

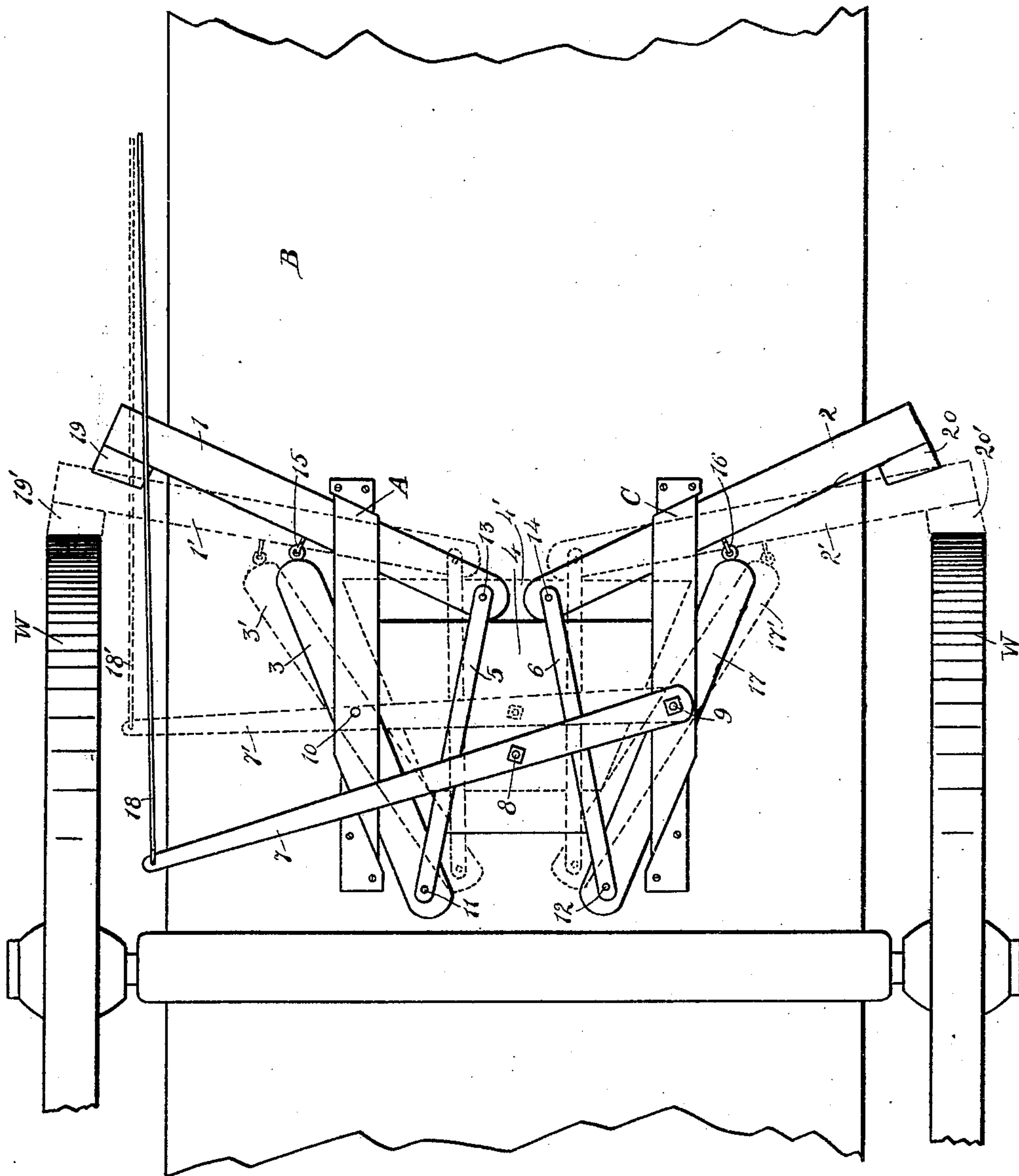
No. 689,243.

Patented Dec. 17, 1901.

G. W. SUTTON.  
WAGON BRAKE.

(Application filed May 17, 1901.)

(No Model.)



WITNESSES:

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# UNITED STATES PATENT OFFICE.

GEORGE W. SUTTON, OF BLOOMFIELD, NEBRASKA.

## WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 689,243, dated December 17, 1901.

Application filed May 17, 1901. Serial No. 60,755. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE W. SUTTON, residing at Bloomfield, in the county of Knox and State of Nebraska, have invented certain  
5 useful Improvements in Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the  
10 same, reference being had to the accompanying drawing, which forms a part of this specification.

This invention relates to a wagon-brake.

In the accompanying drawing I have shown  
15 a broken bottom view of a wagon provided with my brake with portions broken away.

The aim of my invention is to provide a brake powerful enough to check the revolving of the wheels of an ordinary farm-wagon  
20 when loaded and descending a hill. In accomplishing this I provide the wagon-box B, which is provided with the usual axle and supporting-wheels W, with the two bars A and C, which form supports and are secured  
25 by means of suitable nails or screws to the wagon-box. Two such supporting-bars are used. Transversely positioned between these supporting-bars A is a plate 4, one edge of which works under the supporting-bars A, as  
30 is shown in the sketch. This bar is provided with a bolt 8, to which bolt 8 is secured the operating-lever 7, which lever 7 at one end is secured by means of a bolt 9 to the supporting-bar C, as shown. This same bolt 9,  
35 which pivotally supports the operating-lever 7, passes through a tilting bar 17, as shown. Secured to the supporting-bar A by means of a bolt 10 is a counterpart tilting bar 3. Extending from the tilting bar 17 is a connecting-rod 6, which by means of the bolt 12 is  
40 secured to the tilting bar 17, while this remaining end is secured to a shoe-beam 2, the end of which is provided with an ordinary brake-shoe 20, adapted to come in contact  
45 with one of the wagon-wheels. This brake-beam is loosely held and supported and slides upon the supporting-bar C, being slidably held between the supporting-bar C and the wagon-box. By means of two eyelets 16, one

being secured to the tilting bar 17 and the  
50 other to the shoe-beam 2, this beam 2 is secured first to the tilting bar 17 by means of the eyelets 16 and, further, by means of the bar 6, as is clearly shown.

Secured to the counterpart tilting bar 3,  
55 held by means of the bolt 10, is the shoe-beam 1, secured by means of the eyelets 15, and from this shoe-beam 1 extends a connecting-rod 5, which is connected to the tilting rod 3 by means of the bolts 11 and to the shoe-  
60 beam by means of the bolt 13. Now the sliding plate 4 is so arranged that one edge normally rests against the inner end of each of the shoe-beams 1 and 2, as is shown, so that  
65 when the operating-lever 7 is carried forward it carries with it the plate 4 to press against the ends of the shoe-beams 1 and 2. At the same time the movement of the shoe-beams  
70 tilts the bars 3 and 17, so that the shoe end of the bars is quickly brought against the wagon-wheels to insure not only a quick operation of the brake, but also a very powerful  
75 one, as the pressure is exerted upon the ends of the shoe-beams 1 and 2 through the plate 4.

In the drawing the instrumentalities are  
75 shown first in their normally disengaged condition and in dotted lines in their working or contact condition, the tilting bars being indicated in their working position in dotted lines, in which position the outlines are indicated by similar numbers provided with the  
80 prime-mark. The tilting bar 17, for instance, in its working position being marked 17' in dotted lines, the plate 4 in its working position being shown as 4', and so on. Extending  
85 from the operating-lever 7 is a suitable bar 18, which connects to any desired lever.

The device is simple and may be connected to any suitable wagon-box, and,

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

In a wagon-box of the character described, the combination with two parallel supporting-bars, of tilting bars pivotally held by said  
95 supporting-bars, shoe-beams working upon and slidably held by said supporting-bars, said shoe-beams being secured approximately



intermediate of their ends to one tilting bar, connecting-rods extending from said tilting bars to said shoe-beams, a sliding plate supported by means of said supporting-bars, and  
5 an operating-lever pivotally held and secured to said sliding plate, said sliding plate being adapted to work against the inner ends of

said shoe-beams, substantially as and for the purpose set forth.

GEORGE W. SUTTON.

In presence of—

J. G. SUTTON,

L. M. SUTTON.