No. 626,504. Patented June 6, 1899.

M. E. SARVIS.

WAGON BRAKE.

(No Model.) (Application filed Nov. 12, 1898.)

Fig. 1.

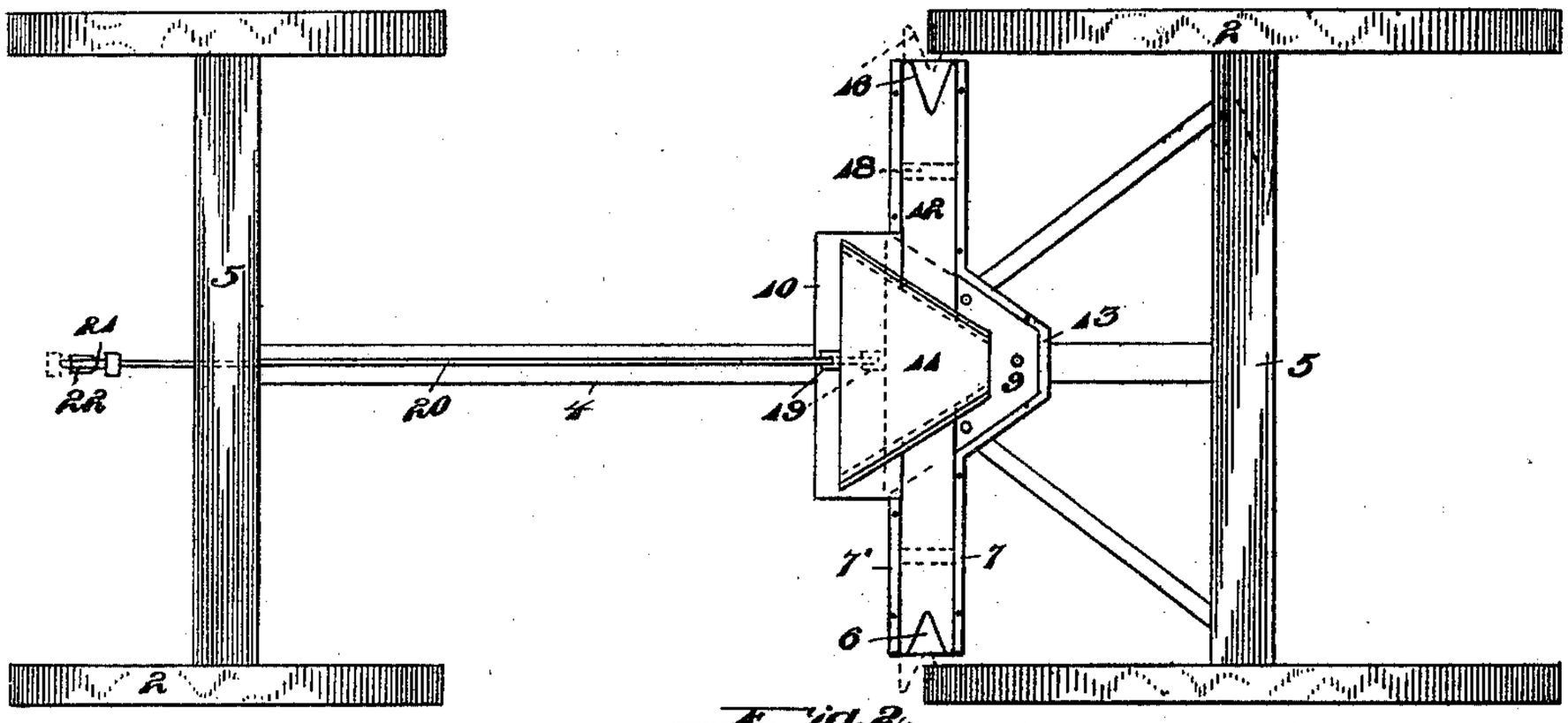


Fig. 2.

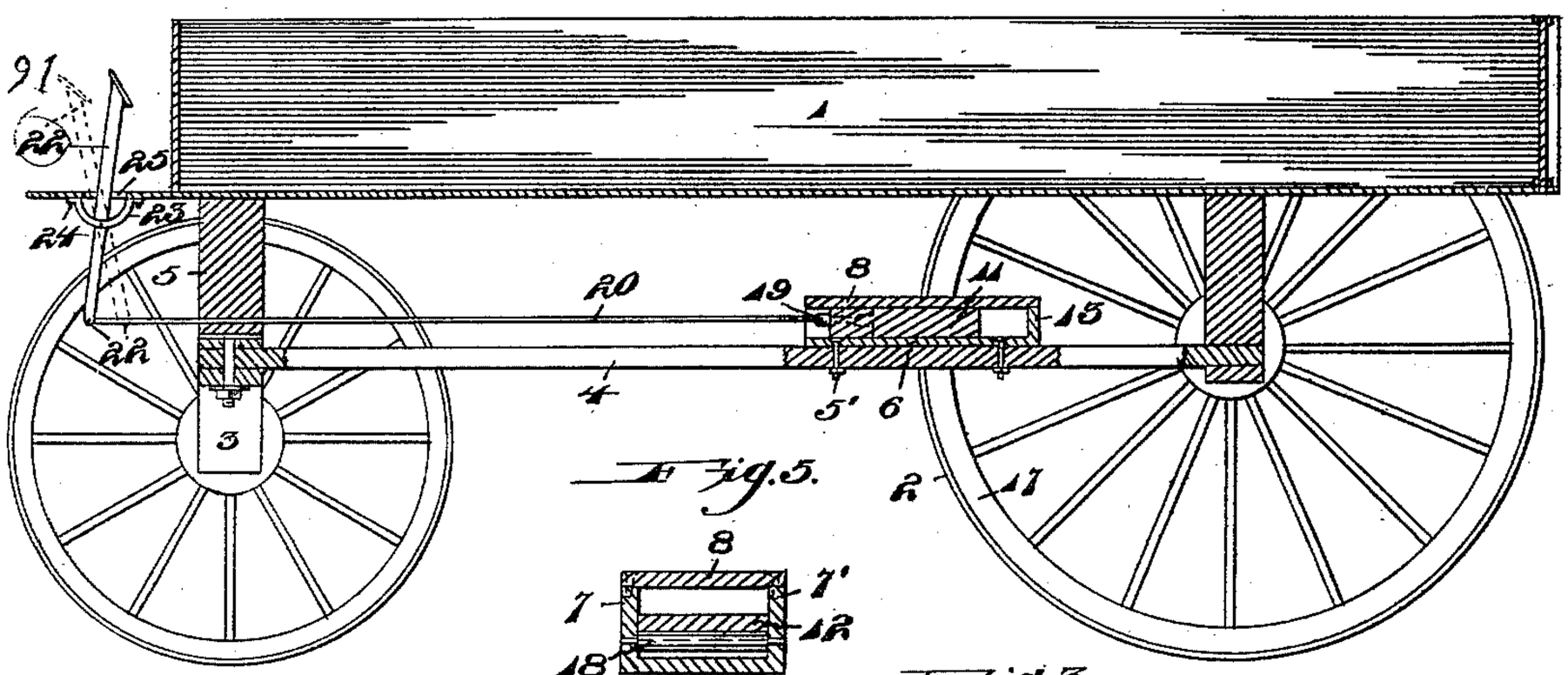
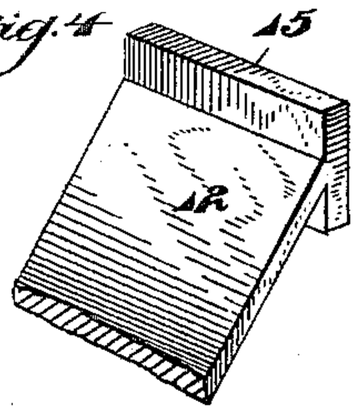


Fig. 5.

Fig. 3.

Fig. 4



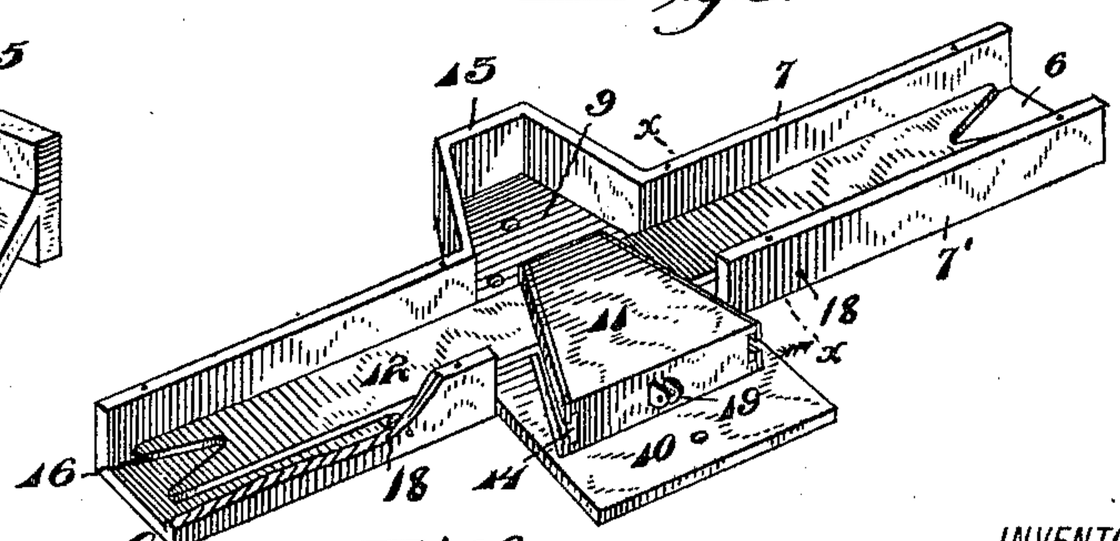
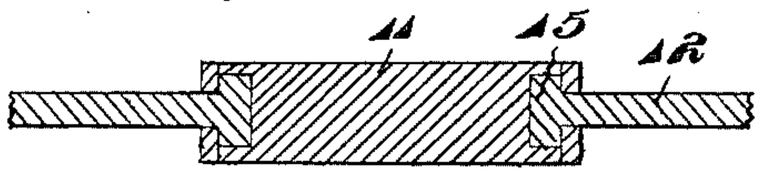


Fig. 6.



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MARY E. SARVIS, OF PITTSBURG, PENNSYLVANIA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 626,504, dated June 6, 1899.

Application filed November 12, 1898. Serial No. 696,221. (No model.)

To all whom it may concern:

Be it known that I, MARY E. SARVIS, a citizen of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Wagon-Brakes, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to certain new and useful improvements in wagon-brakes.

The object of my invention is to provide a device of this character which will immediately arrest the movement of the rear wheels of a wagon when desired, thereby stopping the same.

Briefly described, my invention consists of mounting upon the rod or brace of the wagon a casing having a pair of elongated brake-shoes mounted therein, operating longitudinally, a wedge-shaped operating-block for operating the brake-shoes and connected by means of the rod to the brake-lever.

My invention finally consists in the novel combination and arrangement of parts hereinafter more fully described, and particularly pointed out in the claims hereunto appended.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, wherein like numerals of reference indicate corresponding parts throughout the several views thereof, and in which—

Figure 1 is a top plan view of a vehicle with the top removed, showing my improved brake in position, also showing in dotted lines the brake-shoes extended, engaging the rim of the rear wheels thereof. Fig. 2 is a longitudinal sectional view of a vehicle with my improved brake in position. Fig. 3 is a perspective view of my improved brake means arranged in the casing therefor with the top removed. Fig. 4 is perspective view of the inner end of one of the brake-shoes, showing dovetail means for connecting the same to the wedge-operating block. Fig. 5 is a cross-sectional view on the line $x\ x$, Fig. 3. Fig. 6 is a longitudinal sectional view of the wedge-operating block and brake-shoes, the outer end of the brake-shoes being broken away.

Referring to the drawings by reference-numerals, 1 indicates the top of the vehicle; 2, the wheels; 3, the axles; 4, the reach or brace which is arranged between the running-gear, and 5 the pillow or bolster blocks for the axles. These may be of any desired construction.

Mounted on the rear portion of the reach or brace 4 and secured thereto by any suitable means, as shown at 5′, is a casing constructed of any suitable material and which consists of a bottom 6, sides 7 7′, and top 8. This casing is adapted to receive and have operating therein my improved brake means for a vehicle. The bottom 6 is provided at its center with a V-shaped extension 9 on one side thereof and the opposite side with a square extension 10, which are adapted to support and have operate thereon the wedge-operating block 11 for the brake-shoes 12. The wedge-operating block may be constructed of any suitable material, as well as the brake-shoes 12, which are elongated, as shown. The sides 7′ are formed of two sections, which when secured to the bottom 6 are suitably spaced apart to allow the operation therethrough of the wedge-shaped block 11. The sides 7 are also formed of two sections, and when secured to the bottom 6 are suitably spaced apart on the opposite side of the side 7 and have secured thereto a vertical extension 13, which surrounds the V-shaped extension 9, as shown in Fig. 3.

The wedge-operating block 11 has formed on each side thereof the dovetail grooves 14, which are adapted to have secured therein the dovetail inner end 15 of the brake-shoes 12. The outer end of the brake-shoes are formed with a V-shaped cut-away portion 16, which is adapted to engage the rim 17 of the rear wheels of a vehicle when the brake-shoes are extended.

18 indicates a pair of friction-rollers for the brake-shoes, which are mounted in the casing on each side of the wedge-operating block. Connected to the wedge-shaped block 11 by means of the bracket 19 is the operating-rod 20. This rod 20 is adapted to pass through the opening or aperture formed in the front pillow-block 5 and is adapted to be pivotally secured to the brake-lever 21, as at 22. The brake-lever is pivotally secured to the bracket 23, which is connected to the underneath face of the vehicle-bottom, as at 24, and the lever

extends downwardly through a slot 25, also formed in the vehicle-bottom, as shown in Fig. 2 of the drawings.

It will be observed that on the forward movement of the brake-lever the bar will force the wedge-block into the casing, thereby extending the brake-shoes outwardly until the V-shaped cut-away portion engages the rim of the rear wheels, which then will arrest the movement of the vehicle.

It will be noted that various changes may be made in the details of construction without departing from the general spirit of my invention.

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

1. In a wagon-brake, the combination of a casing having a V-shaped integral portion at one side thereof, and an integral extension formed on its other side, a wedge-shaped block arranged in said casing and adapted to operate upon the extension and into said V-shaped portion, a pair of elongated brake-shoes arranged within the casing and connected to said wedge-shaped block, and means connected to said wedge-shaped block for operating the same transversely and the brake-shoes longitudinally of the casing, substantially as described.

2. In a wagon-brake, the combination of a casing suitably supported and having an extension formed at its one side, a wedge-shaped block arranged within the casing and operating upon said extension, a pair of elongated brake-shoes arranged within the casing and connected at their inner ends to said wedge-shaped block and means connected to said wedge-shaped block for operating the same transversely of the casing, and the brake-shoes longitudinally thereof, substantially as described.

3. In a wagon-brake a casing suitably mounted on the reach or brace of the vehicle, a wedge-operating block operating therein, a pair of elongated brake-shoes connected to said block having a V-shaped cut-away portion in their outer ends, friction-rollers mounted in said casing, and means whereby the said block is operated to bring the brake-shoes into engagement with the rim of the rear wheels of the vehicle, substantially as shown and described.

4. In a wagon-brake a casing suitably mounted on the reach or brace of the vehicle, a wedge-operating block operating therein, a pair of elongated brake-shoes connected to said block at their inner ends and having a V-shaped cut-away portion formed in their outer ends, friction-rollers mounted in said casing, a rod connected to said wedge-operating block for operating the same, and means whereby the said rod is operated, substantially as shown and described.

5. In a wagon-brake, the combination of a casing suitably supported from the wagon with a V-shaped portion at its one side and an extension at its opposite side, a wedge-shaped block operating within the casing and V-shaped portion and upon said extension, a pair of brake-shoes connected at their inner ends to said wedge-shaped block and at their outer ends being provided with a V-shaped cut-away portion, and actuating means connected to said block for operating the brake-shoes, substantially as described.

6. In a wagon-brake, the combination of a casing, a pair of elongated brake-shoes arranged in said casing, a wedge-shaped block operating within the casing and slidably connected to the inner ends of the said brake-shoes, and actuating means connected to the block for operating the brake-shoes, substantially as described.

7. In a wagon-brake, the combination of a casing suitably supported from the wagon, a pair of elongated brake-shoes arranged in said casing and having a V-shaped cut-away portion in their outer ends, an operating-block arranged within the casing and slidably connected to the inner ends of said brake-shoes, and actuating means connected to said block for operating the brake-shoes, substantially as described.

In testimony whereof I affix my signature in the presence of two witnesses.

MARY E. SARVIS.

Witnesses:

JOHN NOLAND,

E. W. ARTHUR.