

(Model.)

2 Sheets—Sheet 1.

J. D. WYER.

WAGON BRAKE.

No. 274,874.

Patented Mar. 27, 1883.

Fig. 1.

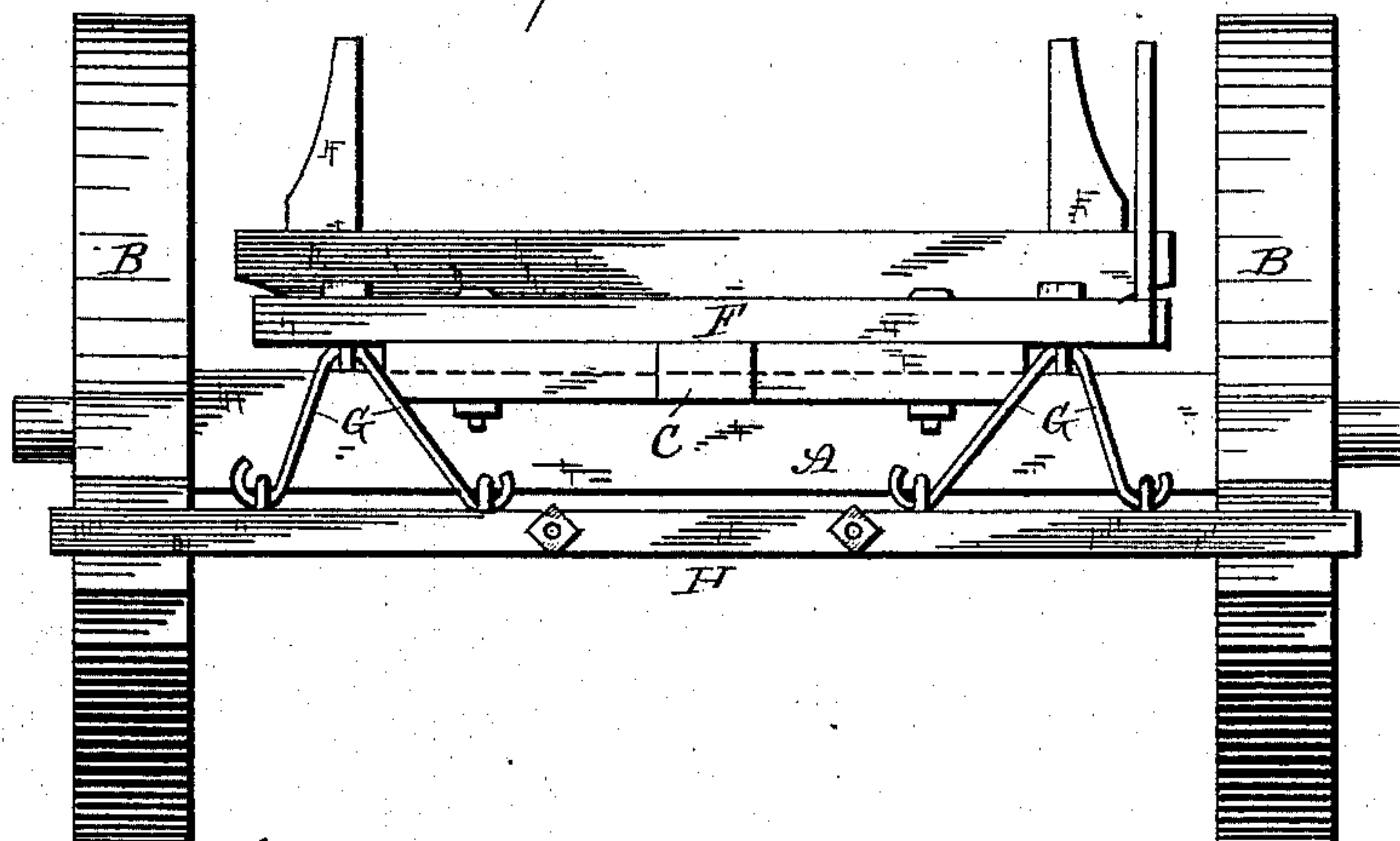
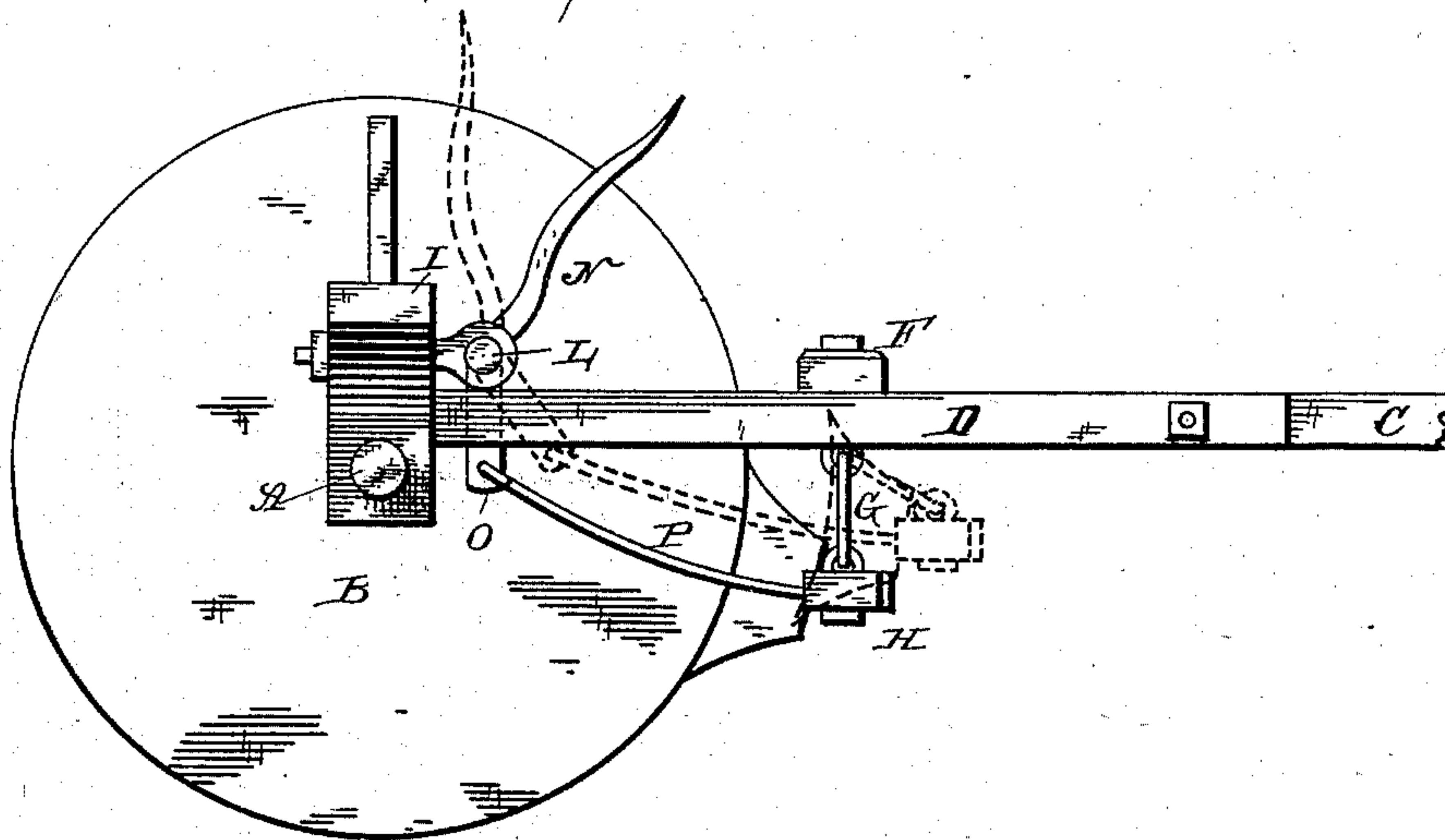


Fig. 2.



— Witnesses. —

Louis F. Gardner

J. W. Garner

— Inventor. —

Jno. D. Wyer,

per

F. A. Lehmann,

Atty.

(Model.)

2 Sheets—Sheet 2.

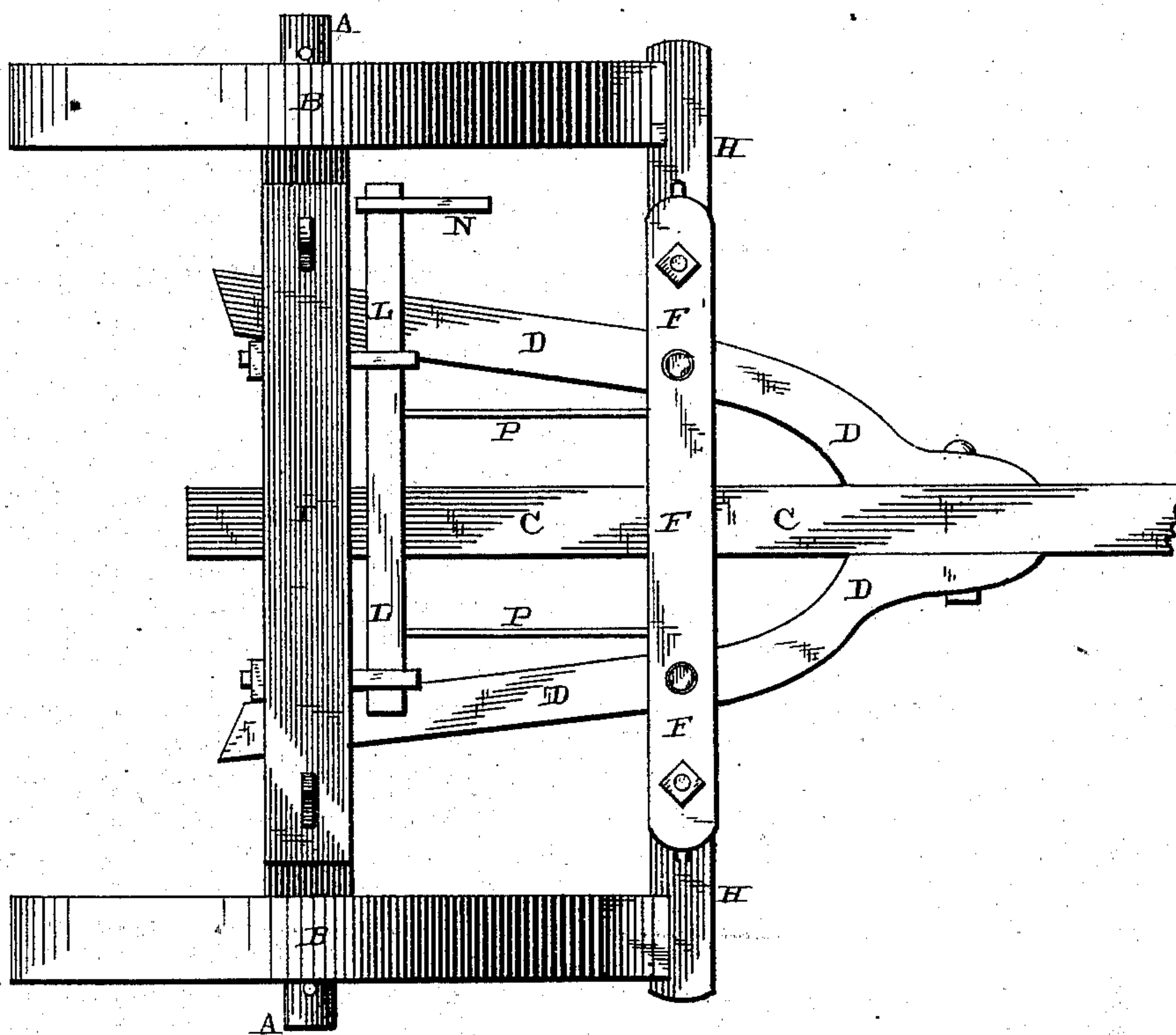
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WITNESSES. —

Louis F. Gardner
J W Garner

— Invertor. —

Ino. O. Wyer
per
F. A. Lehmann,
Atty.

UNITED STATES PATENT OFFICE.

JOHN DUDLEY WYER, OF FILLMORE, OHIO, ASSIGNOR TO WILLIAM
W. WYER, OF SAME PLACE.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 274,874, dated March 27, 1883.

Application filed January 15, 1883. (Model.)

To all whom it may concern:

Be it known that I, JOHN D. WYER, of Fillmore, in the county of Washington and State of Ohio, have invented certain new and useful
5 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
10 pertains to make and use it, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to an improvement in wagon-brakes; and it consists in the combination of the V-shaped hangers, which are at-
15 tached to a cross-bar placed upon the hounds, with the brake-bar, suitable connecting-rods, and the operating-shaft, all of which will be more fully described hereinafter.

The object of my invention is to provide a
20 mechanism for operating the brake which will prevent it from having any lateral play, and which will cause the brake to rise upward out of the way when moved out of contact with the wheels, and then drop down into position
25 as soon as released, so as to be ready to brake the wheel.

Figure 1 is a front view of my invention. Fig. 2 is a side elevation of the same, the nearer wheel being removed. Fig. 3 is a plan view of
30 the same.

A represents the axle; B, the wheels; C, the reach, and D the hounds. Secured upon the top of the hounds is the cross-bar F, to the under side of which the two V-shaped irons G
35 are clamped. These irons project downward any suitable distance, and have the brake-bar H loosely attached to their lower ends. These V-shaped irons allow the brake-bar to move freely back and forth, and to rise upward and

drop downward without turning, in such a way 40 as to move the brake-blocks attached to its ends out of position, ready to operate.

Journaled upon the front side of the bolster I is the operating-shaft L, which is provided with the lever N at one end and with the hangers 45 O upon its under side. To these hangers are attached the connecting-rods P, which have their front ends passed through the brake-bar in such a manner as to attach the brake-bar rigidly to them. When the lever is moved the 50 shaft is turned partially in its bearings, so as to move the brake-bar forward away from the wheels, or to draw it backward in contact with them. As the connecting-rods always retain a horizontal position, the brake-bar rises upward 55 in a curve, and always remains in a horizontal position.

The great advantage of this construction consists in the fact that the brakes are applied directly to the front of the wheels; that the brake 60 can be applied to any wagon having hounds, as shown, is very cheap and simple, and is not liable to get out of order.

Having thus described my invention, I
claim— 65

The combination of the cross-bar F, which is secured upon the top of the hounds D, the V-shaped irons G, the brake-bar H, the connecting-rods P, and the shaft L, journaled in front of the bolster and provided with a lever, N, and 70 suitable hangers, O, substantially as described.

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

JOHN DUDLEY WYER.

Witnesses:

WM. W. WYER,
EVA RUSSELL.