

(No Model.)

O. O. HONEYWELL.
WAGON BRAKE.

No. 333,221.

Patented Dec. 29, 1885.

Fig. 1.

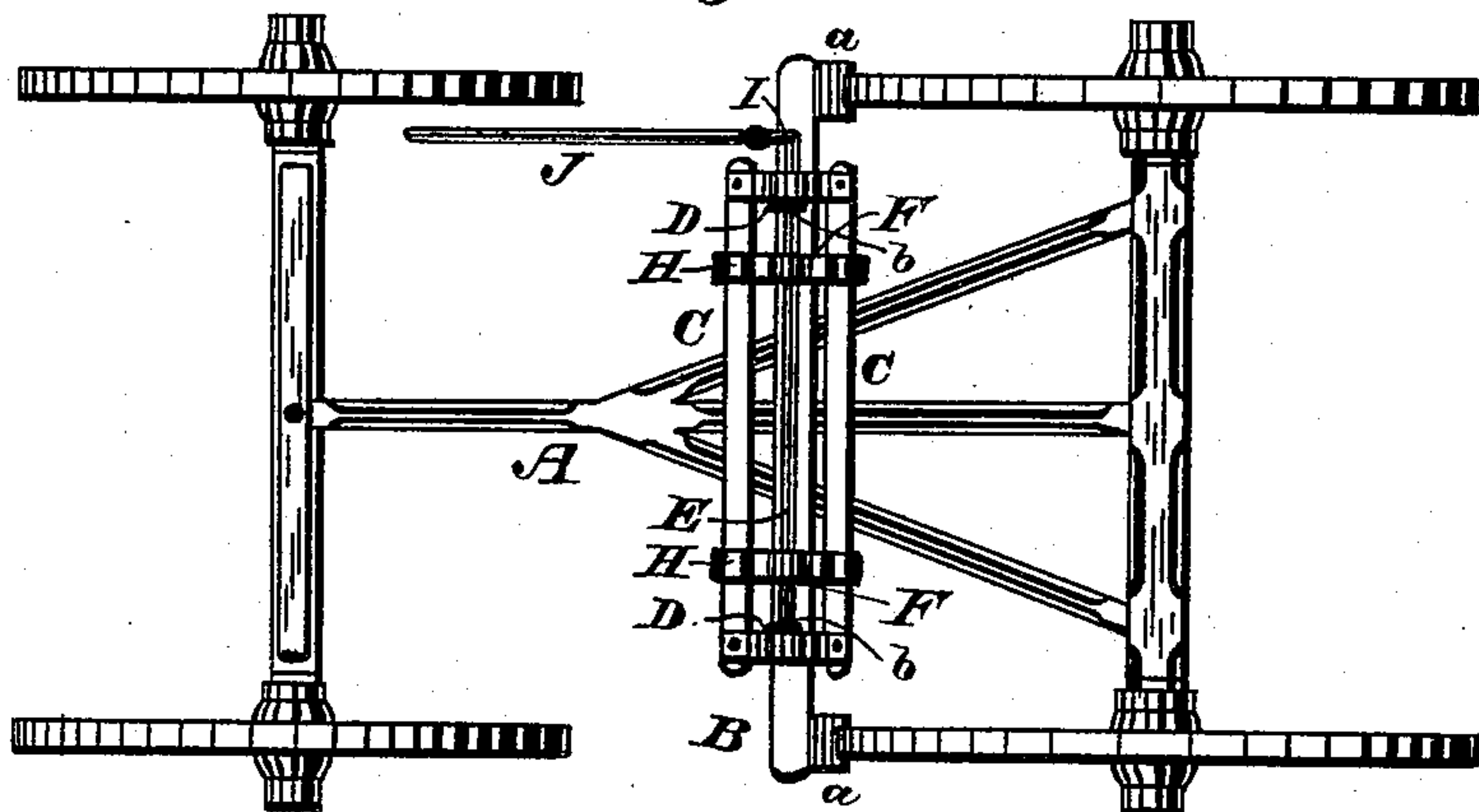


Fig. 2.

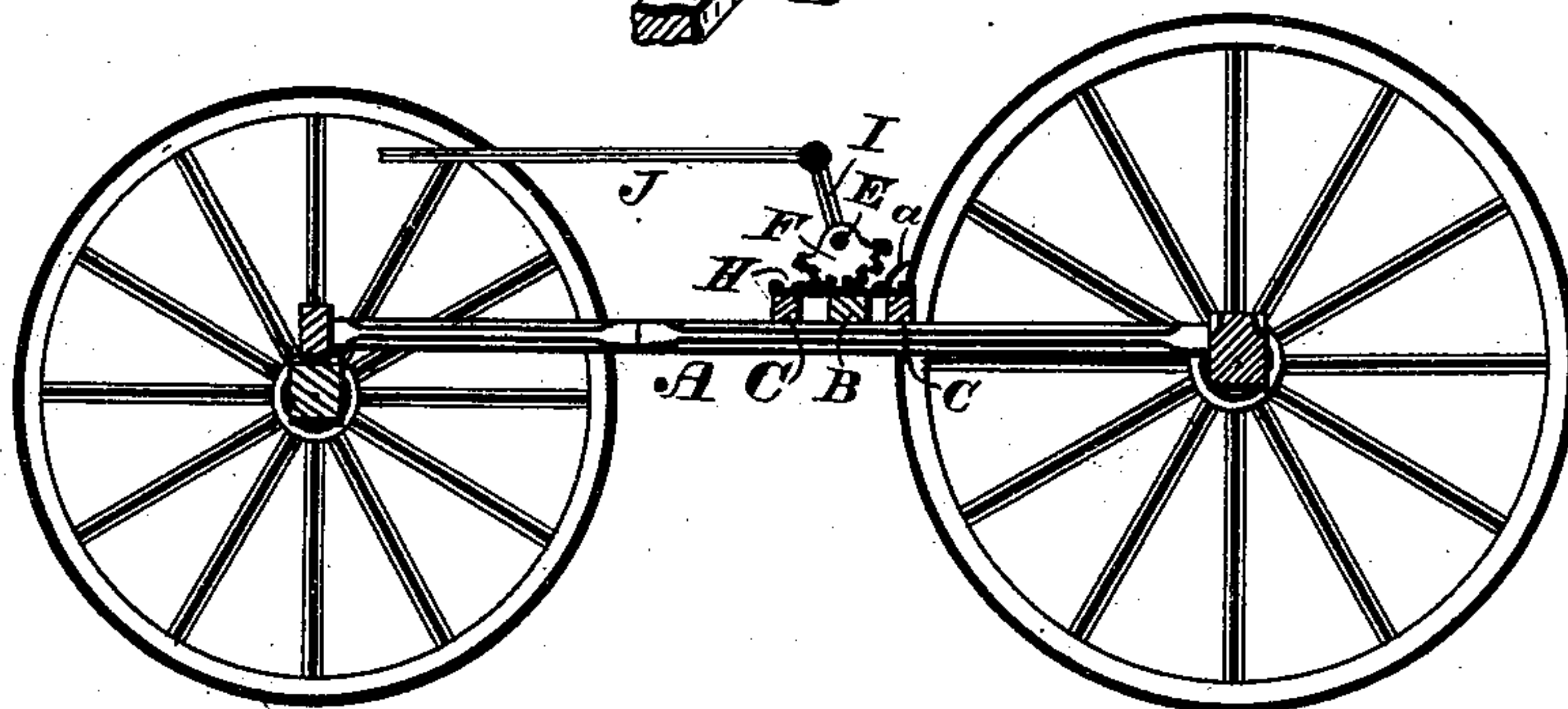
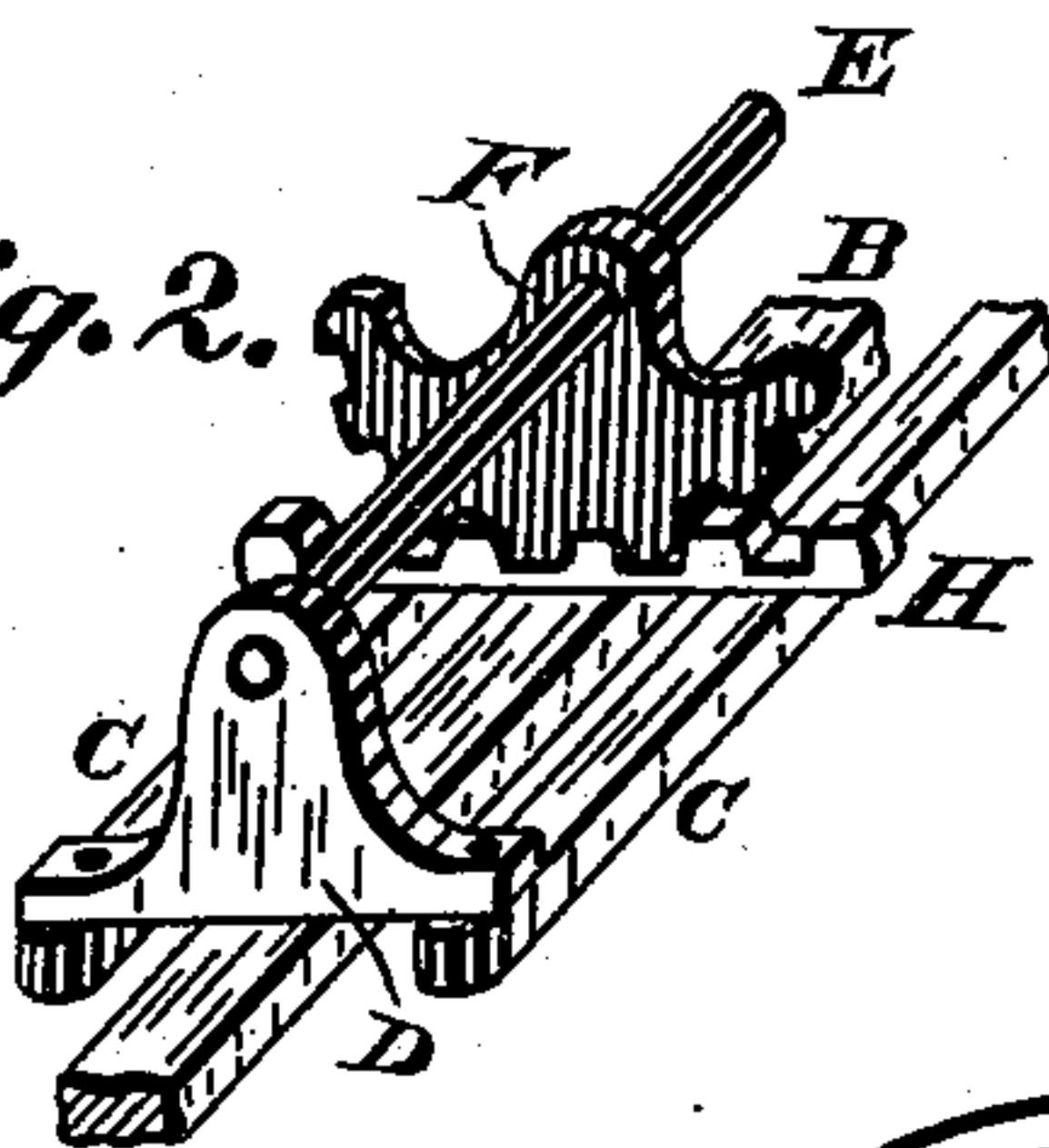


Fig. 3.

WITNESSES:

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OLIVER O. HONEYWELL, OF NEW BALTIMORE, OHIO.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 333,221, dated December 29, 1885.

Application filed July 24, 1885. Serial No. 172,570. (No model.)

To all whom it may concern:

Be it known that I, OLIVER O. HONEYWELL, a citizen of the United States, residing at New Baltimore, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon, in which—

Figure 1 is a top view of wagon, showing my improved brake located thereon. Fig. 2 is a detached view of a portion of the brake-bar and its attachment. Fig. 3 is a side view of wagon, showing an end view of the brake proper.

The present invention has relation to wagon-brakes; and its nature consists in the different parts and combination of parts hereinafter described, and pointed out in the claim.

Similar letters of reference indicate corresponding parts in all the figures of the drawings.

In the accompanying drawings, A represents the wagon-frame, which may be constructed in any well-known manner, so as to provide a suitable means of attaching the brake-bar and its attachments. The brake-bar B is substantially of the form shown, and may be a straight piece of wood or iron. To this bar B are attached, in the ordinary manner, the brake-shoes *a a*.

On each side of the brake-bar B is located one of the bars C, as shown in the drawings, said bars C being rigidly attached to the wagon-frame by means of suitable clamping-bolts, or in any other well-known manner.

To the ends of the bars C are securely attached the shaft-bearing blocks D, as seen in Figs. 1 and 2. These blocks D are for the purpose of holding in proper position the rock-shaft E, said rock-shaft being held in position endwise by means of the collars *b*. To this rock-shaft E are securely attached the toothed

segments F, which mesh in the toothed bars H, as shown in Fig. 2. The bars H are securely attached to the brake-bar B by means of suitable clamping-bolts, or in any other well-known manner.

To one end of the rock-bar E is attached the arm I, which may be formed by bending said rock-bar; or it may be formed separately and attached in any well-known manner.

To the arm I is attached the connecting-rod J, said connecting-rod being attached to an ordinary lever in front, and is operated in the ordinary manner.

The brake-bar B is held in the desired position endwise by means of a staple passing around the reach of the wagon; or, if preferred, suitable blocks may be attached to the said brake-bar B. It will be seen that by my peculiar arrangement, as the connecting-rod J is drawn forward, the brake-bar B will be forced toward the rear wheels of the vehicle, thereby causing the brake-shoes *a a* to bear against the rear wheels.

The brake-bar B may, if desired, be wide enough so that the toothed bars H will not extend beyond the edges of the brake-bar B, and the bars C placed far enough apart so as not to interfere with the movements of the brake-bar.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination of the brake-bar B, provided with the toothed bars H, of the rock bar or shaft E, provided with the toothed segments F, and the operating-lever I, provided with the connecting-rod J, all arranged substantially as shown and described, and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

OLIVER O. HONEYWELL.

Witnesses:

DAVID B. SMITH,
FRED W. BOND.