

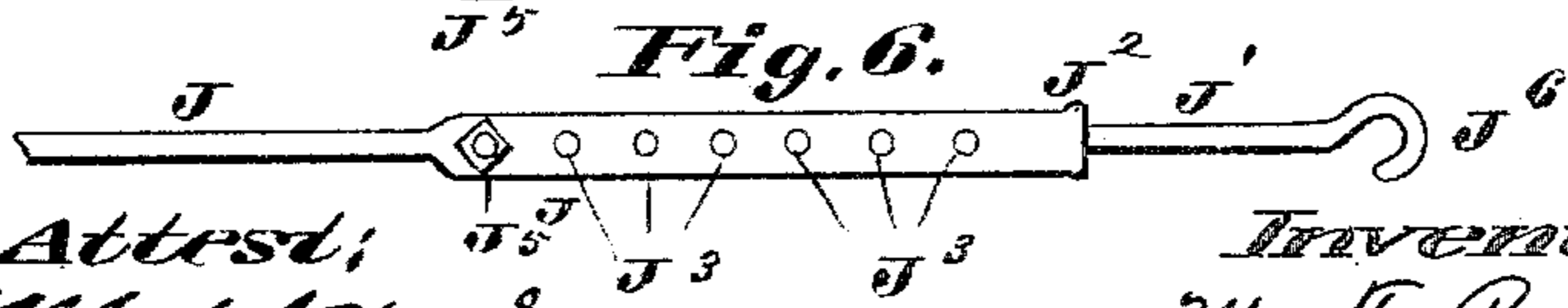
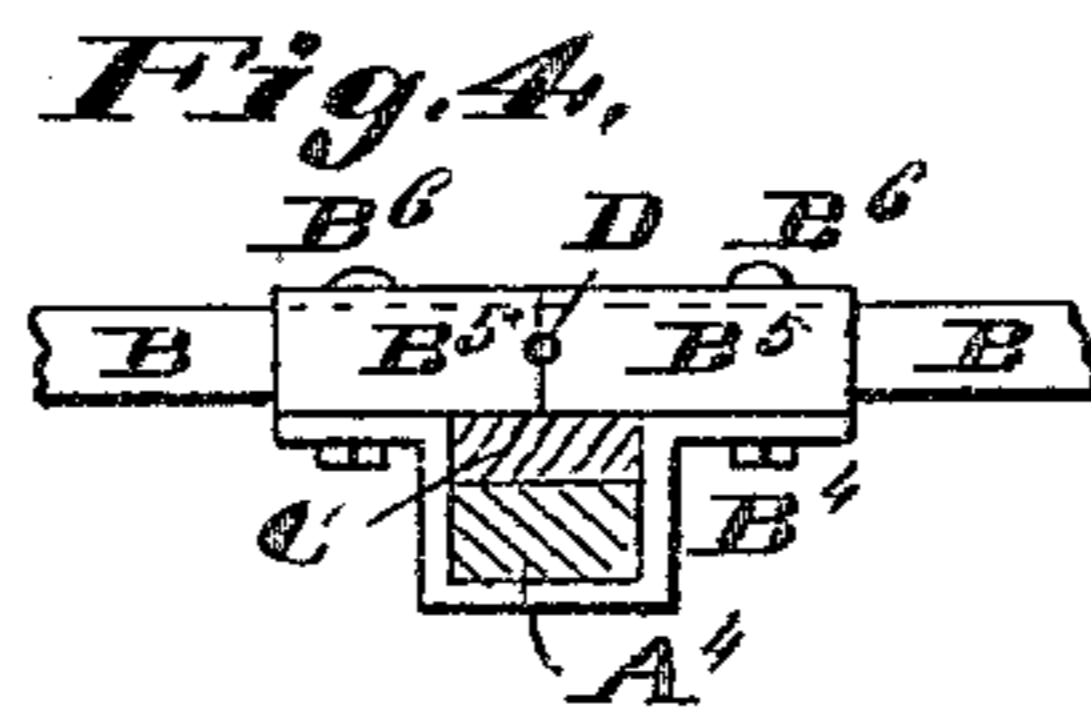
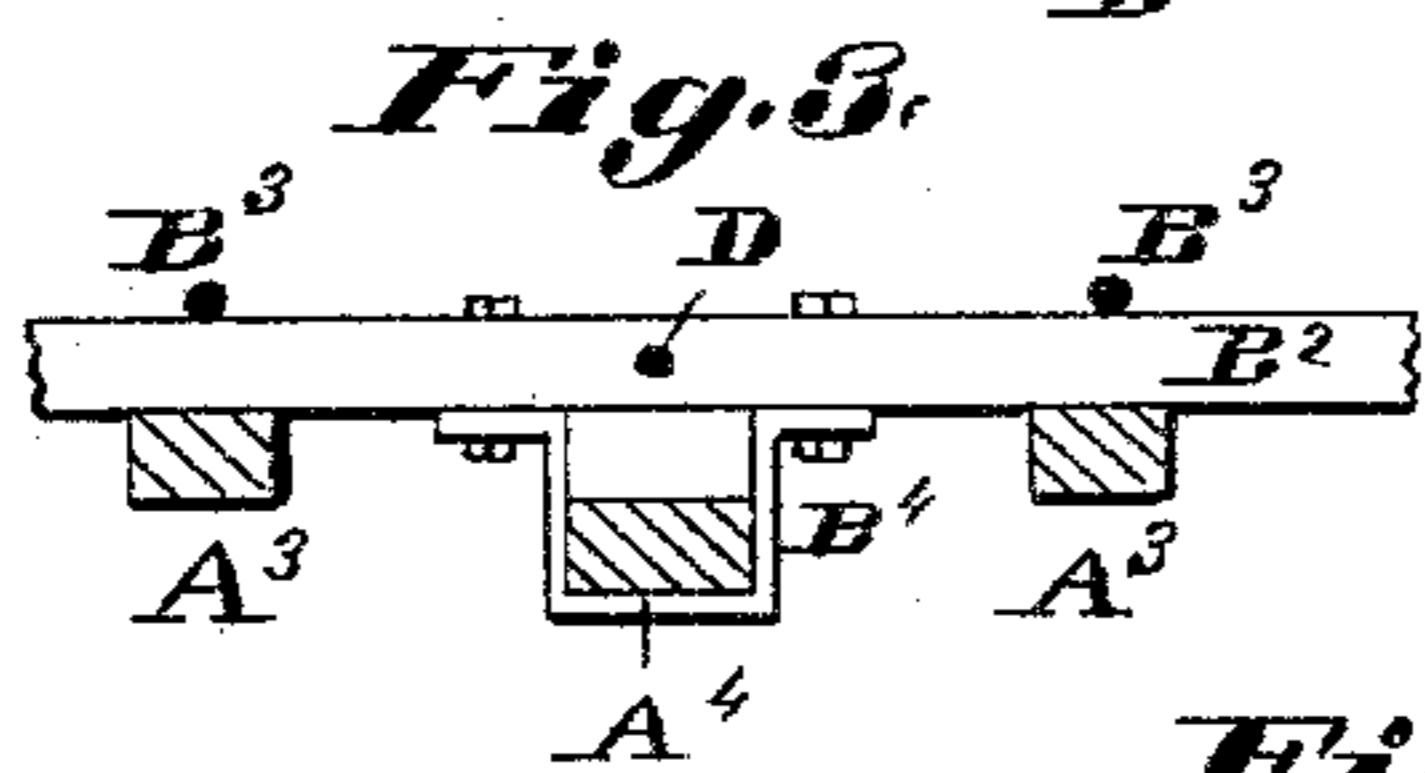
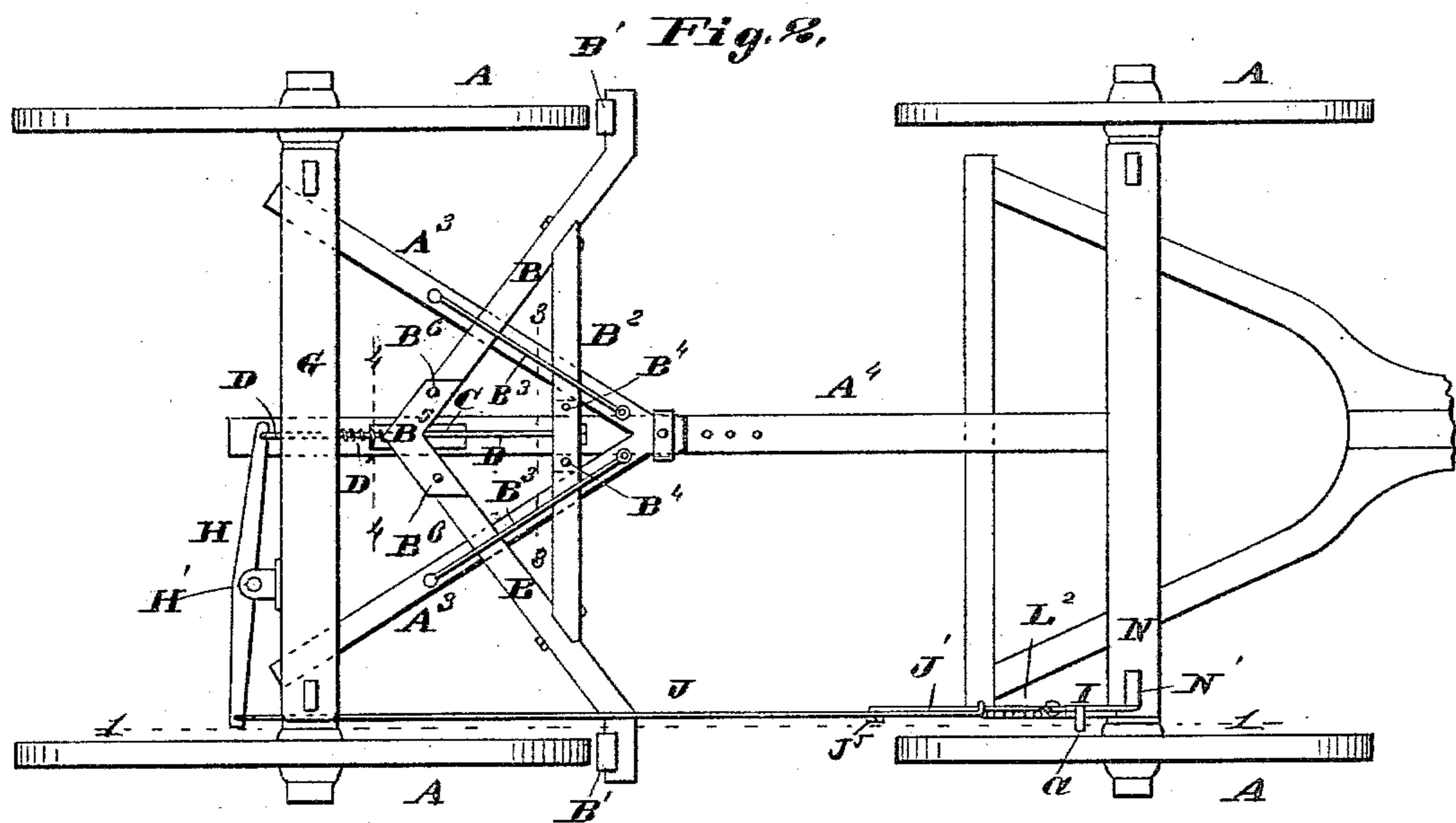
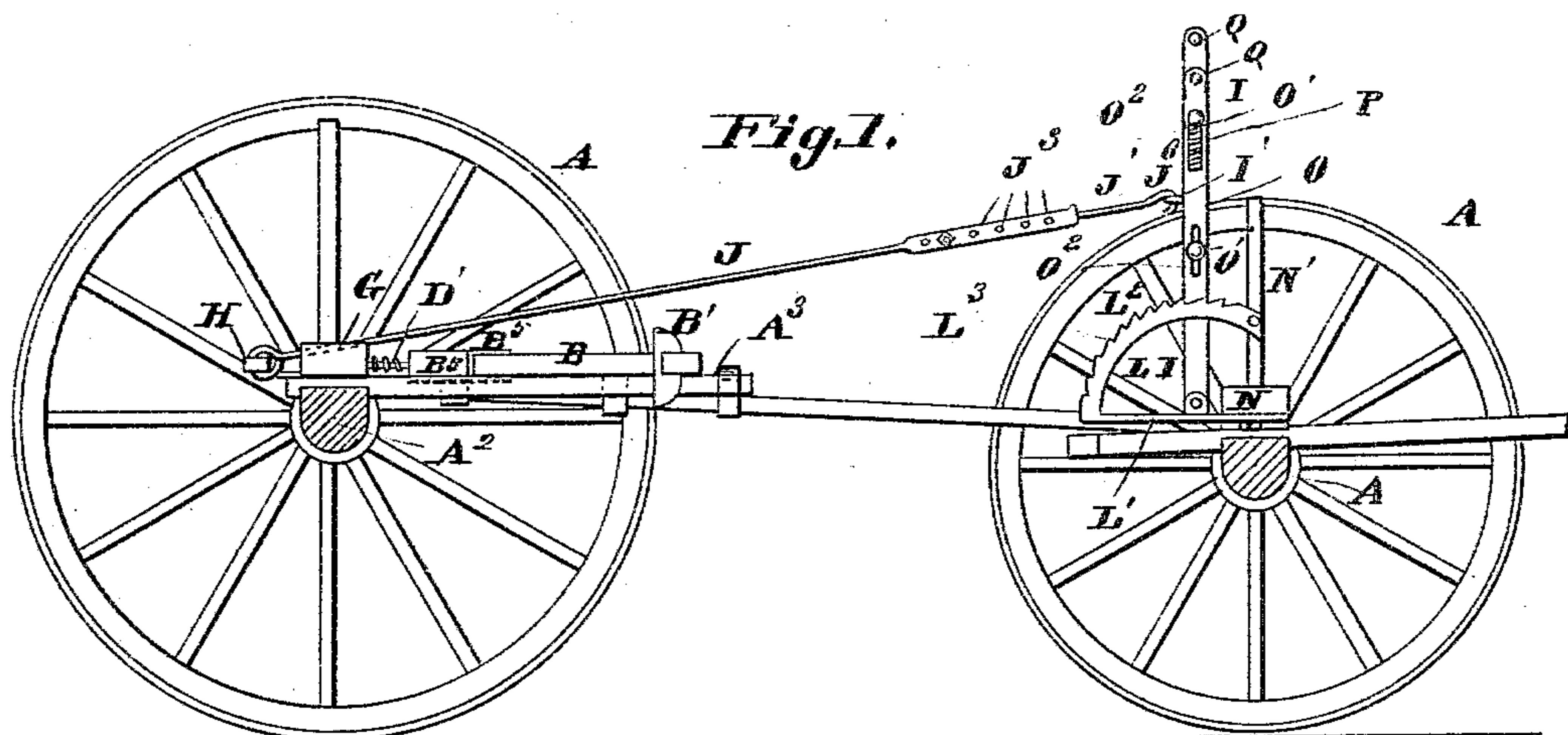
(No Model.)

M. T. PRESTON.

WAGON BRAKE.

No. 300,327.

Patented June 10, 1884.



Attest: 15th
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Inventor:
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UNITED STATES PATENT OFFICE.

MATTHEW T. PRESTON, OF CUTLER, ILLINOIS.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 300,327, dated June 10, 1884.

Application filed March 3, 1884. (No model.)

To all whom it may concern:

Be it known that I, MATTHEW T. PRESTON, of Cutler, Perry county, Illinois, have invented a certain new and useful Improvement in Wagon-Brakes, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

Figure 1 is a section on line 1 1, Fig. 2. Fig. 2 is a top view of a wagon with my improved brake applied, the bed or body being removed. Fig. 3 is a section on line 3 3, Fig. 2, and Fig. 4 is a similar view on line 4 4, Fig. 2. Figs. 5 and 6 are enlarged detail views of the divided connecting-rod.

My invention relates to a brake which is not in any way connected to the body or bed of the wagon, so that the latter can be removed without having any effect upon the brake, or the brake being interfered with by its removal.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Referring to the drawings, A represents the wheels, A' the front axle, A² the rear axle, A³ the hounds, and A⁴ the reach, of an ordinary wagon.

B represents the brake-beam, provided with shoes B', and which is V-shaped, as shown in Fig. 2. It rests upon the hounds, and is strengthened by a brace, B². It is held from vertical movement and from getting out of place by rods or bars B³, with downturned ends secured to the hounds, and by means of loops or clevises B⁴—one at the apex of the beam and the other at the brace B²—both embracing the reach, as shown in Figs. 3 and 4. These loops may be secured to the beam and brace in any suitable way. A block, C, is secured to the reach, upon which the apex of the beam rests or bears. The beam is made in two parts connected at the apex by a metal bracket, B⁵, closed at top, bottom, and back, and into which the ends of the two parts of the beam fit and are held by bolts B⁶.

D represents a rod connected to the brace B², which passes back through the beam and through the rear bolster, G, and connected to

one end of a lever, H, fulcrumed at H' to the bolster or axle.

D' represents a spiral spring surrounding the rod D between the brake-beam and the bolster. The action of this spring is to force the brake-shoes away from the wheels when the brake is not applied.

The outer end of the lever H is connected to a hand-lever, I, by means of a rod passing through the bolster G and over the brake-beam. This rod is made in two parts, J J', the part J having a turned perforated end, J², and holes or perforations J³. The part J' passes through the perforation in the end of the part J, and has a turned end, J⁴, which enters any one of the holes J³, where it is held by a nut, J⁵. (See Figs. 5 and 6.) The rod can thus be lengthened and shortened as the wagon is lengthened out and shortened up. The part J' of the rod has a hook, J⁶, on its outer end, to engage a loop or eye, I', on the hand-lever I. The rod can thus be unhooked from the lever, so that the latter can be laid down into a horizontal position, to be out of the way in loading lumber, &c.

L represents a bracket consisting of a lower straight part, L', and an upper curved part, L², formed in one piece, and secured to the front bolster, N, and one of its posts N'. The curved part of the bracket has notches or teeth L³, which are engaged by a pawl, O, secured to the hand-lever I by pins O', fitting in slots O² in the pawl. The pawl slides over the teeth of the bracket as the lever is pushed forward to apply the brake, and prevents the return of the lever until it is raised to disengage it from the bracket. It is held in contact with the bracket, except when pulled back, by a spiral spring, P, in one of the slots O². The pawl can be raised by pins or projections Q Q, secured to the upper ends of the pawl and lever, and which can be grasped by the hand.

It will be seen that my brake is not connected in any way to the bed or body, and it is very simple in its construction and effective in its operation.

I claim as my invention—

1. In a wagon-brake, the combination of the brake-beam provided with a brace-rod

connected to the brace and passing back through the beam and rear bolster of the wagon, spiral spring surrounding the rod between the bolster and beam, lever to which
5 the rod is connected, and a pull-rod connecting the said lever with a hand-lever at the front end of the wagon, substantially as set forth.

2. In a wagon-brake, the combination of

beam B, brace B², bracket B³, loops B⁴, rod D, spring D', lever H, rod J J', bracket L, hand- 10 lever I, with pins O', spring P, and pawl O, with slots O², all substantially as set forth.

MATTHEW T. PRESTON.

In presence of—

JAMES CAMPBELL,
CHARLES PRESTON.