

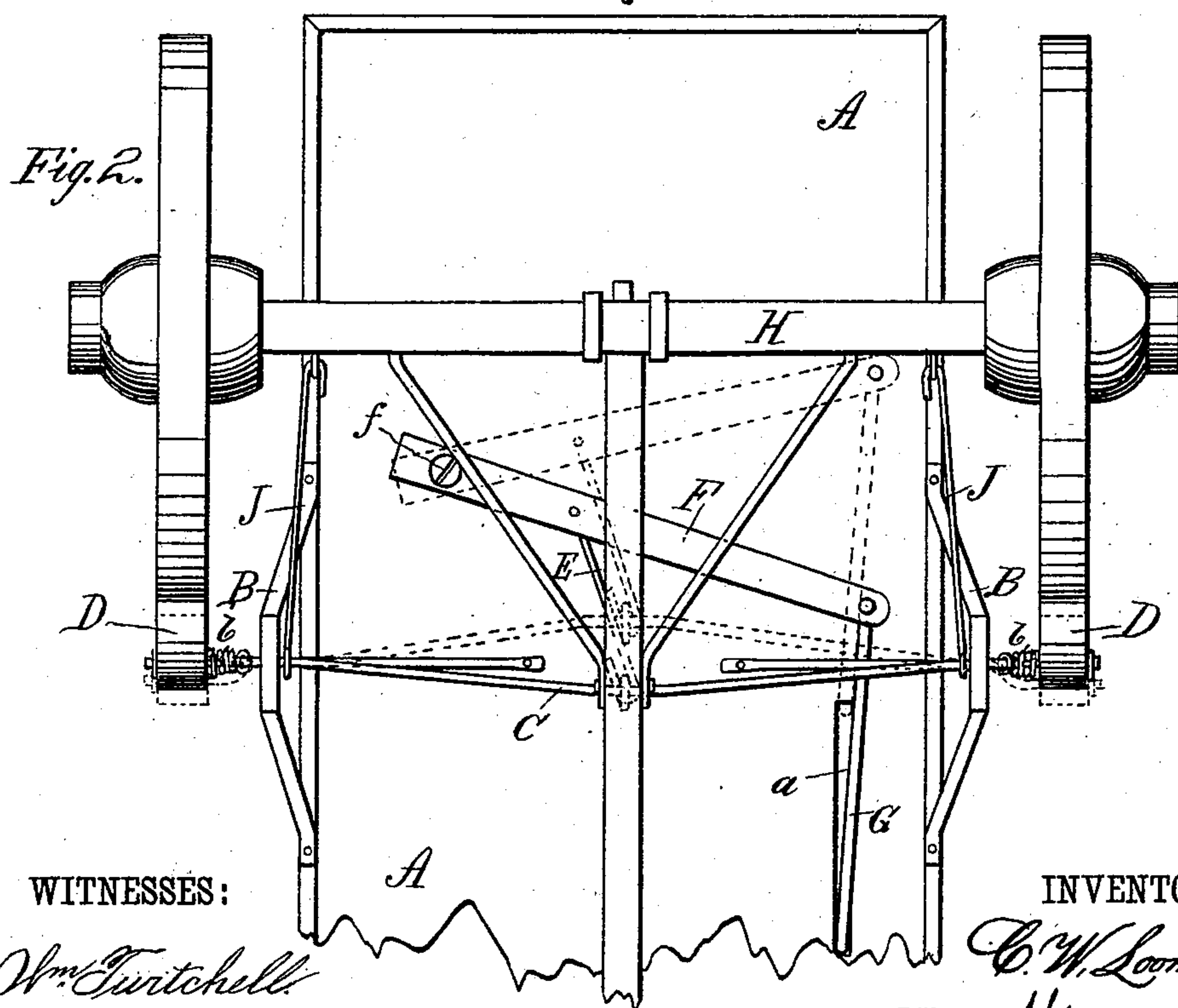
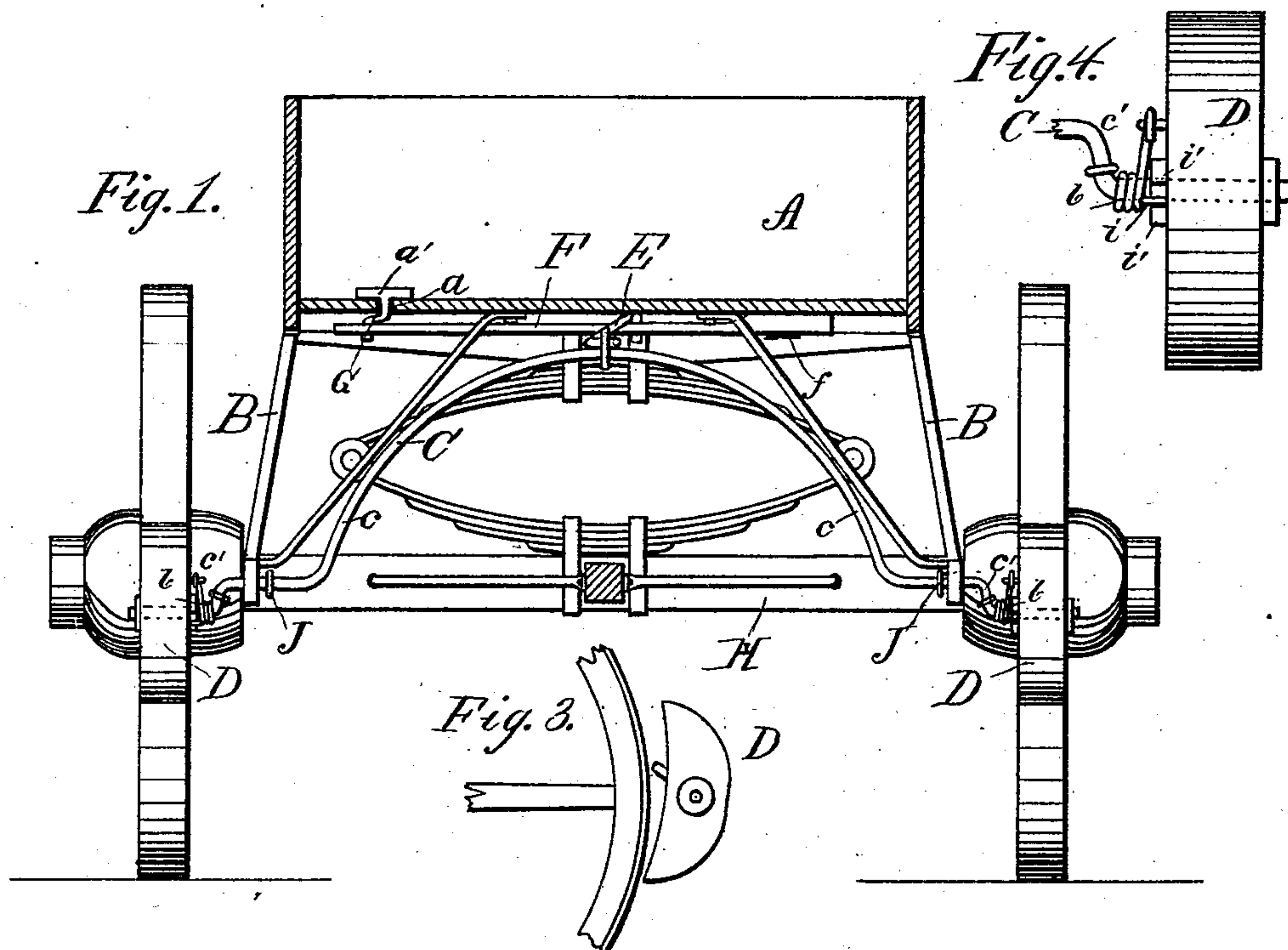
(No Model.)

C. W. LOOMIS.

WAGON BRAKE.

No. 374,547.

Patented Dec. 6, 1887.



WITNESSES:

Wm. Turtchell.  
E. M. Clarke

INVENTOR:

C. W. Loomis  
BY Munn & Co.  
ATTORNEYS.

# UNITED STATES PATENT OFFICE.

CHARLES W. LOOMIS, OF OTISVILLE, NEW YORK.

## WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 374,547, dated December 6, 1887.

Application filed July 26, 1887. Serial No. 245,355. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES W. LOOMIS, of Otisville, in the county of Orange and State of New York, have invented a new and useful  
5 Improvement in Wagon-Brakes, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate  
10 corresponding parts in all the figures.

Figure 1 is a transverse sectional elevation of the rear portion of a wagon having my new brake applied thereto. Fig. 2 is an inverted plan view of the same. Fig. 3 is a detailed  
15 side view of a portion of a wheel and its brake-block; and Fig. 4 is a detailed view of one of the brake-blocks, showing the spring for throwing the upper end of said block away from the wheel.

20 The invention will first be described in connection with the drawings, and then pointed out in the claims.

Depending from the body A of the wagon are the hangers B B, in which is held the shaft  
25 C, which carries the brake-blocks D at its outer ends. The shaft C is arched in the center, as shown at *c*, which forms the main crank or lever of the brake. At its ends the shaft C is bent downward, as shown at *c'*, to form the  
30 outer short cranks for applying the brake-blocks D to the wheel. To the center of the shaft C is connected, by the rod E, the lever F, which is fulcrumed at *f* to the bottom of the body A. To the free end of the lever F is  
35 connected the rod G, which is bent at its forward end and passed up through the slot *a*, made in the bottom of the body A, where it is provided with the foot-piece *a'*, by which the rod G, lever F, and the central portion of the

shaft C may be forced forward to the position 40 shown in full lines in Fig. 2 for applying the brake. The shaft C is stayed near its ends next to the hangers B to the axle H by the rods J J, so that nearly all of the strain is taken  
45 by the axle. The brake-blocks upon the shaft C are each acted upon by a spring, *b*, coiled about the shaft and connected to the blocks in such a manner that it normally holds the upper end of the block away from the wheel, as  
50 shown in Fig. 3. In this manner I am enabled to make the cranks *c'* very short, which correspondingly increases the power of the brake. Each block is held from being forced too far  
55 back by the action of the spring by a pin, *i*, attached to the block and the stop-lugs *i'* *i''*, attached to the shaft C. When the brake is off, the parts occupy the position shown in dotted lines in Fig. 2.

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

1. The body A, provided at each side with a hanger, B, reaching down to a line with the axle, and the shaft C, arched in the center, journaled in the hangers B and bent to form  
65 levers at the ends, in combination with the brake-blocks applied to the ends of the shaft and the rods E, connecting the shaft C at its journals to the axle, substantially as described.

2. The shaft C, provided with the stops *i'*, 70 and the blocks D, in combination with the springs *b* and stop-pins *i'*, substantially as and for the purposes set forth.

CHARLES W. LOOMIS.

Witnesses:

THEODORE WRITER,  
JOEL NORTHRUP.