

(No Model.)

2 Sheets—Sheet 1.

R. E. McCLELLAND.

WAGON BRAKE.

No. 336,127.

Patented Feb. 16, 1886.

Fig. 1.

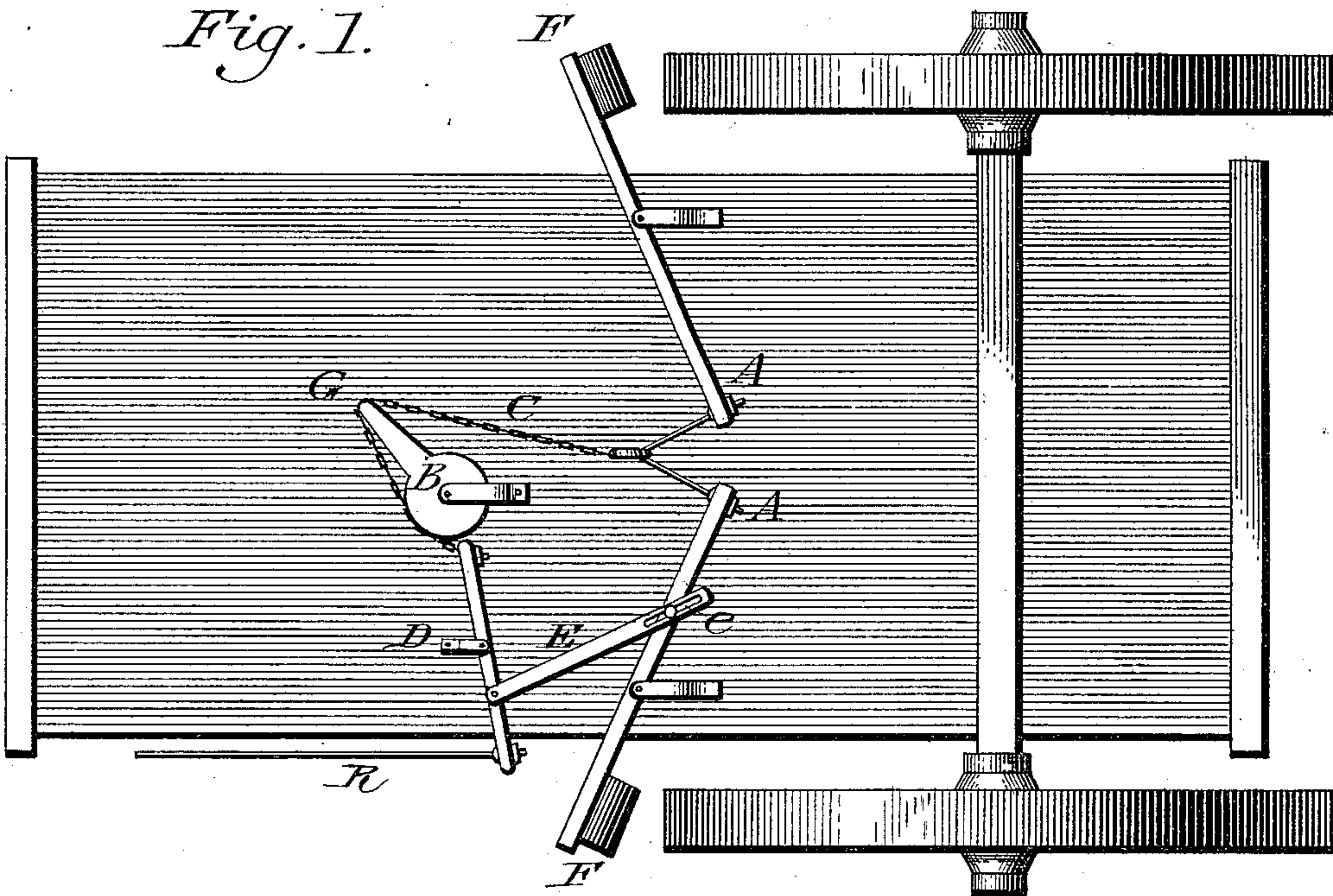
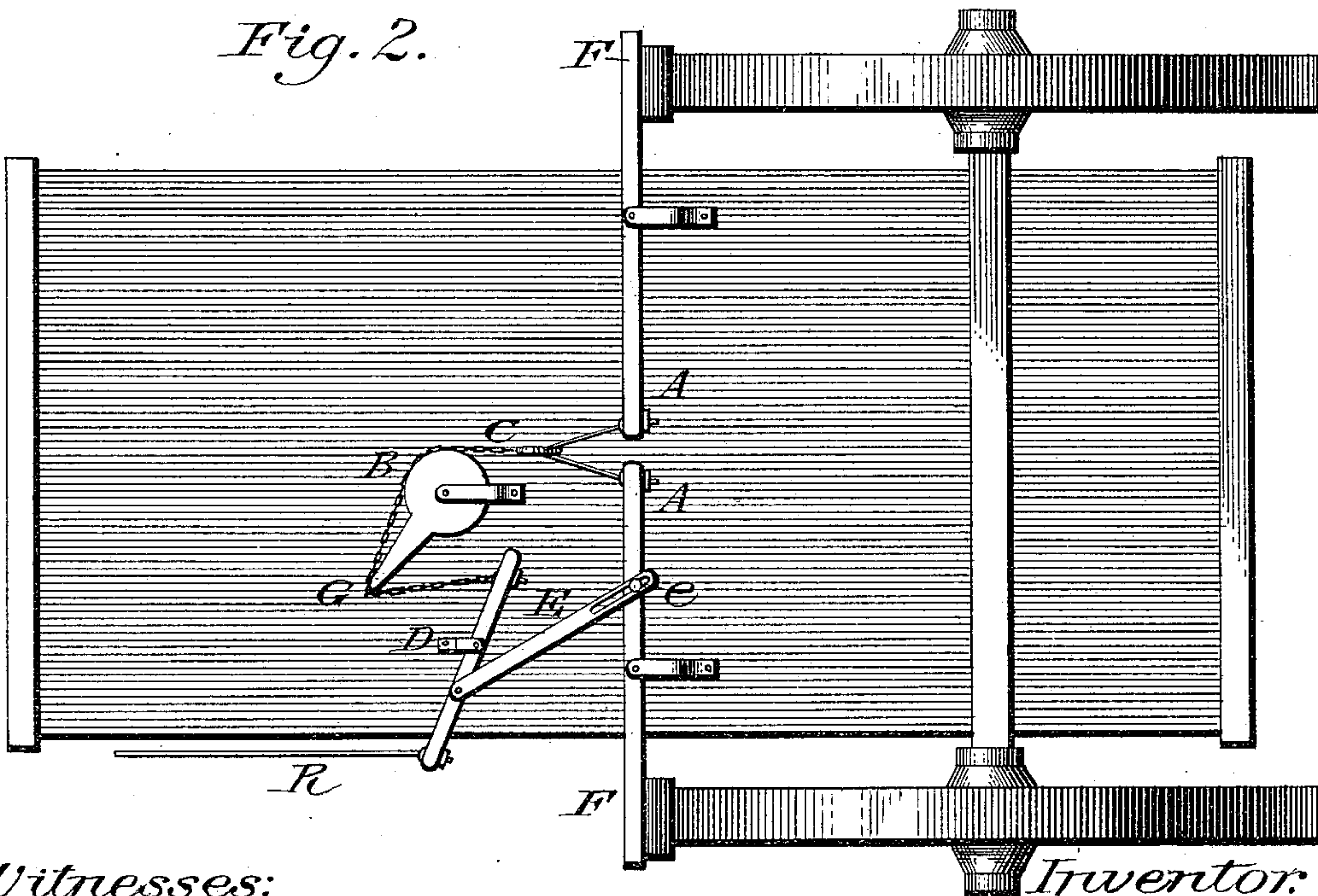


Fig. 2.



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2 Sheets—Sheet 2.

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Fig. 3.

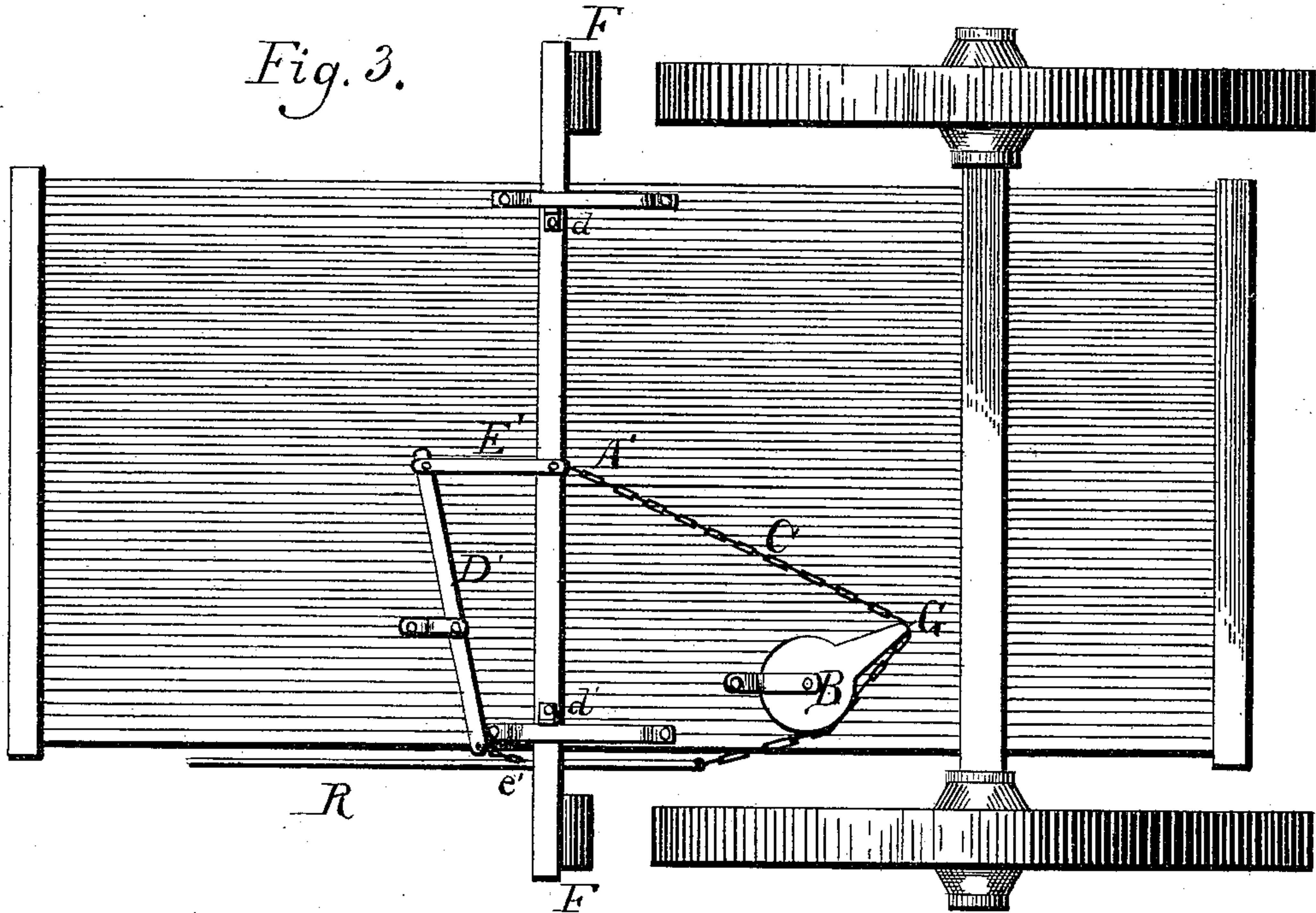
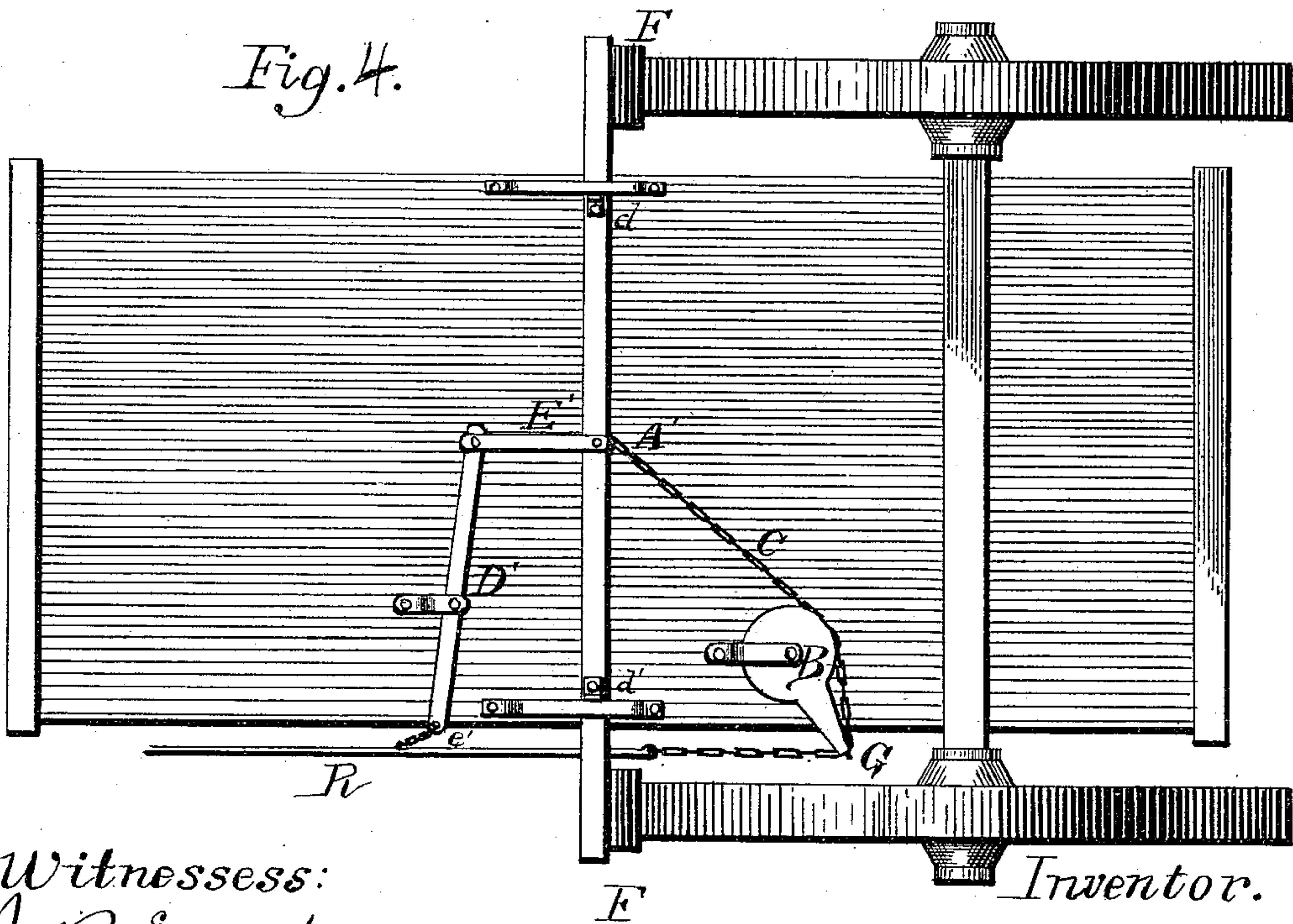


Fig. 4.



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UNITED STATES PATENT OFFICE.

ROBERT E. McCLELLAND, OF WILLIAMSVILLE, ILLINOIS.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 336,127, dated February 16, 1886.

Application filed September 15, 1885. Serial No. 177,151. (No model.)

To all whom it may concern:

Be it known that I, ROBERT E. McCLELLAND, a citizen of the United States, residing at Williamsville, in the county of Sangamon and State of Illinois, have invented a new and useful Improvement in Wagon-Brakes, of which the following is a specification.

My invention relates to improvements in common hand-brakes for road-wagons, and it is to be used in connection therewith; and the objects of my invention are, first, to remove and hold the brake-blocks so far from the wheels that they will not catch and collect mud or other matter that may stick to the wheels, and, second, to obtain a powerful leverage in applying the brake after the brake-blocks come in contact with the wheels. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1, Plate 1, represents a view of the under side of a wagon-bed with a brake and the improvement attached, the brake being thrown off the wheels. Fig. 2 is a view of the same with the brake applied. Figs. 3 and 4, Plate 2, are like representations of the improvement attached to another form of wagon-brake.

In Plate 1 the brake is applied by means of the rod R, which is connected with a hand-lever at the side of the front end of the wagon-bed. When the rod R is drawn forward, it gives a backward motion to the inner end of the lever D, to which the chain C is attached. The chain C passes from the lever D around the cast-iron lever pivot-wheel B, being fastened to the end of the lever-arm at G, to the inner ends of the brake-arms to which it is attached, as shown at A A. By means of the lever pivot-wheel C the brakes F F are moved through a greater space than the rod R, as may be seen in Fig. 1; but by the time the brakes F F come in contact with the wheels the lever-arm G is drawn around in such a

position that the leverage is reversed, and the brakes can be applied with great force, as shown in Fig. 2. The brakes are thrown and held from the wheels by means of the bar E, one end of which is bolted to the lever D and the other end to the brake-arm at e, the latter end being slotted to allow the different motions of the two levers.

In Plate 2 the brake is applied by means of the rod R, which is directly connected with the chain C, which passes around the pivot-wheel B and is attached to the brake-arm at A'. The small angle-irons d d' prevent the brake being drawn to one side by sliding against the supporting-irons.

The principle of applying the brake is the same as in Plate 1. The brake is thrown and held from the wheels by means of the lever D', one end of which is attached by means of a chain to the rod R at e', and the other end to the brake-arm by the bar E', all of which forms a combination substantially the same as in Plate 1, the chain e', Plate 2, serving the same purpose as the slot e, Plate 1.

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

1. The attachment to wagon-brakes of the lever D, the chain C, connecting it with the brake arms A A, and the lever pivot-wheel B, substantially as set forth.

2. The attachment to wagon-brakes of the lever D', the bar E, and the chain e', substantially as described.

3. The combination of the chain C, the pivot-wheel B, the angle-irons d d', the lever D', the bar E', and the chain e', as an attachment to wagon-brakes, all substantially as described, and for the purposes specified.

ROBERT E. McCLELLAND.

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