

No. 787,965.

PATENTED APR. 25, 1905.

W. H. WEBER.
WAGON BRAKE.

APPLICATION FILED JAN. 9, 1905.

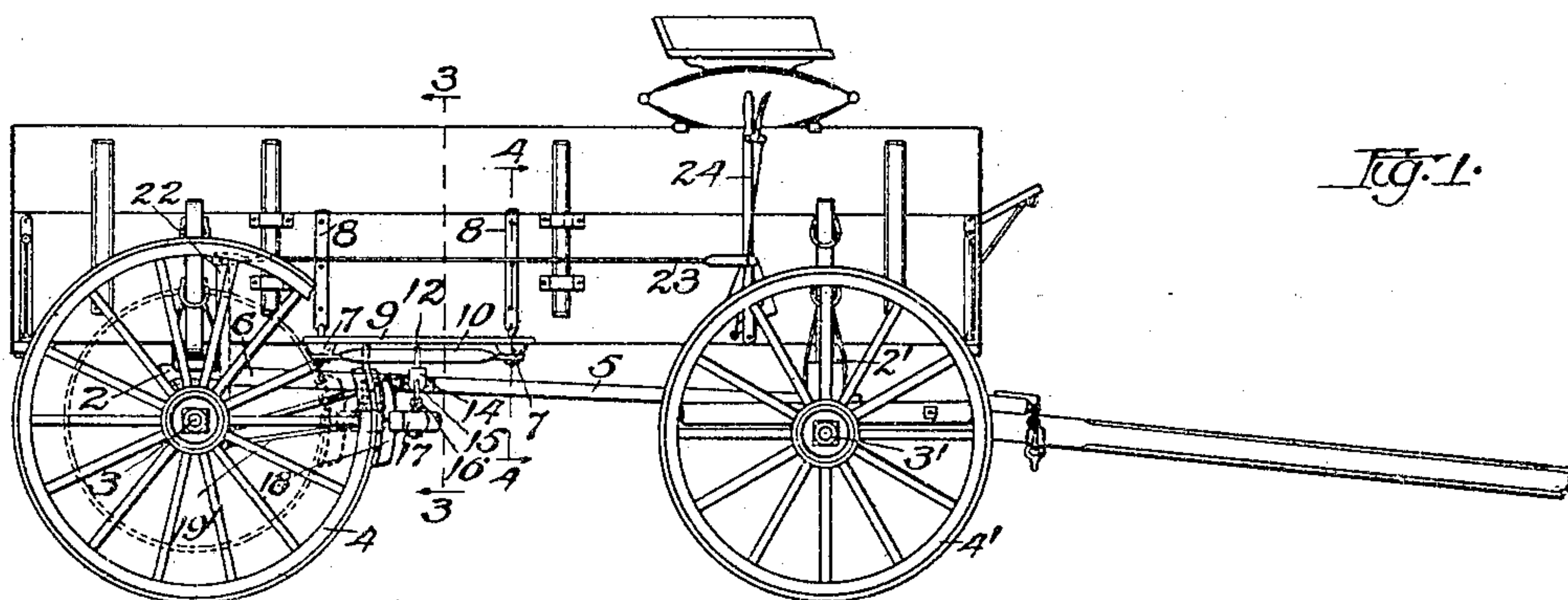


Fig. 1.

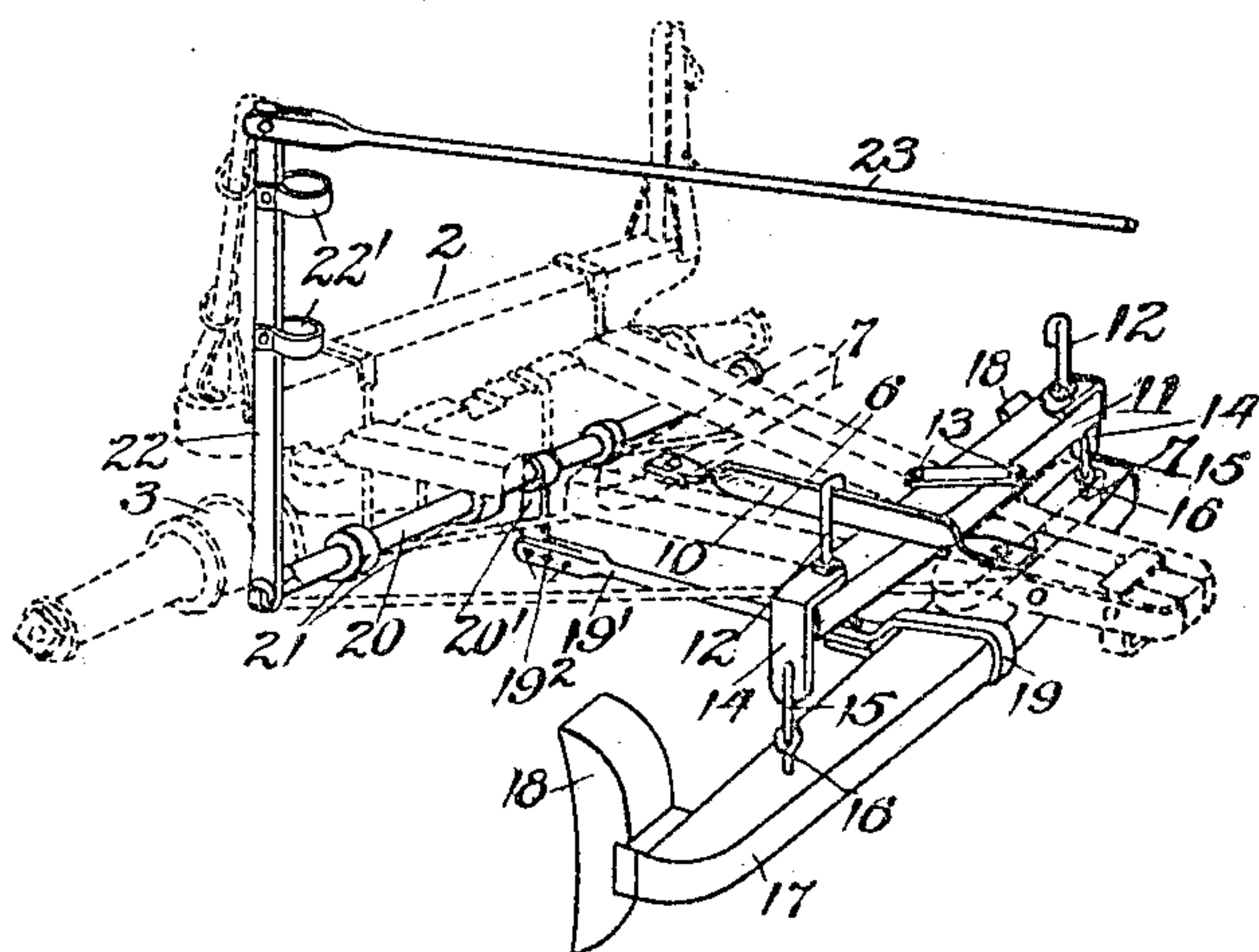


Fig. 2.

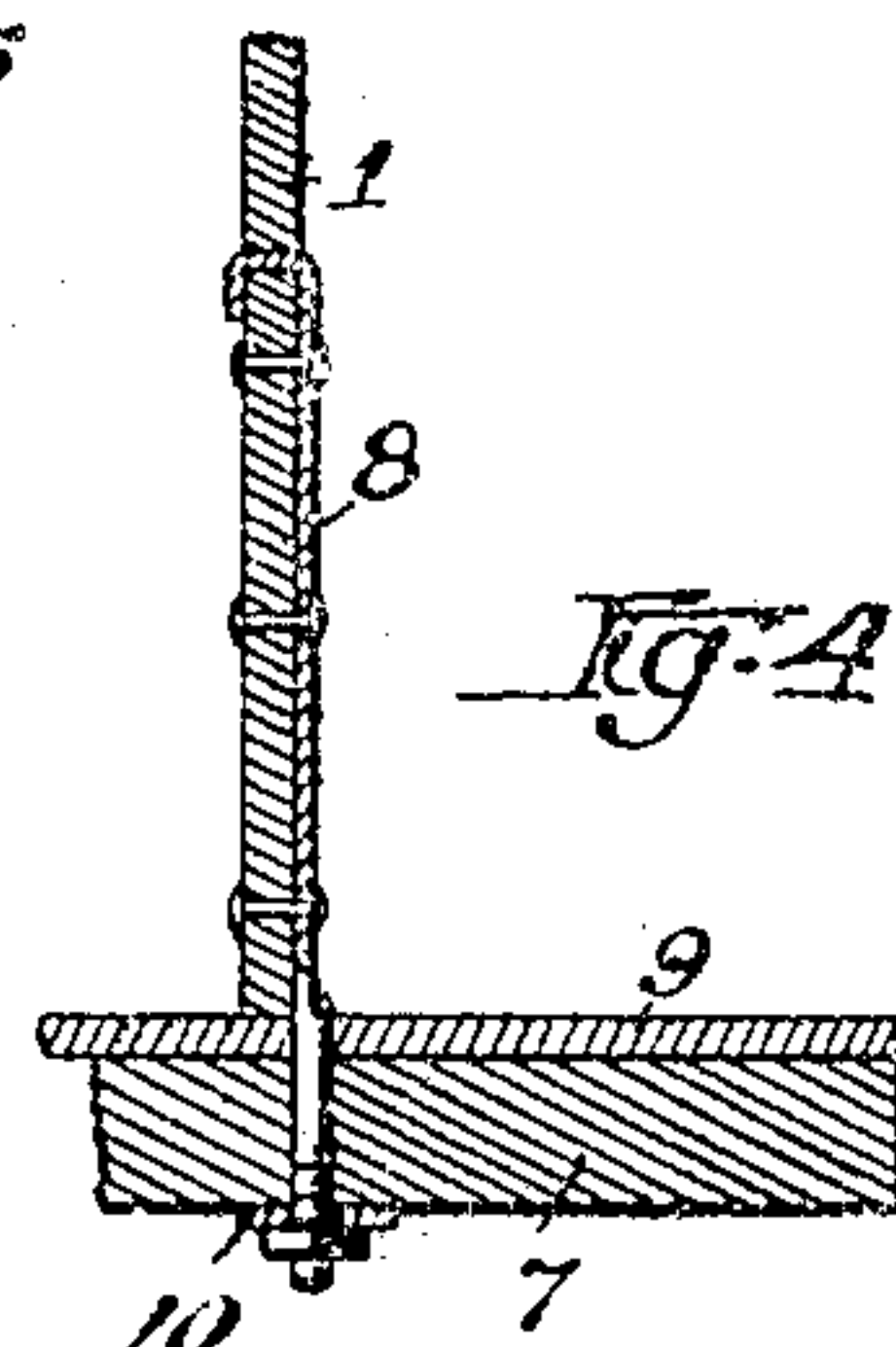


Fig. 4.

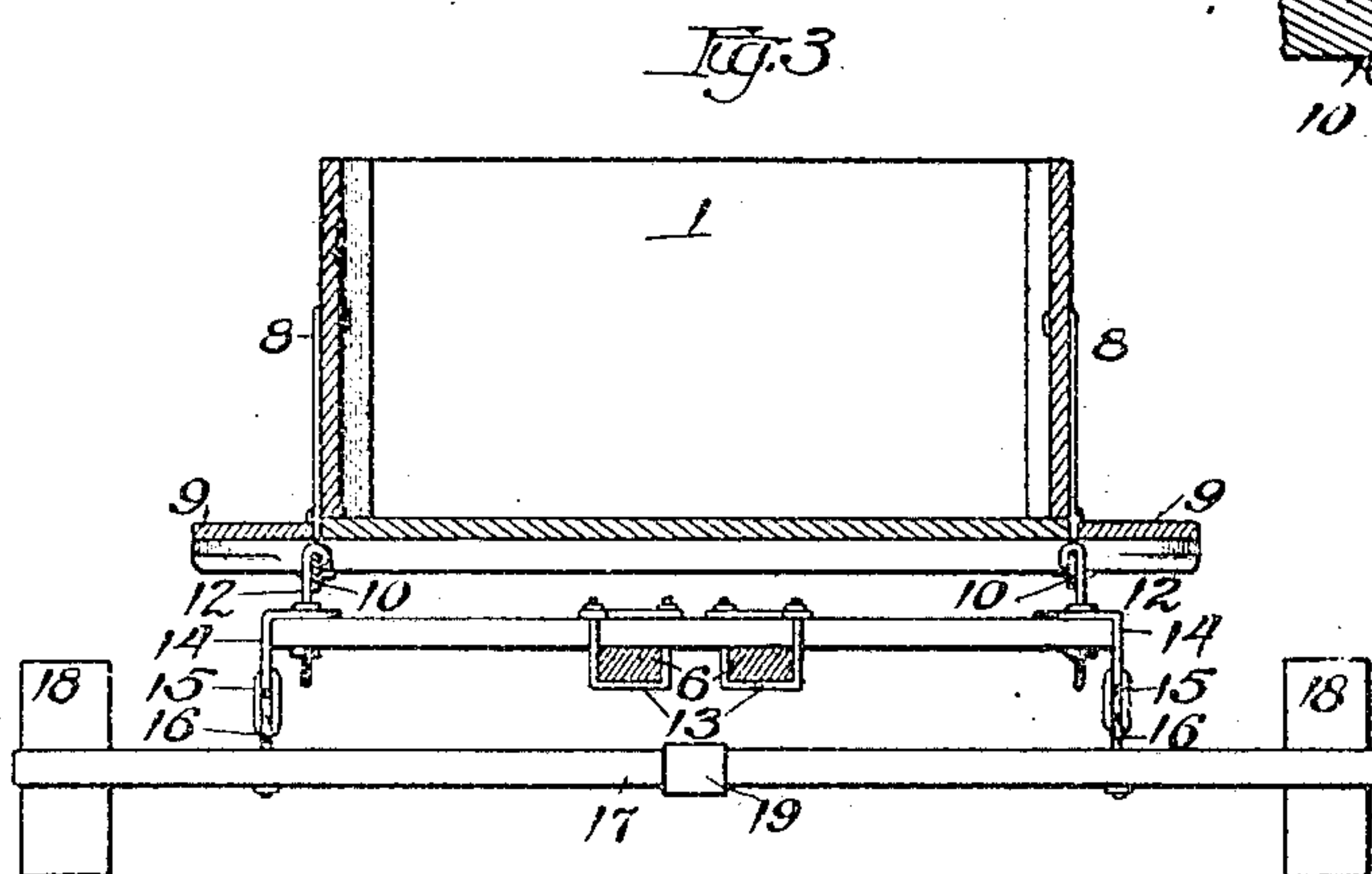


Fig. 3.

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UNITED STATES PATENT OFFICE.

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WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 787,965, dated April 25, 1905.

Application filed January 9, 1905. Serial No. 240,219.

To all whom it may concern:

Be it known that I, WILLIAM H. WEBER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Wagon-Brakes, of which the following is a complete specification.

This invention relates to gear-brakes as distinguished from box-brakes; and it consists in novel means for adjustably connecting the gear-brake with the box of the wagon. As heretofore constructed the beam of the brake has usually been partly sustained by means of a strap or link arrangement which connected rigidly with the wagon-box. Such connection was unsatisfactory under some circumstances, for the reason that the severe strain to which the brake was subjected incident to its use would loosen the fastenings of the support and, what was even more objectionable, would not permit the brake to be used in connection with both high and low wheels on the same wagon.

My improvement overcomes the above-mentioned objection by providing a box connection for the gear-brake which is very strong and durable and of a construction which will enable it to be used with wheels of different sizes.

Referring to the accompanying drawings, Figure 1 represents a side elevation of a wagon in which is embodied my invention. Fig. 2 is a perspective view of the gear-brake, the rear hound and axle and other parts adjacent thereto being shown in light dotted lines. Fig. 3 is a transverse section of the wagon-box, taken immediately in front of the brake-beam and the brake-beam bar, both of which are shown suspended beneath said box; and Fig. 4 is a fragmentary transverse section showing one of the strap-bolts which connect the side of the box, the cross-sills beneath the box, and the longitudinally-extending bar, the section being taken as indicated by the line 4-4 in Fig. 1.

In the drawings, 1 designates the wagon-box; 2 and 2', the rear and front bolsters, respectively; 3 and 3', the rear and front axles,

and 4 and 4' the rear and front wheels, respectively.

The numeral 5 designates the reach, 6 the rear hounds, and 7 the two cross-sills, disposed transversely of and beneath the wagon-box 1, the strap-bolts 8 securing the sills to said box. On the projecting ends of these cross-sills 7 are secured the steps 9. To the under side of the said cross-sills are secured, preferably by means of the strap-bolts 8, the longitudinally-extending bars 10, the width of the bars being set vertically to secure greater strength, while the ends are turned horizontally in order to more readily effect the securement thereof to said cross-sills.

A transverse brake-bar 11 is supported by means of the hook-bolts 12, the hooks of said bolts engaging the longitudinally-extending bars 10, while the clips 13 secure said transverse bar to the upper side of the rear hounds 6. At each end of the bar 11 is secured, by means of one of the hook-bolts 12, an angle-iron 14, with the link 15 and eyebolt 16 pendent at the lower end thereof. These eyebolts 16 engage and support the brake-beam 17, on the ends of which are secured the brake-shoes 18.

19 designates the clevis, which is secured in a central position to said brake-beam, this clevis engaging the connecting-rod 19', which leads to the arm 20' on the roller or rock shaft 20. To provide for adjustment in the length of the connecting-rod 19', the series of holes 19" is provided in the rear end thereof. The rock-shaft 20 is supported in the bearings 21, these in turn being secured to the rear axle 3. A rock-shaft lever 22, provided with a square aperture in its lever end, engages the correspondingly-squared end of the rock-shaft, the lever being provided with the clips 22', the office of which is to receive a lever extension (not shown) when the brakes are used without the box. The tension-rod 23 connects the upper end of the lever 22 with the hand-lever 24, which may be operated either with or without a quadrant, none being shown in the drawings, however, as it is not material to this invention.

The dotted circles in Fig. 1 represent the position occupied by a wheel of a smaller diameter, while the dotted position of the brake-shoe 18 and hook-bolt 12 indicates the extent of adjustment or shift between the two positions. In adjusting the brake from the position occupied when used in connection with large wheels to a position for use in connection with smaller wheels, or vice versa, the clips 13 are loosened from the hounds 6, and the transverse bar 11, with the brake-beam 17, is slipped forward or rearward the desired amount, the hook-bolts 12 sliding along the longitudinal bar 10 to a corresponding position. The series of holes 19² in the rear end of the connecting-rod 19' will permit proper adjustment to be made in the new position between the said connecting-rod and arm 20' of the rock-shaft 20. It is of course obvious that if a platform or other type of wagon-body, either fixed or removable relative to the wagon-gear, was to be used instead of a box the invention would be equally applicable, so that any other form of body used may properly be regarded as the equivalent of the box.

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

1. In a gear-brake provided with the usual brake-beam, in combination, a wagon-box having two transversely-disposed cross-sills thereunder, and a box connection for said gear-brake comprising a longitudinally-extending

bar arranged on each side of said wagon-box and secured to the under side of the cross-sills, and hook-bolts slidably engaging said bars at their upper end for supporting the brake-beam.

2. In a gear-brake provided with the usual brake-beam, in combination, a wagon-box and a box connection for said gear-brake comprising a longitudinally-extending bar arranged on each side of the said wagon-box, longitudinally-adjustable means slidably mounted thereon for supporting the brake-beam, and a transversely-extending brake-bar for releasably holding said means against longitudinal movement.

3. In a gear-brake provided with the usual brake-beam, in combination, a wagon-box having two transversely-disposed cross-sills thereunder, and a box connection for said gear-brake comprising a longitudinally-extending bar arranged on each side of said wagon-box and secured to the under side of the cross-sills, hook-bolts, slidably engaging said bars at their upper ends, for supporting the brake-beam, and a transversely-extending brake-bar secured at its ends to said hook-bolts and arranged to releasably engage the rear hounds of the wagon.

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