

No. 782,294.

PATENTED FEB. 14, 1905.

J. M. WEBB.  
WAGON BRAKE.

APPLICATION FILED APR. 30, 1904.

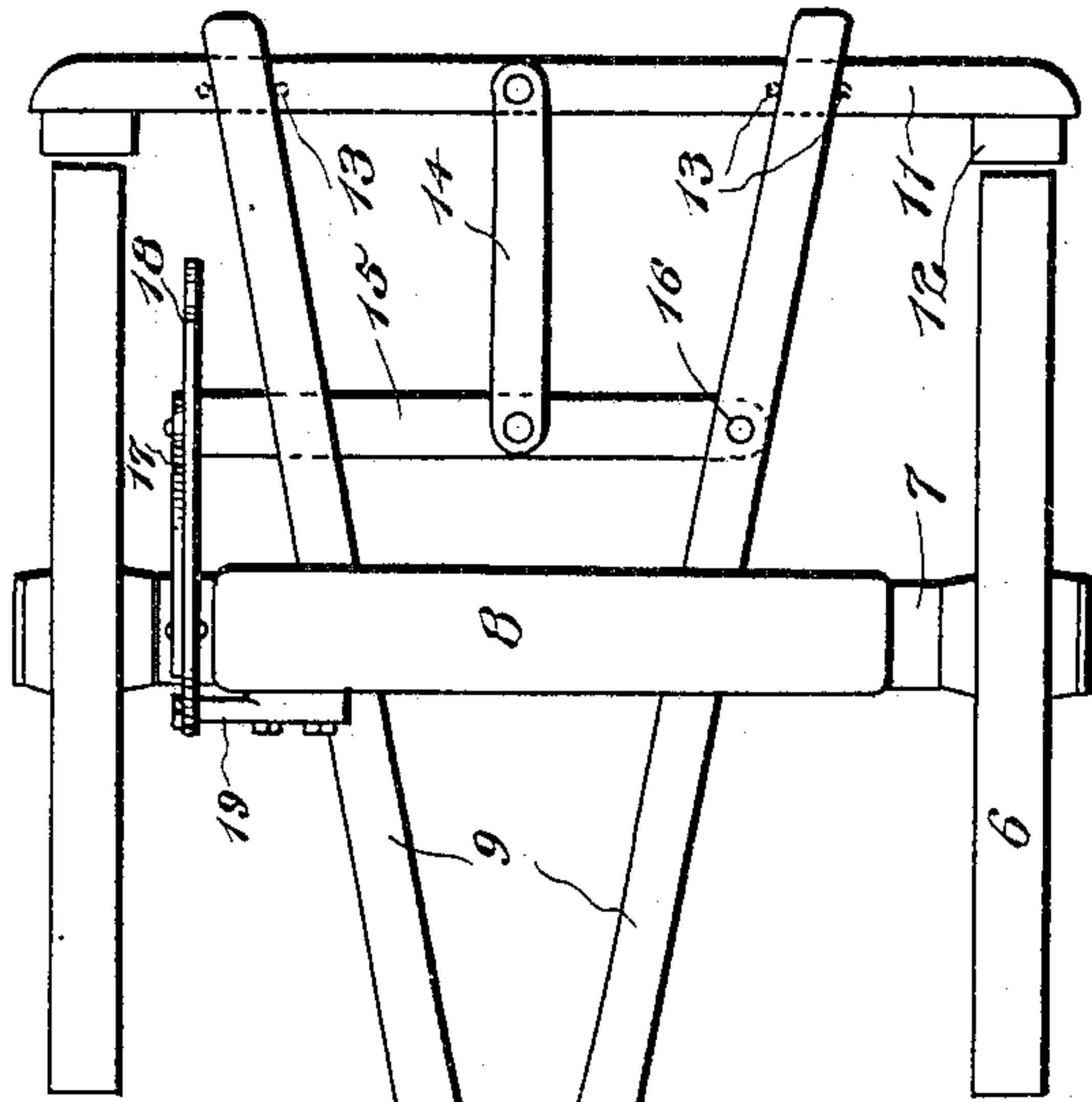
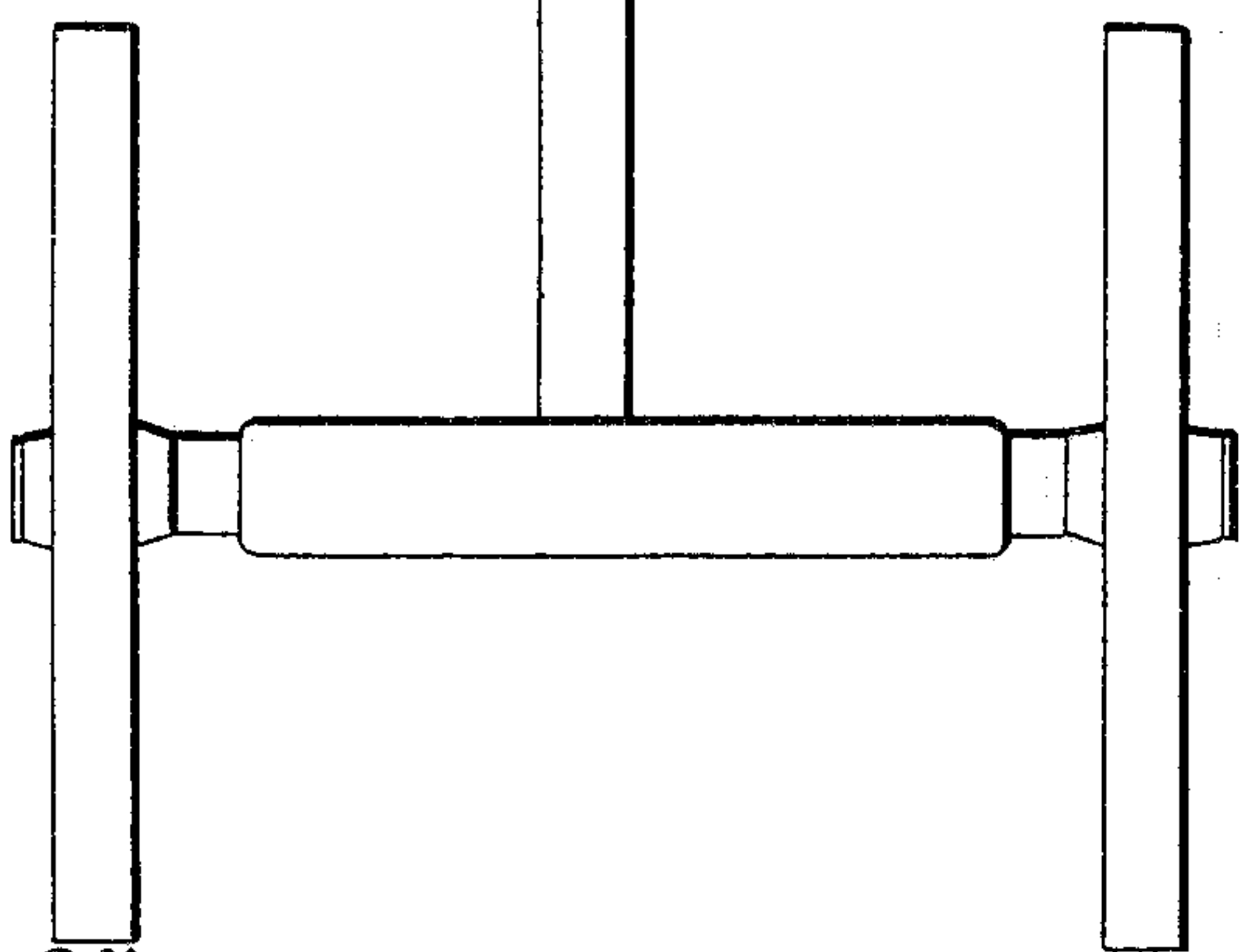


Fig. 1.



Witnesses  
M. Schmidt  
Geo. E. Ten.

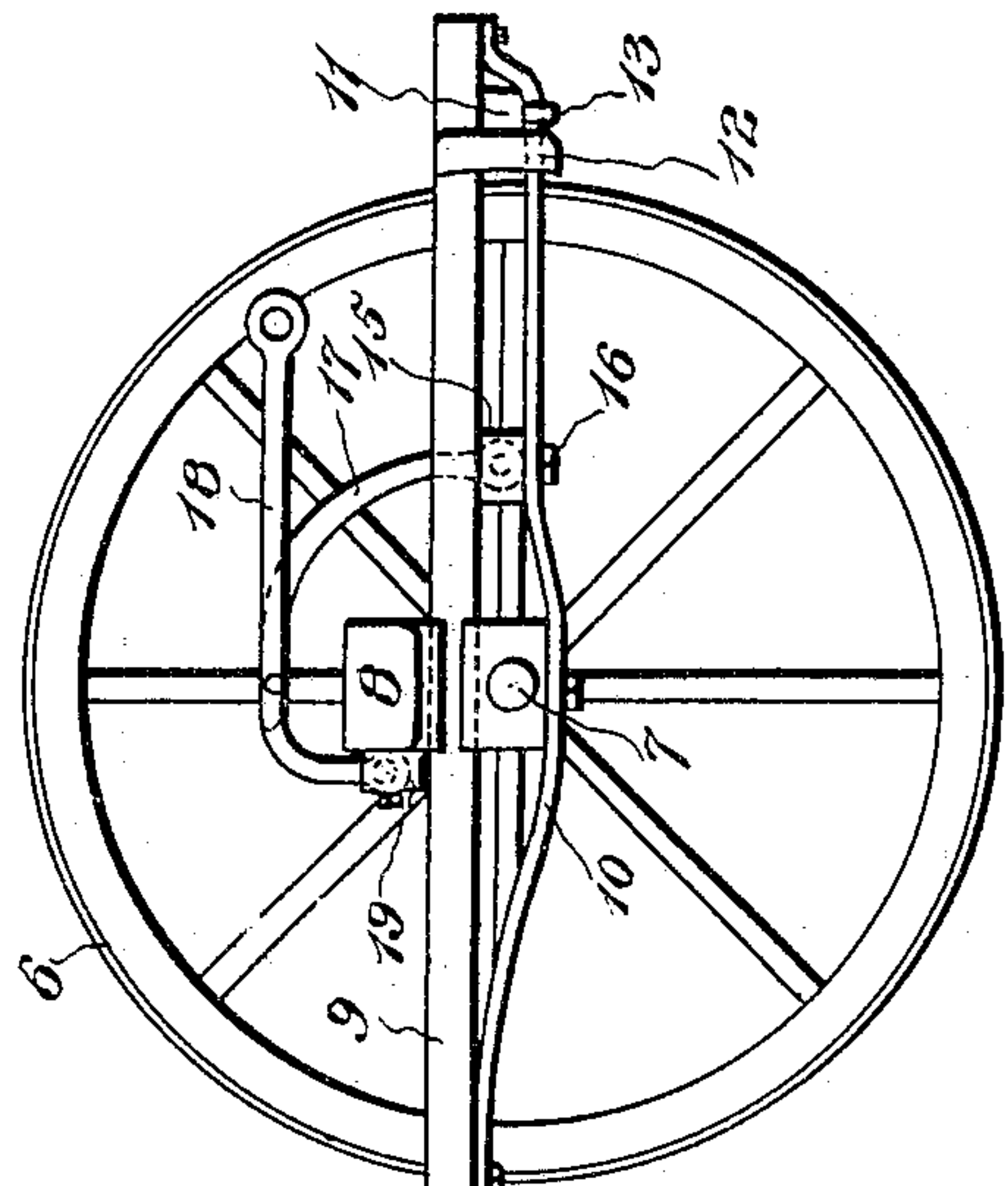
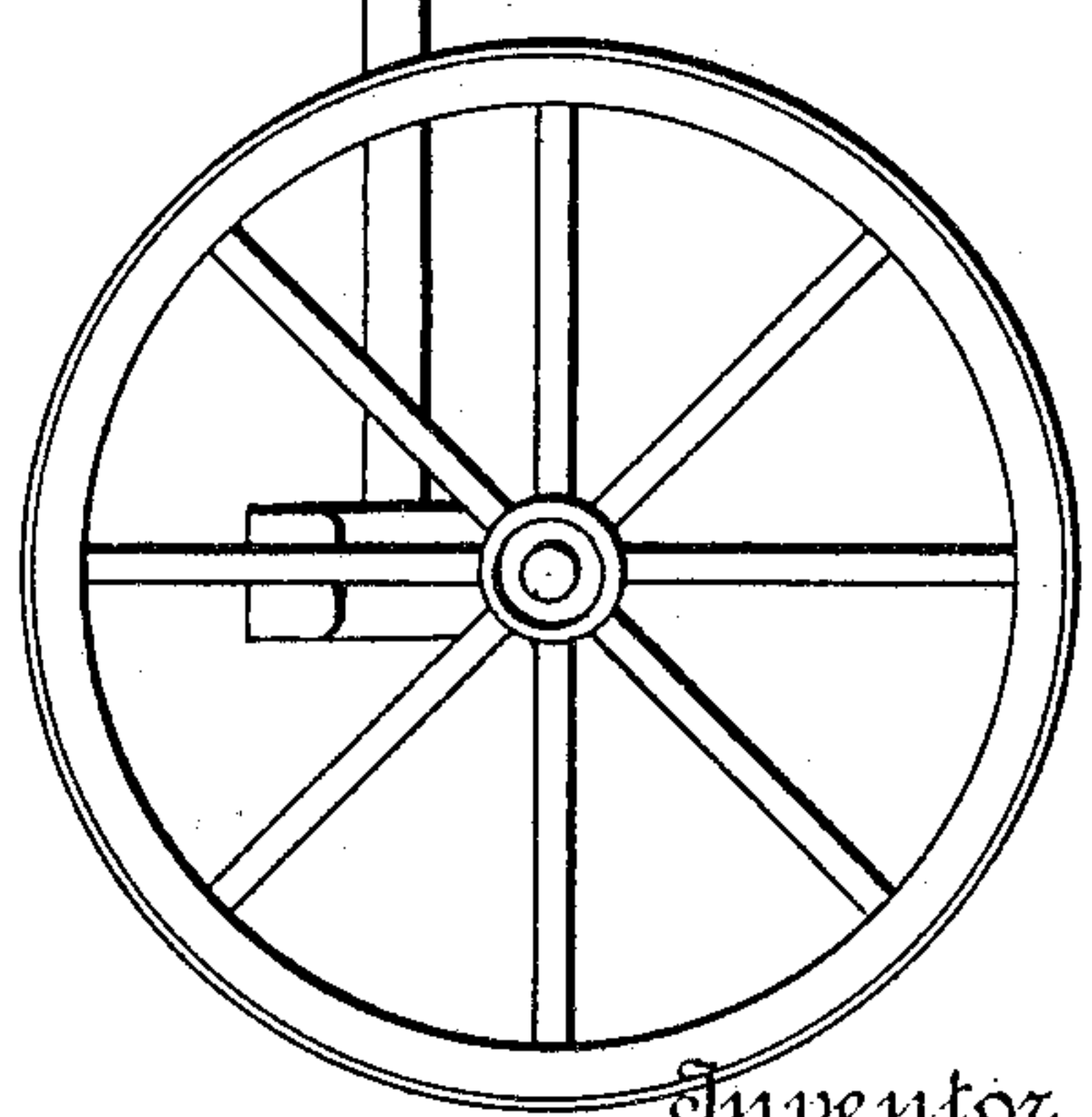


Fig. 2.



Inventor  
James M. Webb.  
by Milo B. Stevens & Co.  
Attorneys

# UNITED STATES PATENT OFFICE.

JAMES M. WEBB, OF HEFLIN, ALABAMA.

## WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 782,294, dated February 14, 1905.

Application filed April 30, 1904. Serial No. 205,784.

*To all whom it may concern:*

Be it known that I, JAMES M. WEBB, a citizen of the United States, residing at Heflin, in the county of Cleburne and State of Alabama, have invented new and useful Improvements in Wagon-Brakes, of which the following is a specification.

This invention relates particularly to wagon-brakes, and, as illustrated and hereinafter described, discloses specifically a wagon-brake suitable for application to the rear wheels of a wagon.

The object of the invention is to produce an improved form of brake, and it is characterized particularly by simplicity of parts and construction and powerful operation.

In the accompanying drawings, Figure 1 is a top plan view of the rear running-gear of a wagon with my invention applied thereto. Fig. 2 is a side elevation with the rear wheel removed.

Referring specifically to the drawings, 6 indicates the wheels of the wagon, carried upon the axle 7.

8 is the bolster, mounted upon the axle in the usual manner, and 9 the hounds, of usual form. These hounds are extended far enough in the rear to project behind the wheels. On the under side of the hounds are straps 10, extending lengthwise along under the hounds and forming hangers for the brake-beam and its operating-lever. Said brake-beam is indicated at 11 and carries the brake-shoes 12 in position to bear against the wheels from the rear when applied. The brake-beam is supported loosely in the hangers and is guided in its movements by studs 13, projecting downwardly therefrom on each side of the hangers. These studs simply hold the beam in place and prevent lengthwise movement thereof. The beam is connected at its middle by link 14 with the brake-lever 15, which is pivoted at 16 by a bolt extending through the hound and the hanger, and from the pivot the lever extends across and between the hound and hanger on the other side and is pivotally connected at the free end by a curved link 17

to the bent hand-lever 18. This hand-lever is properly shaped to extend up beside the wagon-box in convenient position to be manipulated, and it is pivoted at its lower end to a bolt 19, fastened to the bolster. The curve of the link 17 is such that when the lever 18 is thrown down or forward to full extent to set the brakes it locks itself by passing beyond or below the dead or center line through the pivotal connections. The link 14 is rigid, so that the movement of the brake-beam is positive in both directions.

In operation manipulation of the hand-lever 18 will, by means of the lever 15 and the connecting-rods, communicate movement to the brake-beam and set or release the brakes accordingly.

The support for the brake-beam and its lever on the hounds is a simple and convenient one, and the whole construction is such that it can be readily applied to existing wagons, if desired. The location of the brake-beam and lever in hangers on the under side of the hounds places the same out of the way of the reach-rod and permits the application of a brake to the rear wheels.

What I claim as new, and desire to secure by Letters Patent, is—

In a wagon-brake, the combination with a running-gear, of a brake-beam loosely carried at the rear ends of the hounds and extending at its ends behind the wheels, a brake-lever pivoted to one of the hounds and connected to the beam, a hand-lever pivoted upon the running-gear, and a curved link pivotally connected to the hand-lever and the brake-lever, the curve being such that the hand-lever locks itself, when the brakes are set, by passing beyond the dead or center line through the pivotal connections.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES M. WEBB.

Witnesses:

W. A. HUBBARD,  
J. C. GIBBS.