

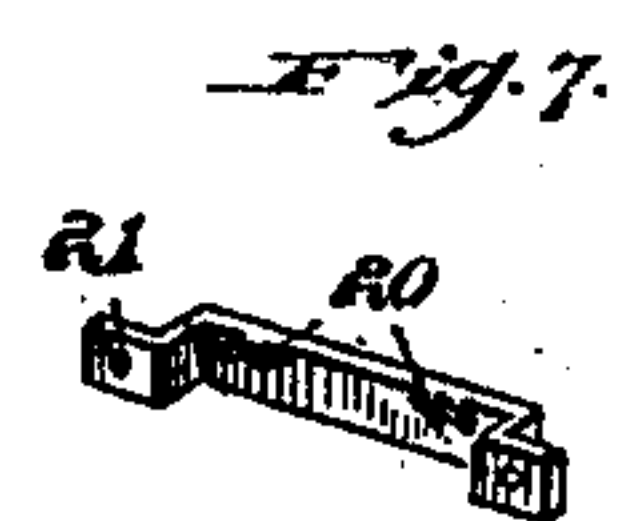
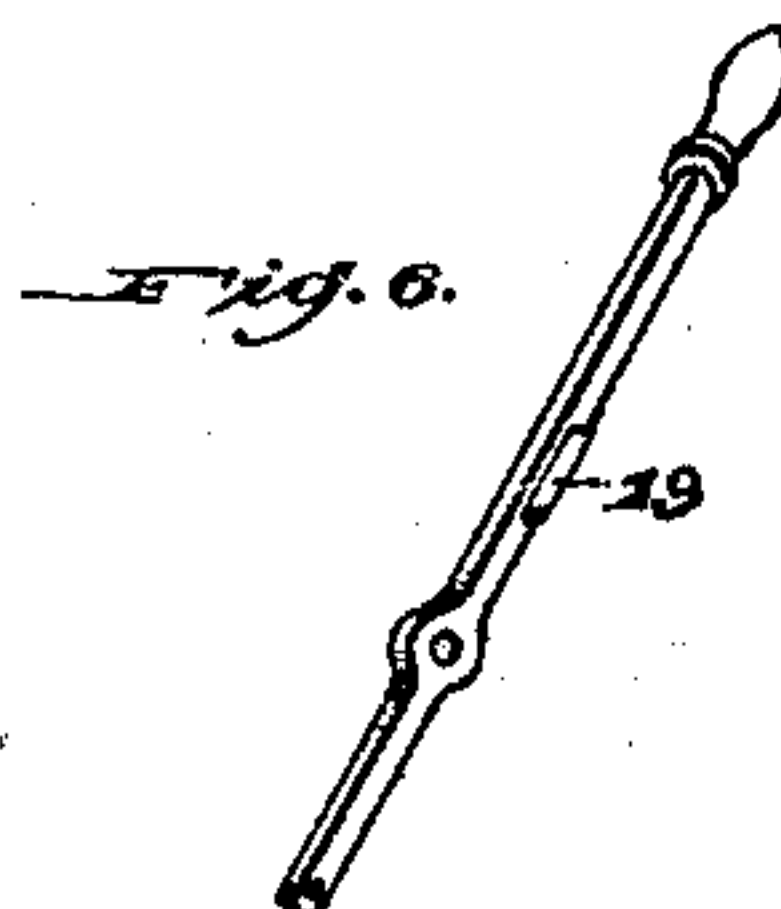
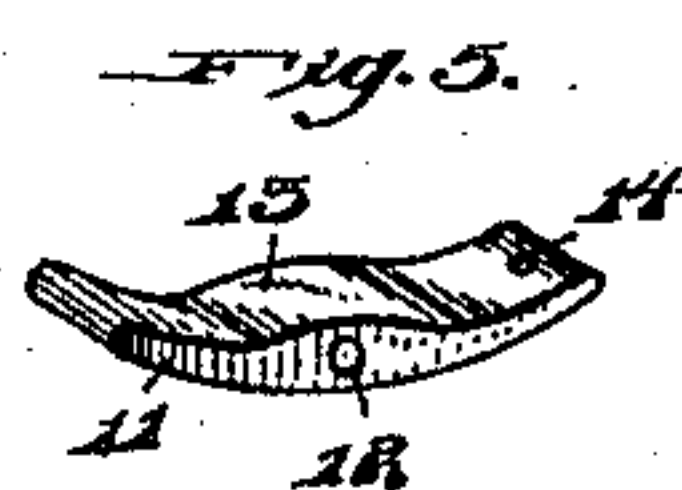
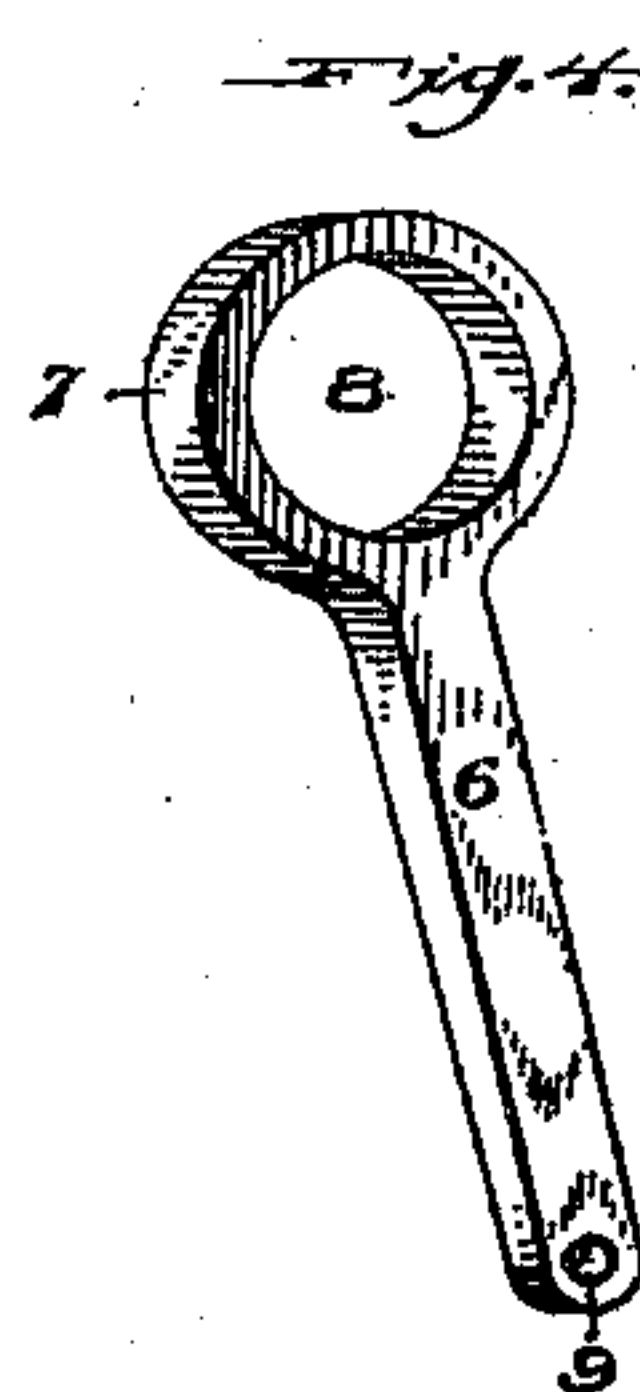
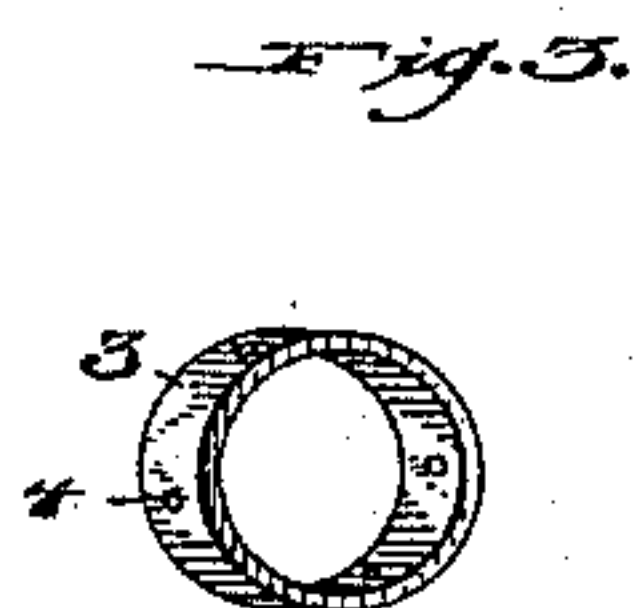
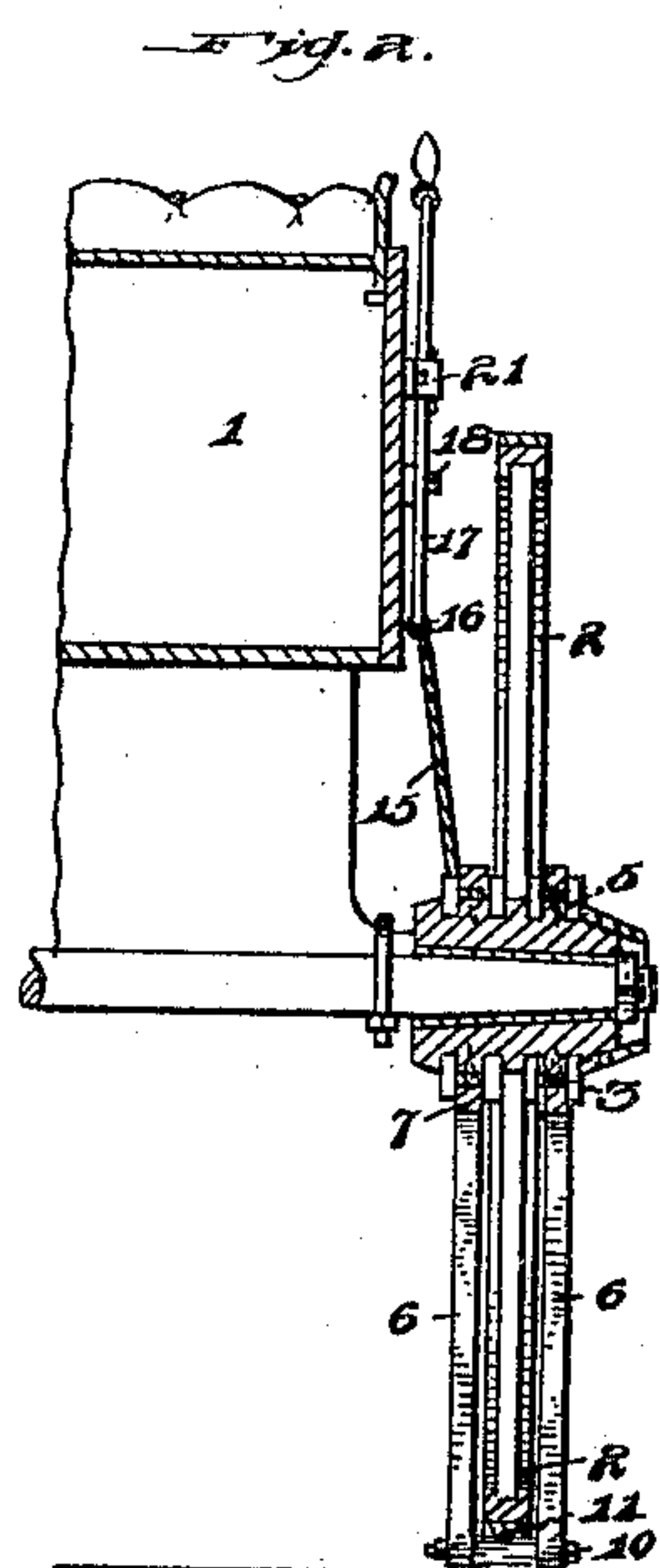
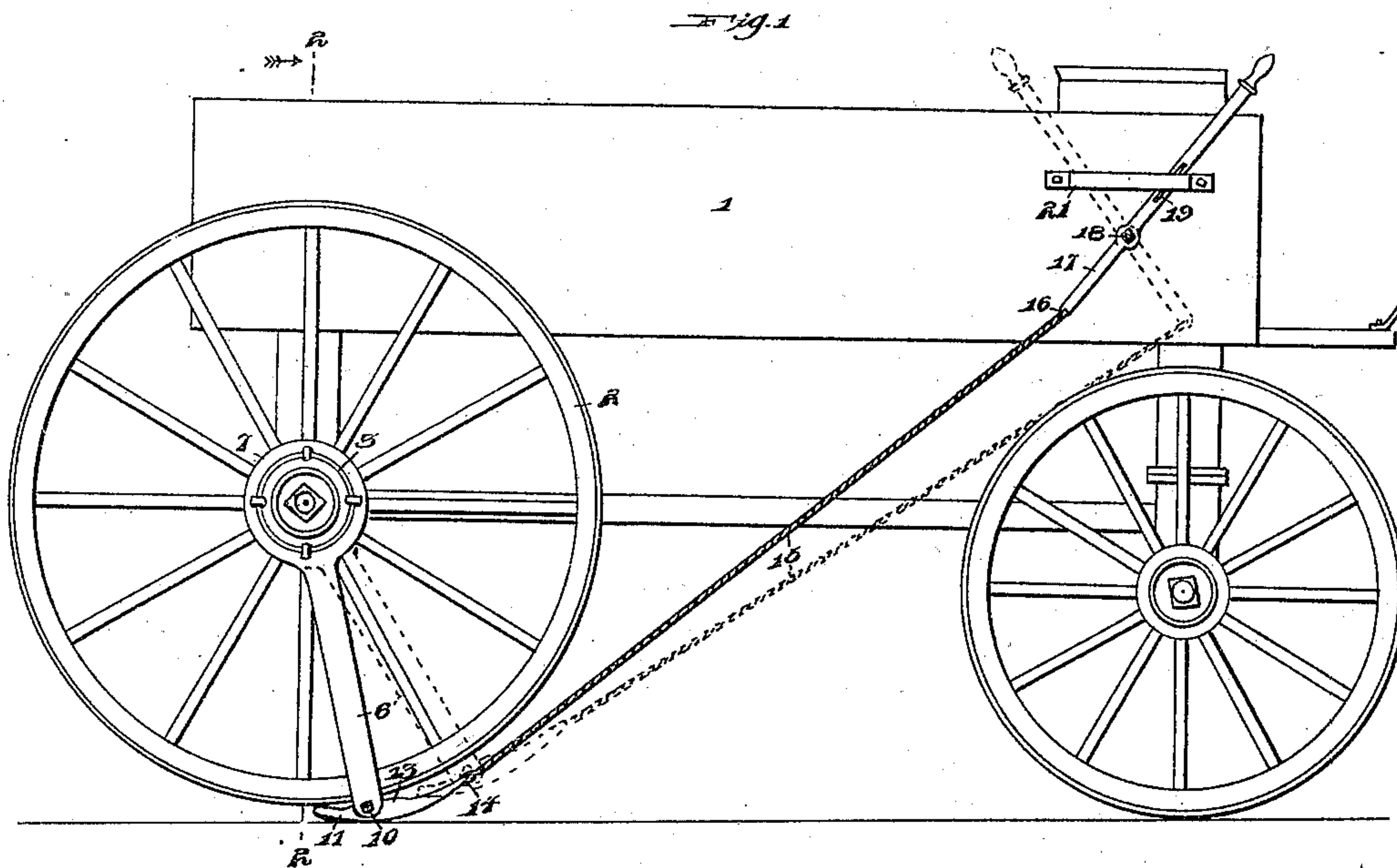
No. 635,109.

Patented Oct. 17, 1899.

E. SEGGESE.
WAGON BRAKE.

(Application filed July 1, 1899.)

(No Model.)



WITNESSES :

WITNESSES:
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UNITED STATES PATENT OFFICE.

EMANUEL SEGGESE, OF PERRYOPOLIS, PENNSYLVANIA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 635,109, dated October 17, 1899.

Application filed July 1, 1899. Serial No. 722,493. (No model.)

To all whom it may concern:

Be it known that I, EMANUEL SEGGESE, a citizen of the United States of America, residing at Perryopolis, in the county of Fayette 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.

10 This invention relates to certain new and useful improvements in brakes, and relates more particularly to vehicle-brakes.

The invention has for its object to provide new and novel means whereby the rear wheels 15 of a wagon or other vehicle may be easily locked and released when desired.

The invention has for its further object to construct a brake of this class that will possess advantages in points of simplicity, 20 strength, and durability.

With the above and other objects in view the invention finally consists in the novel construction, combination, and arrangement of parts to be hereinafter more fully described, 25 and specifically pointed out in the claim.

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, 30 in which—

Figure 1 is a side elevation of a wagon having my improved brake secured thereto. Fig. 2 is a transverse vertical sectional view 35 taken on the line 2-2 of Fig. 1. Fig. 3 is a perspective view of the hub-band. Fig. 4 is a perspective view of one of the hangers. Fig. 5 is a perspective view of the shoe forming the choke-block. Fig. 6 is a perspective 40 view of the operating-lever. Fig. 7 is a perspective view of the locking-rack.

Referring to the drawings by reference-numerals, 1 indicates the bed of the wagon, and 2 the rear wheel thereof, said wheel being provided with two hub-bands arranged 45 on each side of the spokes, said bands being indicated by the reference-numeral 3 and having formed therein apertures 4 for the reception of the screws 5, serving as fastening means to secure the bands to the hub.

The reference-numeral 6 represents hang-

ers having formed on their upper extremity a circular head 7, having formed therein an opening 8, said head 7 being adapted to fit over the hub-band 3. The lower end of said 55 hanger is apertured, as indicated by the reference-numeral 9, for the reception of a bolt 10, securing between the hangers a shoe 11, said shoe having formed therein an opening 12, through which the bolt 10 passes, the said 60 shoe being provided with an interior raised portion 13 and having formed at one end an aperture 14, the latter serving as fastening means for the end of the wire cable 15. The other end of said wire cable is attached at 65 16 to the operating-lever 17, fulcrumed at 18 to the bed of the wagon 1. The said lever 17 carries a lug 19, adapted to engage the teeth 20 of the locking-rack 21, which is secured to the side of the wagon-bed in the usual 70 manner.

The operation of my improved wagon-brake is as follows: When it is desired to lock the rear wheel, the brake is released. The hangers will move downwardly by gravity, 75 thus allowing part of the wheel to engage the upper face of the shoe and ride upon the same. The said shoe will then act in the capacity of a choke-block and will skid upon the rail or ground, as the case may be, thus 80 locking the rear wheel. In order to release the brake, the lever is operated as indicated in dotted lines of Fig. 1 of the drawings.

From the foregoing description the many advantages obtained by the use of my im- 85 proved brake will be readily apparent.

It will be noted that various changes may be made in the details of construction of my improved wagon-brake without departing 90 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—

In a wagon-brake, the combination with a wagon, of an operating-lever pivotally se- 95 cured to the side of the wagon-body, a cable having one end thereof secured to said lever, a brake-shoe connected to the opposite end of said cable and having a raised portion on its upper face arranged centrally thereof, a 100 hub-band mounted on the hub of the wagon-wheel at each side of the spokes, a down-

wardly-extending hanger secured to each of
the said hub-bands and provided with an
opening in its lower end, and means operat-
ing through the said opening for pivotally
5 securing the brake-shoe at its enlarged or
raised portion to the said hangers, substan-
tially as set forth.

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

EMANUEL SEGGESE.

Witnesses:

JOHN NOLAND,
E. W. ARTHUR.