

No. 632,765.

Patented Sept. 12, 1899.

C. B. STETSON.
WAGON BRAKE.

(Application filed Oct. 25, 1898.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

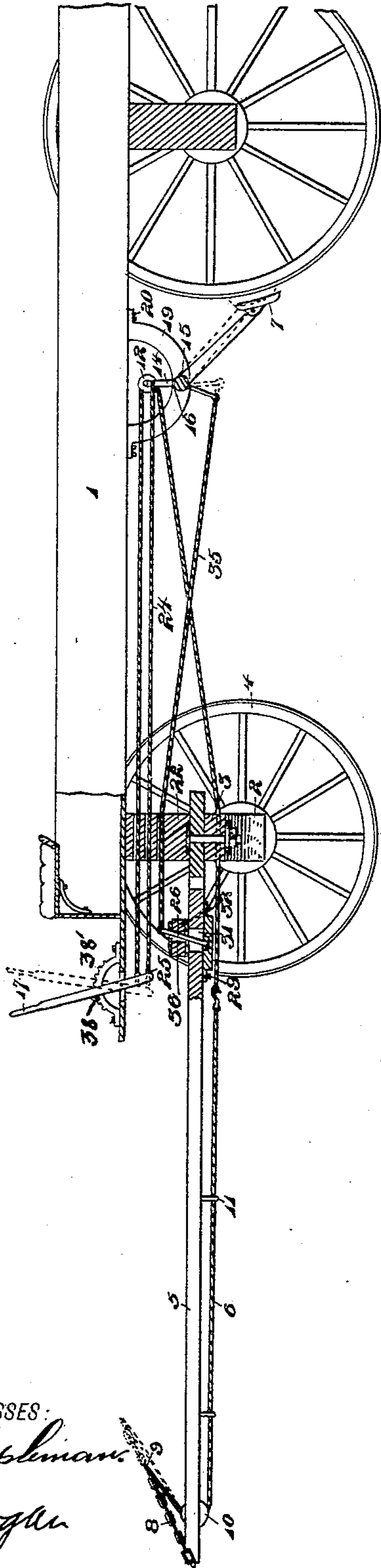


Fig. 4.

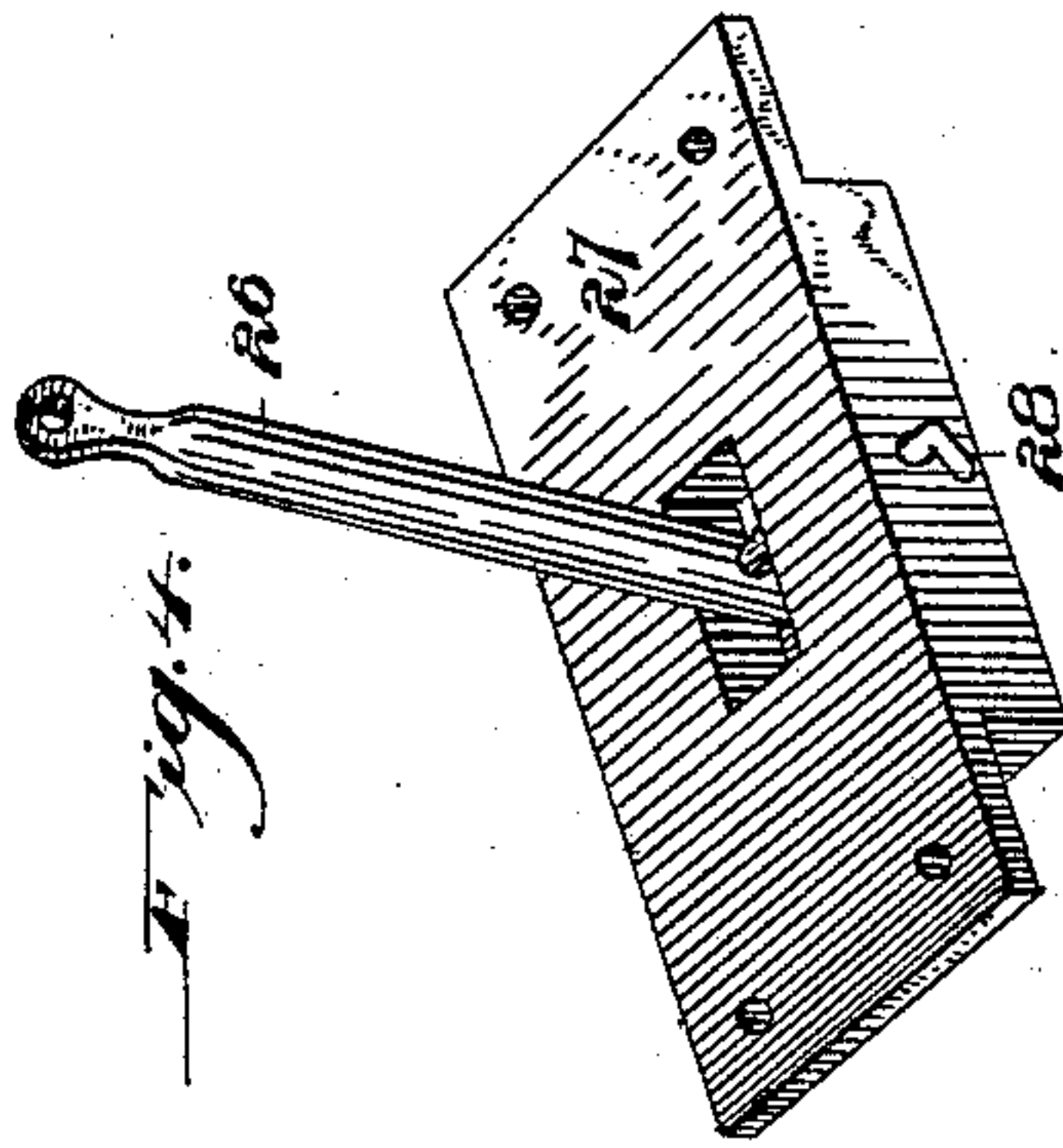
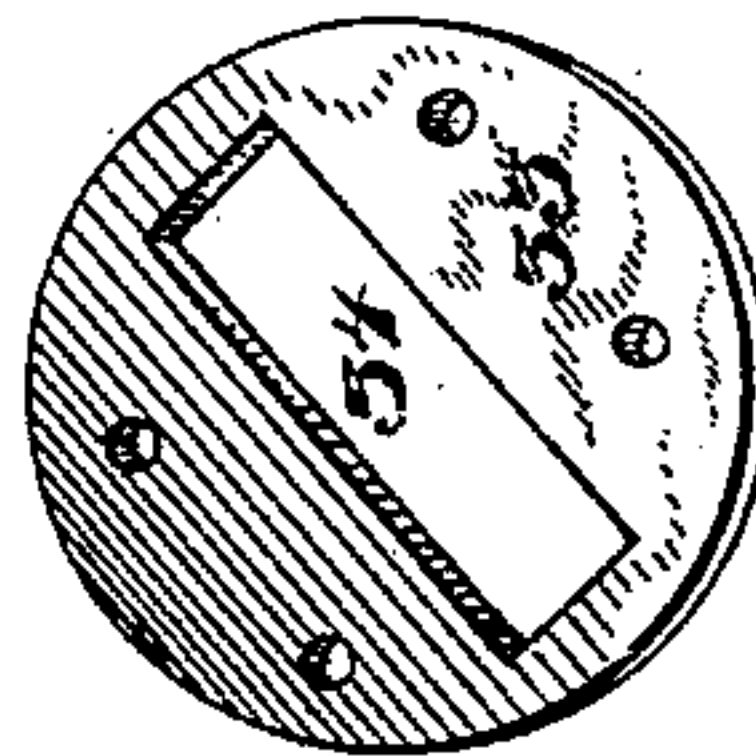


Fig. 3.



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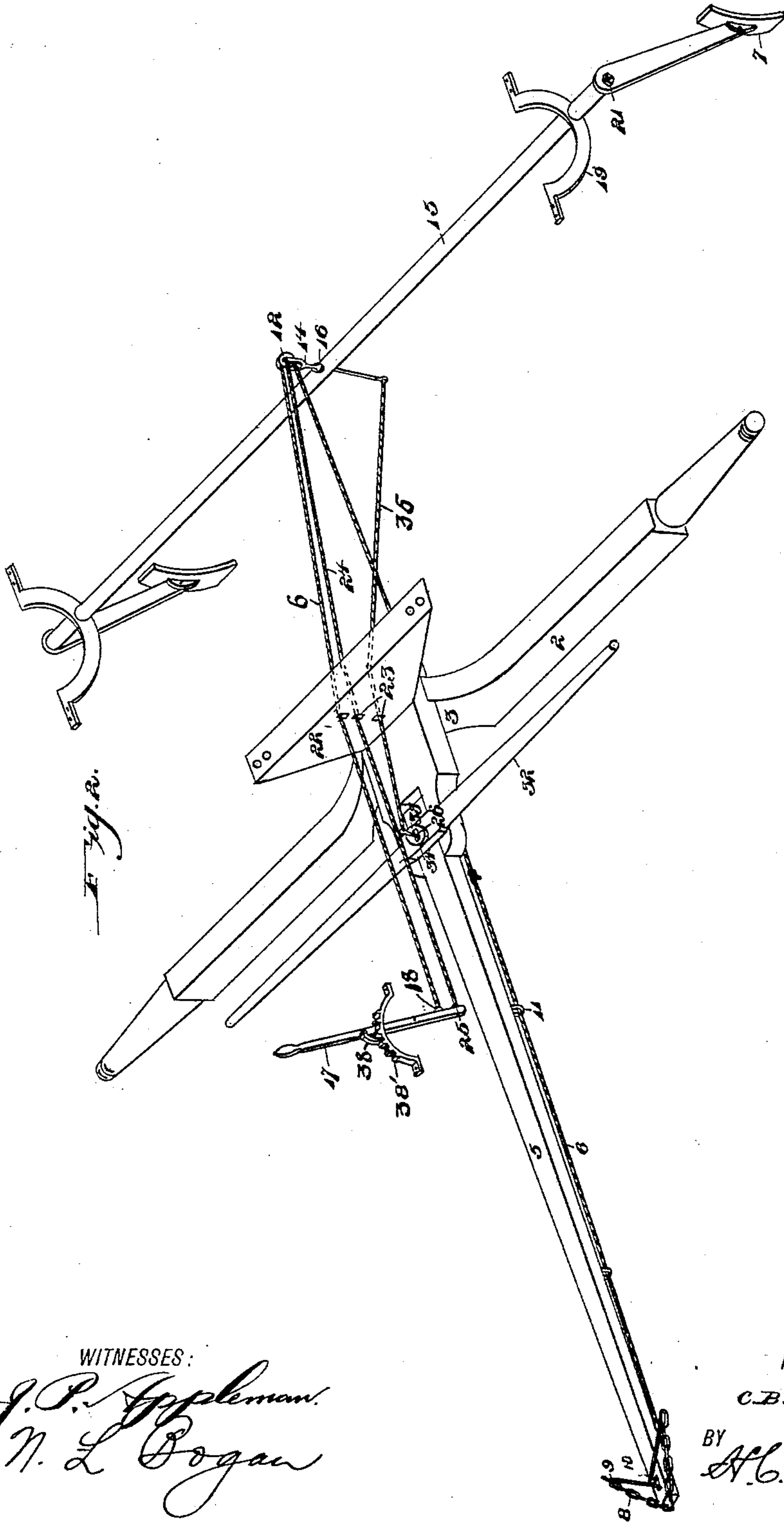
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UNITED STATES PATENT OFFICE.

CHARLES B. STETSON, OF ALLEGHENY, PENNSYLVANIA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 632,765, dated September 12, 1899.

Application filed October 25, 1898. Serial No. 694,500. (No model.)

To all whom it may concern:

Be it known that I, CHARLES B. STETSON, a citizen of the United States of America, residing at Allegheny, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Wagon and Carriage 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 brake which will operate on the backward movement of a team of horses.

A further object of my invention is to provide a brake of this character which can be operated by the driver of a vehicle as well as the team of horses or operated independently by either.

Briefly described, my invention consists of a cable, rope, chain, or other suitable means which is connected at one end to the collars of the harness and which operates the brake-shaft carrying the brake-shoes.

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

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

Figure 1 is a side view, partly in section, of my improved brake as attached to the wagon. Fig. 2 is a perspective view of my improved brake. Fig. 3 is a perspective view of the washer, which is secured to the pole of the wagon. Fig. 4 is a perspective view of the keeper with the securing-pin for releasing the brake-shoes pivotally secured therein.

Referring to the drawings by reference-numerals, 1 indicates the body of the wagon, having the axles 2, (only one shown,) the pillow-blocks 3 therefor, wheels 4, and pole 5.

6 indicates the operating rope or cable, by which the brake-shoes 7 are operated by the horses. This rope or cable is secured to the pole-chains 8, as at 9, and operating through the end of the pole 5 on the pulley-wheel 10, which is secured therein, and on the under-

neath face of the pole through the guides 11, in a portion of the axle and over the pulley 12, mounted in the upper end of the lever-rod 14. This lever-rod 14 is rigidly secured in the brake-beam 15, as at 16. The opposite end of the cord or cable 6 is connected to the hand operating brake-lever 17, as at 18. The brake-beam 15 is secured to the keepers 19, which are secured, as at 20, to the underneath face of wagon-body by any suitable means. The ends of the brake-beam 15 have secured thereto, as at 21, a brake-shoe 7.

22 indicates a pillow-block which is suitably apertured, as at 23, to allow the cord or rope to operate therethrough.

24 indicates the hand operating-rope for the brake-shoes and is secured to the bar 17, as at 25, and to the upper end of the lever-rod 14.

For automatically releasing the brake on the forward movement of the horses I provide a pin 26, which is pivotally secured in the keeper 27 by means of the rod 28, and I secure this keeper to the underneath face of the pole, as at 29. The pole has an oblong slot 31 formed therein to allow the play of the pin 26. I mount a doubletree 32 on the pin 26, and I secure on the doubletree or its upper face the washer 33, having an oblong slot 34 formed therein. The pin 26 extends a suitable distance above the washer 33 and over the slot 34, and I secure to its upper end a cable or rope 35. The opposite end of this cord or cable is secured to the lever-rod 14. It will be readily apparent, owing to the oblong slot 36 formed in the doubletree, that on the forward movement of the horses the doubletree will carry the pin 26 with it, thereby pulling the lever-rod 14 forward and release the brake-shoes.

38 indicates a dog which is secured to the hand-lever 17 and which meshes with the rack 38' to secure the lever in the position desired.

It will be readily apparent that, owing to the pole-chains 8, which are connected to the collars of the harness, on the backward movement of the horses the same will pull the cord or rope 6 forward and bring the brake-shoes into contact with the rear wheel of the vehicle, thereby locking the same. The operation of the brake-shoes has been heretofore described. To operate and bring the brake-shoes into con-

tact with the rear wheels by the use of the hand-lever can be easily understood from the drawings.

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 brakes for road-vehicles brought into action by the backward pull of the draft-animals acting through the pole-chains, the combination of a brake-beam suitably supported from the body of the vehicle, brake-shoes rigidly connected to each end of said brake-beam, a lever-rod centrally connected to said brake-beam and having a pulley journaled in its upper end, a brake-lever, a cord or chain connected to the pole-chains at its one end and passing over said pulley carried by the lever-rod with its opposite end attached to said brake-lever, a cord or chain 24, also connected to said brake-lever and to the lever-rod, a pole for said vehicle, a keeper secured to the underneath face of said pole, a pin pivotally secured to said keeper, and a cord or chain 35 connected to the upper end of said pin and to the lower end of said lever-rod, substantially as described.

2. In brakes for road-vehicles brought into action by the backward pull of the draft-animals acting through the pole-chains, the combination of a pole to which the pole-chains are attached, guides secured to the underneath face of said pole, a brake-beam suitably supported from the body of the vehicle, a brake-shoe mounted on each end of said brake-beam, a lever-rod connected to said brake-beam centrally thereof, a pulley mounted in the upper end of said lever-rod, a brake-lever pivotally supported from the bottom of the vehicle-body, and a cord or chain connected at its one end to said pole-chains and passing through the guides on the pole and over the pulley on the lever-rod with its other end attached to said brake-lever, substantially as described.

3. In a brake of the class described, the combination of a pole with the pole-chains attached to the free end thereof, guides secured to the underneath face of said pole, a keeper also secured to the underneath face

of said pole, a pin pivotally secured in said keeper and extending upwardly through said pole and its doubletree, a brake-beam, a brake-shoe secured to each end of said brake-beam, a lever-rod connected to the brake-beam, a brake-lever, a cord or chain connecting the pole-chains, the lever-rod and the brake-lever, and a cord or chain connecting the lever-rod with the pivoted pin extending through the pole, substantially as described.

4. In a brake of the class described, the combination with the pole of a vehicle and its pole-chains attached to the free end thereof, of a brake-beam suitably supported from the body of a vehicle, brake-shoes arranged on the ends of said brake-beam, a brake-lever, means for holding said brake-lever in the desired position, and means connecting the pole-chains with the brake-beam and the brake-lever to actuate the brake-beam and brake-shoes by the backward pull of the draft-animals acting through the pole-chains, substantially as described.

5. In a brake of the class described, the combination of a brake-beam, a lever-rod centrally connected to said brake-beam, brake-shoes secured to each end of said brake-beam, a pulley mounted in the upper end of the lever-rod, a pole with pole-chains secured to its free end, a pulley arranged in said pole near its free end, guides secured to the underneath face of said pole, a brake-lever pivotally attached to the body of the vehicle, means for holding said brake-lever in the desired position, a cord or chain having its one end secured to said pole-chains and engaging said pulley and guides on the pole and the pulley on the lever-rod, with its opposite end attached to said brake-lever, a keeper secured to the underneath face of the pole, a pin pivotally secured in said keeper and passing upward through the pole, a cord or chain connecting said pin with the lever-rod, and a separate cord or chain connecting said lever-rod and the brake-lever, substantially as described.

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

CHARLES B. STETSON.

Witnesses:

JOHN NOLAND,

WILLIAM E. MINOR.