

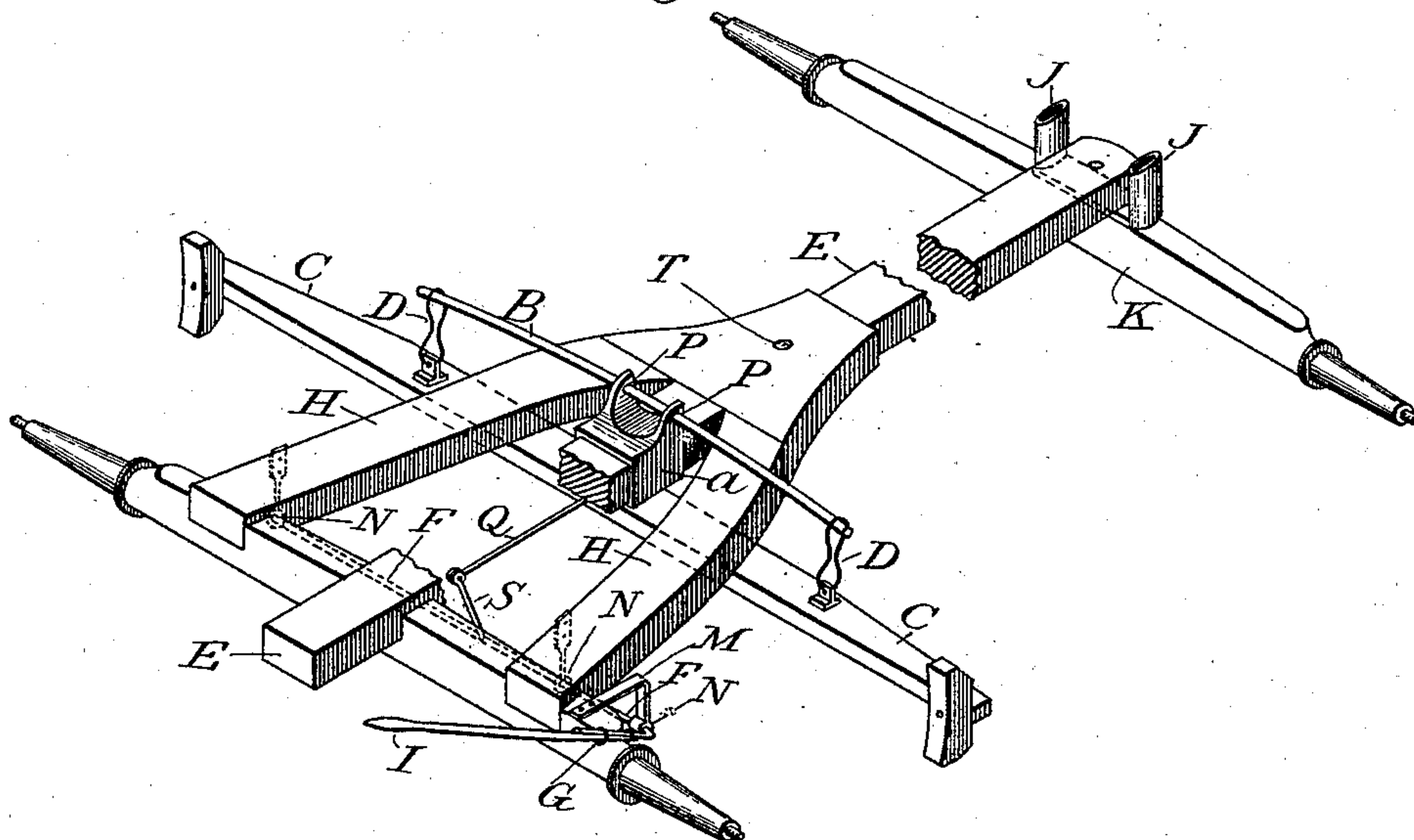
(No Model.)

J. RUKA.  
WAGON BRAKE.

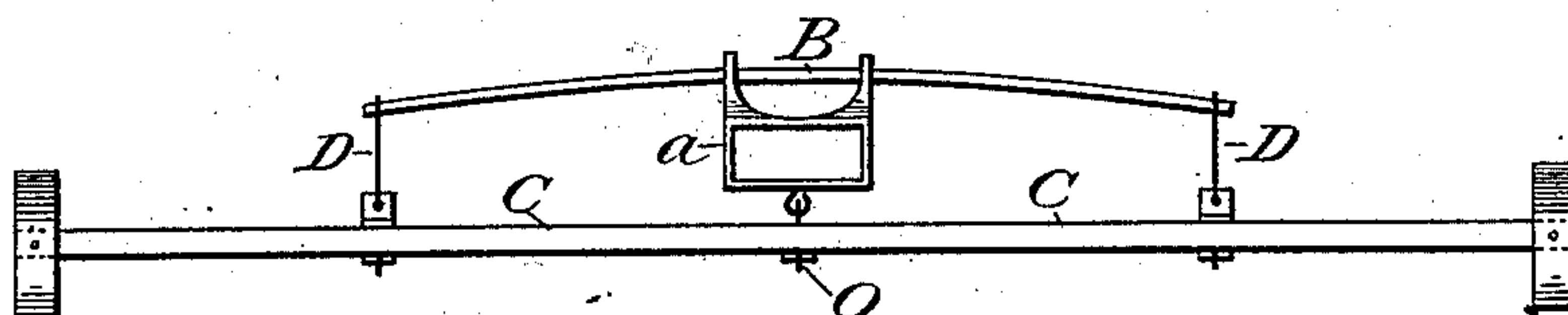
No. 285,077.

Patented Sept. 18, 1883.

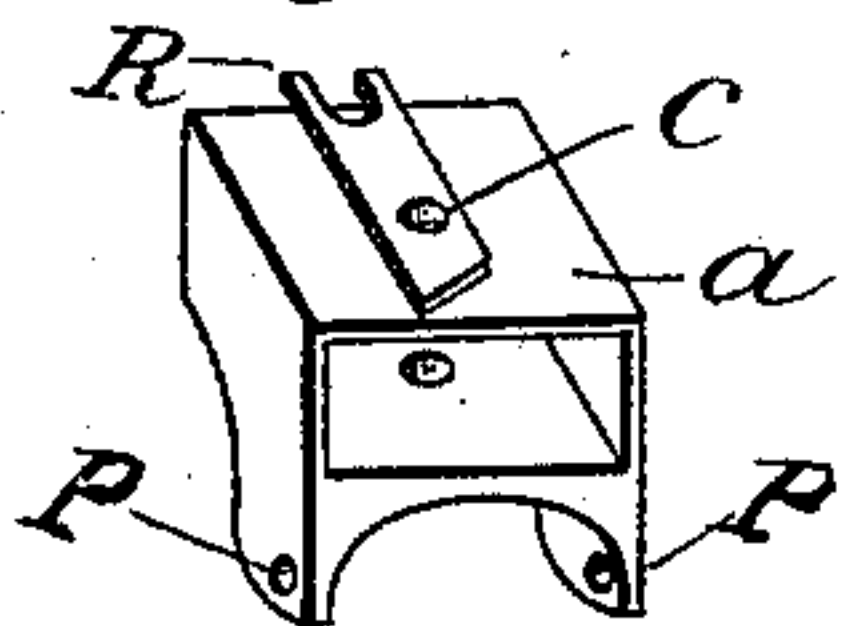
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Witnesses:  
John D. Wilson.  
McKean

Inventor:  
John Ruka

# UNITED STATES PATENT OFFICE.

JOHN RUKA, OF BOSCOBEL, WISCONSIN.

## WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 285,077, dated September 18, 1883.

Application filed October 4, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN RUKA, a citizen of the United States, residing at the city of Boscobel, in the county of Grant and State of Wisconsin, have invented a new and useful Improvement in Wagon-Brakes, of which the following is a specification.

My invention relates to improvements in wagon-brakes, by which they are attached to the running-gear of the wagon, and are made both portable and adjustable by using a metallic sliding shoe and a metallic axle-settle.

The objects of my improvements are: to have a brake that can easily be put on any wagon and removed without injuring, moving, or changing the wagon, and without much loss of time or trouble, and to have the brake without any attachment to the wagon-box for support, and have it work with or without the box alike; also, to have the brake applied to the wheels just below their center, so as to avoid trembling and jarring when the brake is applied; and, further, by using a metallic axle-settle, to save the axle from being cut and worn by the reach, which would be the result of the weight of the brake when applied to the wheels without any support but the reach, if the reach rested directly upon the axle. I attain these objects by the mechanism illustrated in the following drawings, hereto attached, in which—

Figure 1 is a perspective view of a part of the running-gear of the wagon with the brake attached. The reach E passes through the metallic sliding shoe A, which supports the main cross-bar C of the brake by a hook-headed bolt, O, on the under side, and by a steel or iron bar, B, which passes through the holes P P in the upper part of the shoe, and is attached by the links D D to the main cross-bar C, which is connected by the bar Q with the shaft F by an arm, S, said shaft being turned in the hinges N N by the handle I, (or side rod of the wagon-box,) attached to the upturned end of

the shaft F. The reach E, which bears the entire weight of the brake and the pressure of the wheels upon it, is kept from cutting the axle K by the axle-settle J.

Fig. 2 is an end view of the brake detached, showing the manner of connecting the main cross-bar C and the steel or iron bar B with the sliding shoe A.

Fig. 3 is a view of the sliding shoe detached, showing the process R, with the hole c to receive the hook-headed bolt O, which connects it with the main cross-bar C and the top part of the sliding shoe A with the holes P P, through which the iron or steel bar passes.

The brake is readily removed from the wagon by slipping the links D D off the ends of the steel or iron bar B, sliding the bar B through the holes P P in the sliding shoe A, removing the reach E by sliding it forward through the sliding shoe A, and unhooking the rod Q from the arm of the shaft F, which completely detaches the brake from the wagon. Other brakes upon the running-gear of the wagon are supported by some bearing from the box. My brake has no support from the box, but is borne entirely upon the reach; so it requires something to keep the reach from cutting the axle, which necessitates the use of the axle-settle, and makes it a part of my improvement in wagon-brakes. The relations between the axle-settle and the brake are therefore dependent upon each other, and mutually contribute to produce the required single result.

I claim—

The metallic sliding shoe A and its attachment with the main cross-bar C and rod B, for the uses and purposes herein set forth.

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

JOHN RUKA.

Witnesses:

LOU B. RUKA,  
C. M. SCANLAN.