

(No Model.)

R. RABY.
WAGON BRAKE.

No. 444,318.

Patented Jan. 6, 1891.

Fig. 1.

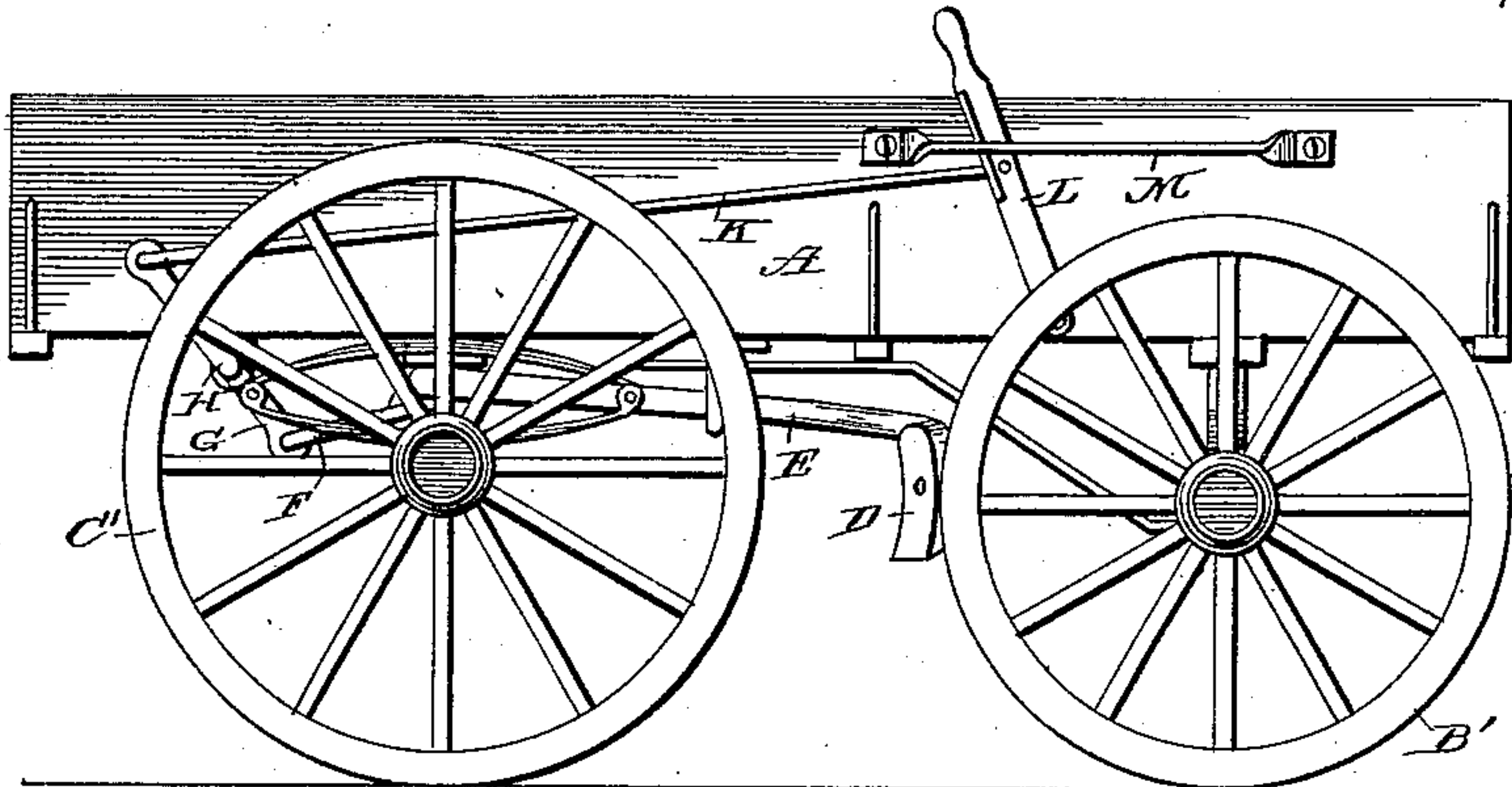


Fig. 2.

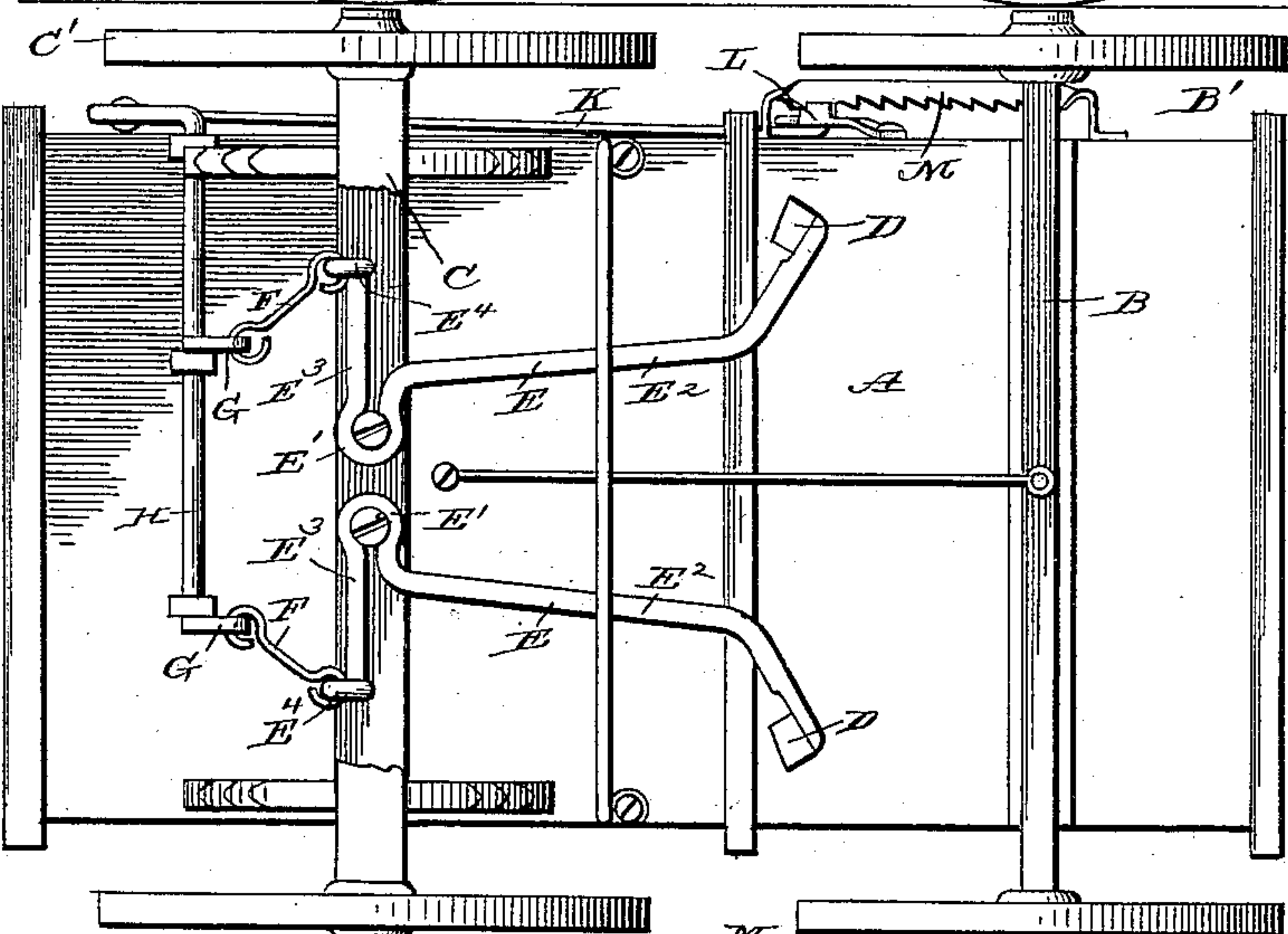
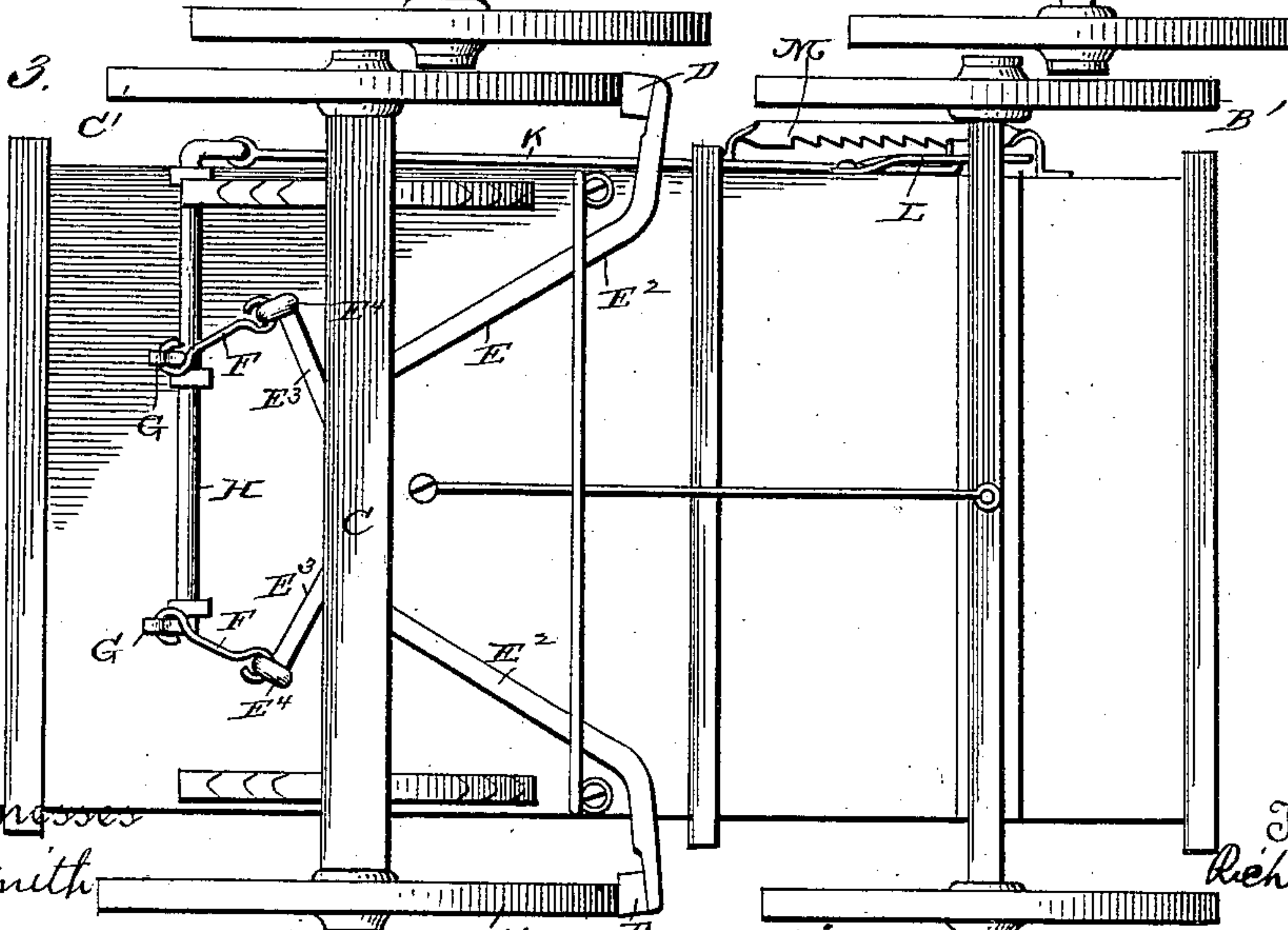


Fig. 3.



Witnesses
E. B. Smith
Thomas Durant

Inventor
Richard Raby,
By his Attorneys
Chas. H. Hurd.

UNITED STATES PATENT OFFICE.

RICHARD RABY, OF YORK, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO
HENRY GETZ, OF SAME PLACE.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 444,318, dated January 6, 1891.

Application filed June 9, 1890. Serial No. 354,783. (No model.)

To all whom it may concern:

Be it known that I, RICHARD RABY, of York, in the county of York and State of Pennsylvania, have invented certain new and useful Improvements in Wagon-Brakes; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, and to the letters of reference marked thereon.

My invention relates to improvements in that class of wagon-brakes in which the brake-shoes are secured to arms pivoted beneath the body of the wagon in such manner as that when the brakes are off the said shoes are withdrawn under the wagon-body practically out of view, so as to offer no obstruction in getting into or out of the wagon.

My special improvement consists in the particular construction of the brake-levers to which the shoes are connected and their mode of connection to the wagon-body, and in the general combination of parts which go to make up the braking appliance as a whole, as will be hereinafter described.

Referring to the accompanying drawings, Figure 1 represents a side view of a wagon provided with my improved brake appliance. Fig. 2 is a bottom plan view of the same, showing the brakes off; and Fig. 3, a similar view showing the brakes on.

Similar letters of reference in the several figures indicate the same parts.

The letter A represents the wagon-body, B the front axle provided with wheels B'; and C the rear axle provided with wheels C', as usual.

D D represent the brake-shoes; E E, the levers to which the brake-shoes are attached; F, links connecting the inner or shorter arms of the levers E to arms G G of a rock-shaft H, which is mounted in bearings on the bottom of the wagon and has an arm or crank I on

its outer end, to which is connected a rod K, that is jointed at its other end to a lever or handle L, that is adapted to engage with a toothed locking-plate M in the usual manner.

Each of the levers E is formed of a single piece of wrought-iron bent at E' to form the pivoting portion, and having a long arm E² turned down at its ends to receive and support the brake-shoe, and having the short arm E³ formed into an eye or loop E⁴ for the attachment of the link F. By thus constructing the levers E they are enabled to be made both light and strong. Especially is the bending of them at E' to receive the pivoting screws or bolts S an important feature, as a larger and stronger bearing is thereby afforded than if the metal were perforated, while there is no sacrifice in strength.

When the brakes are not in use, they occupy the position shown in Fig. 2, and, as will be seen, are entirely out of the way of and offer no obstructions to persons getting on or off the wagon; but when it becomes necessary to apply the brakes the lever L is pressed forward, which causes the rock-shaft H to be rocked and the levers E, through the links F, to be turned, so that the brake-shoes carried by their outer ends will be forced against the tires of the rear wheels, as shown in Fig. 3.

I claim as my invention—

In a wagon-brake, the pivoted levers E, having the bent portions E', the long arms E², with bent end to receive the shoes, and the short arms formed with the loops E⁴, in combination with the links F, the rock-shaft H, having the arms G G and the crank-arm I, the rod K, and the operating lever or handle L, substantially as described.

RICHARD RABY.

Witnesses:

THOMAS DURANT,
G. W. VIERBUCHEN.