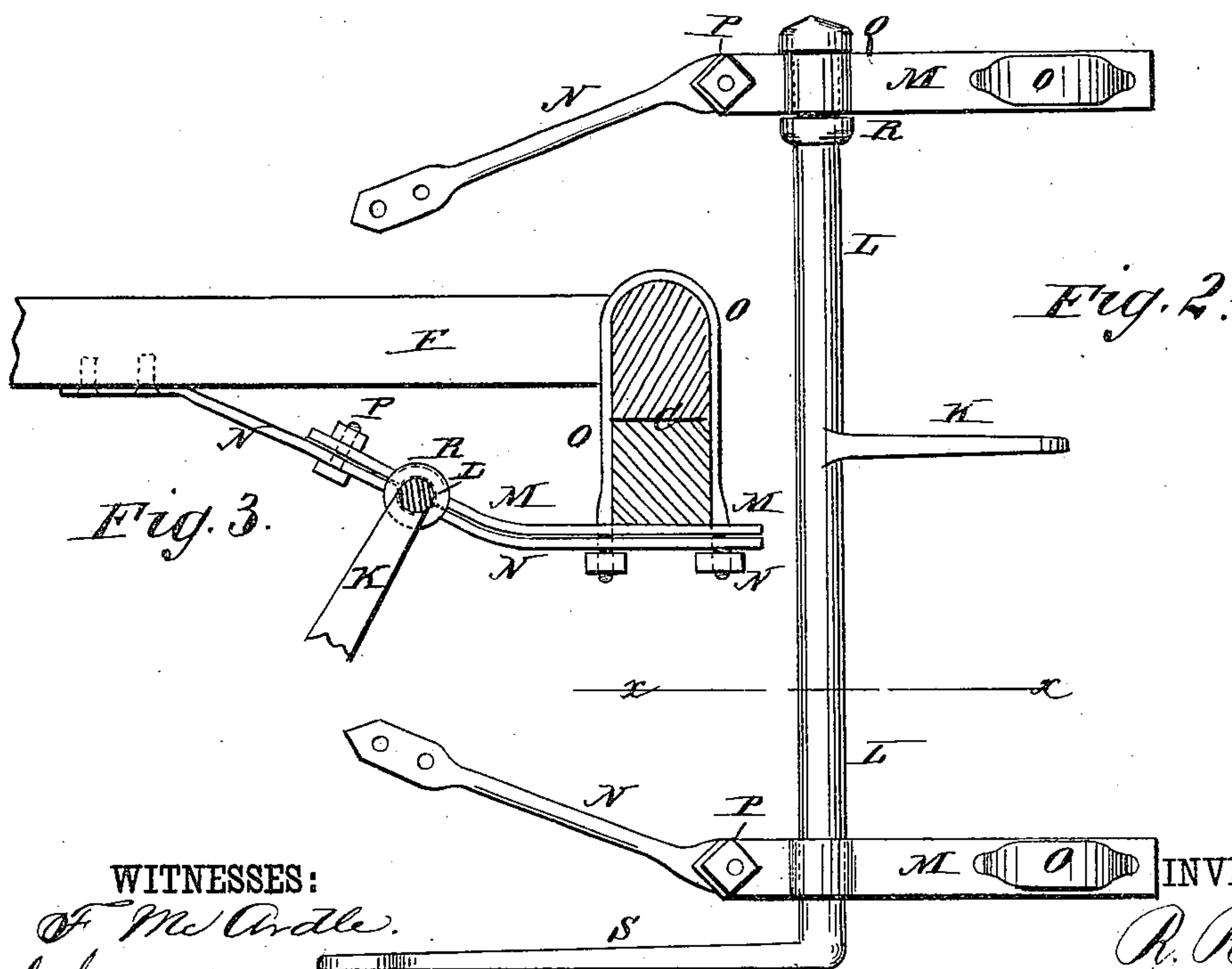
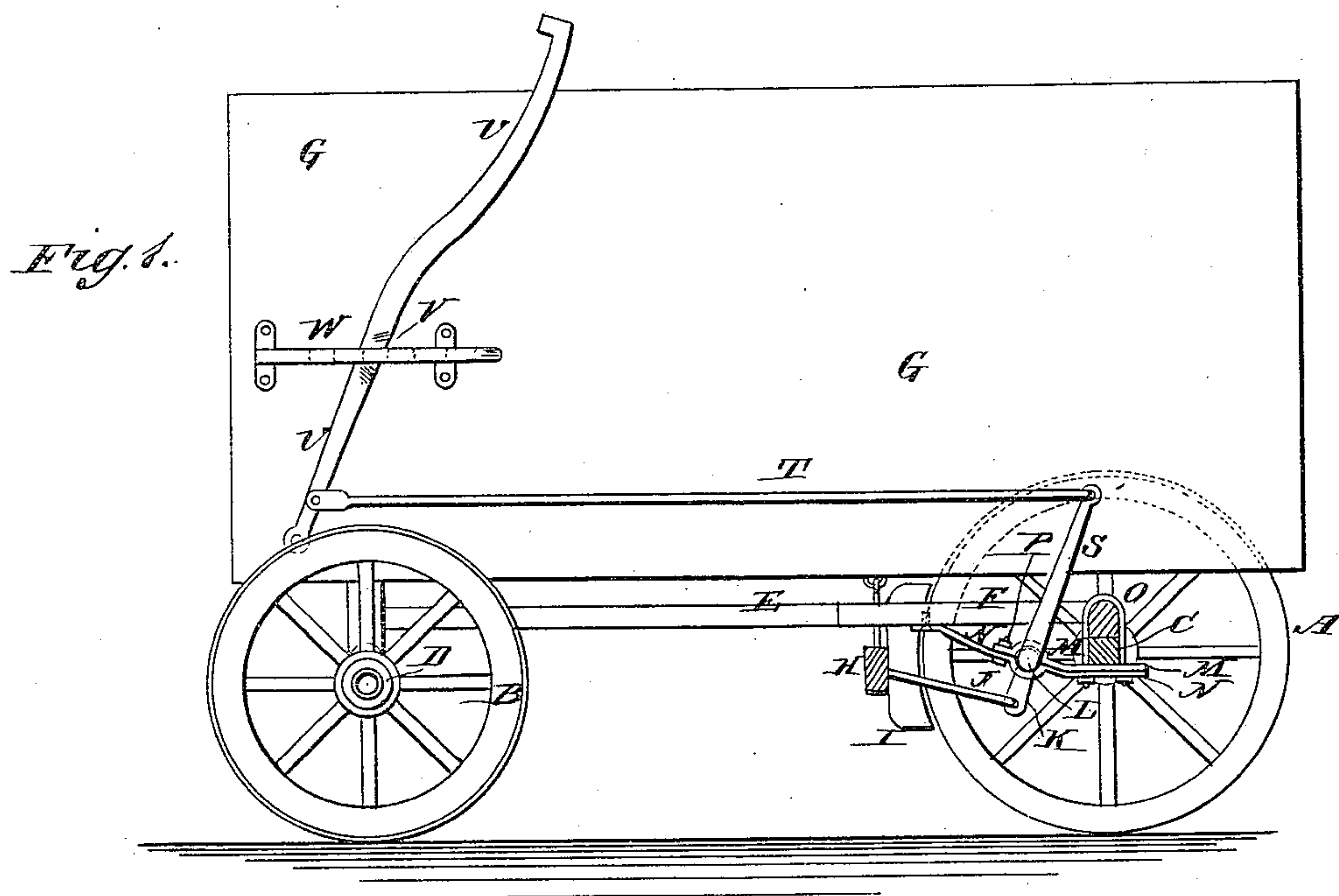
(Model.)

R. RUTTER.

WAGON BRAKE.

No. 246,214.

Patented Aug. 23, 1881.



WITNESSES:
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ROBERT RUTTER, OF DILLON, MONTANA TERRITORY.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 246,214, dated August 23, 1881.

Application filed April 14, 1881. (Model.)

To all whom it may concern:

Be it known that I, ROBERT RUTTER, of Dillon, in the county of Beaver Head and Territory of Montana, have invented a new and
5 useful Improvement in Wagon-Brakes, of which the following is a specification.

Figure 1 is a side elevation of my improvement, shown as applied to a wagon, the brake-bar and wagon-axle being shown in section.
10 Fig. 2 is a plan view of the improvement detached. Fig. 3 is a sectional elevation of the same, taken through the line *xx*, Fig. 2, and showing the wagon-axle in section.

The object of this invention is to facilitate
15 the reversing of the brake-roller, to allow the brake-lever to be placed at the left-hand side of the wagon when the brake is to be put on by a man riding the near wheel-horse, and to be placed at the right-hand side of the wagon
20 when the brake is to be put on by the driver riding in the wagon.

The invention consists in the combination, with the brake-roller and the axle-clip having its yoke extended forward and provided with
25 a half-bearing, of the brace-bar, also provided with a half-bearing, whereby the brake-roller will be firmly supported from both sides and can be readily reversed, as will be hereinafter fully described.

30 A are the rear wheels, B are the forward wheels, C is the rear axle, D is the forward axle, E is the reach, F are the hounds, and G is the body, of an ordinary freight-wagon, about the construction of which parts there is nothing new.
35

H is the brake-bar, which is supported from the body G, or from the reach E and hounds F, in the ordinary manner. The brake-bar H is provided with shoes I, to bear against the
40 wheels A when the brake is applied.

To the middle part of the brake-bar H is attached the forward end of the connecting-rod J, the rear end of which is hinged to the lower end of the arm K formed upon the middle part
45 of the brake-roller L. The brake-roller L works in half-bearings formed in the forwardly-projecting ends of the clip-yokes M, and in half-bearings in the bars N, placed beneath the

said clip-yokes M. The yokes M and bars N pass back together, and have holes formed
50 through them to receive the arms of the clip-bows O, that pass around the rear axle, C, and are secured upon the said arms by nuts. The yokes M and bars N, at the forward side of the rear axle, C, are bent or inclined up-
55 ward to bring the brake-roller L above the level of the lower side of the rear axle, C, so that the said brake-roller will be out of the way of the coupling-chains when two or more wagons are coupled together. The forward
60 ends of the yokes M, at the forward side of the brake-roller L, are secured to the bars N by bolts P. The bars N are extended upward and forward, and their forward ends are secured to the hounds F or body G by screws
65 or bolts. The brake-roller L has a head, Q, formed upon one end to rest against one side of the bearings in the yoke M and bar N, and has a collar, R, formed upon it to rest against the other side of the said bearings, so that the
70 said roller L will be held securely against longitudinal movement. The other end of the brake-roller L is bent upward at right angles to form an arm, S, to the end of which is attached the rear end of the connecting-rod T,
75 the forward end of which is attached to the lever U at a little distance from its lower end. The lower end of the lever U is pivoted to the lower part of the wagon-body G.

Upon the opposite sides of the lever U are
80 formed lips V, to engage with the teeth of the catch-bar W, the ends of which are curved inward and are bolted to the side of the wagon-body G, so that the said catch-bar will serve as a keeper for the lever U, and so that the
85 said catch-bar can be attached to either side of the wagon-body G, as required.

With this construction, by removing the nuts of the clips O M and taking out the bolts P the brake-roller L can be conveniently re-
90 versed to bring the lever U to either side of the wagon-body, according as the brake is to be put on, by means of a jerk-cord operated by a man riding the near wheel-horse, or by a driver riding in the wagon. With this con-
95 struction, also, the brake-roller L is supported

from both sides, and will thus be firmer and steadier than when supported only upon one side.

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

In a wagon-brake, the combination, with the brake-roller L and the axle-clip M O, having its yoke extended forward and provided with a half-bearing, of the brace-bar N, also

provided with a half-bearing, substantially as 10 herein shown and described, whereby the brake-roller will be firmly supported and can be readily reversed, as set forth.

ROBERT RUTTER.

Witnesses:

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