

No. 788,214.

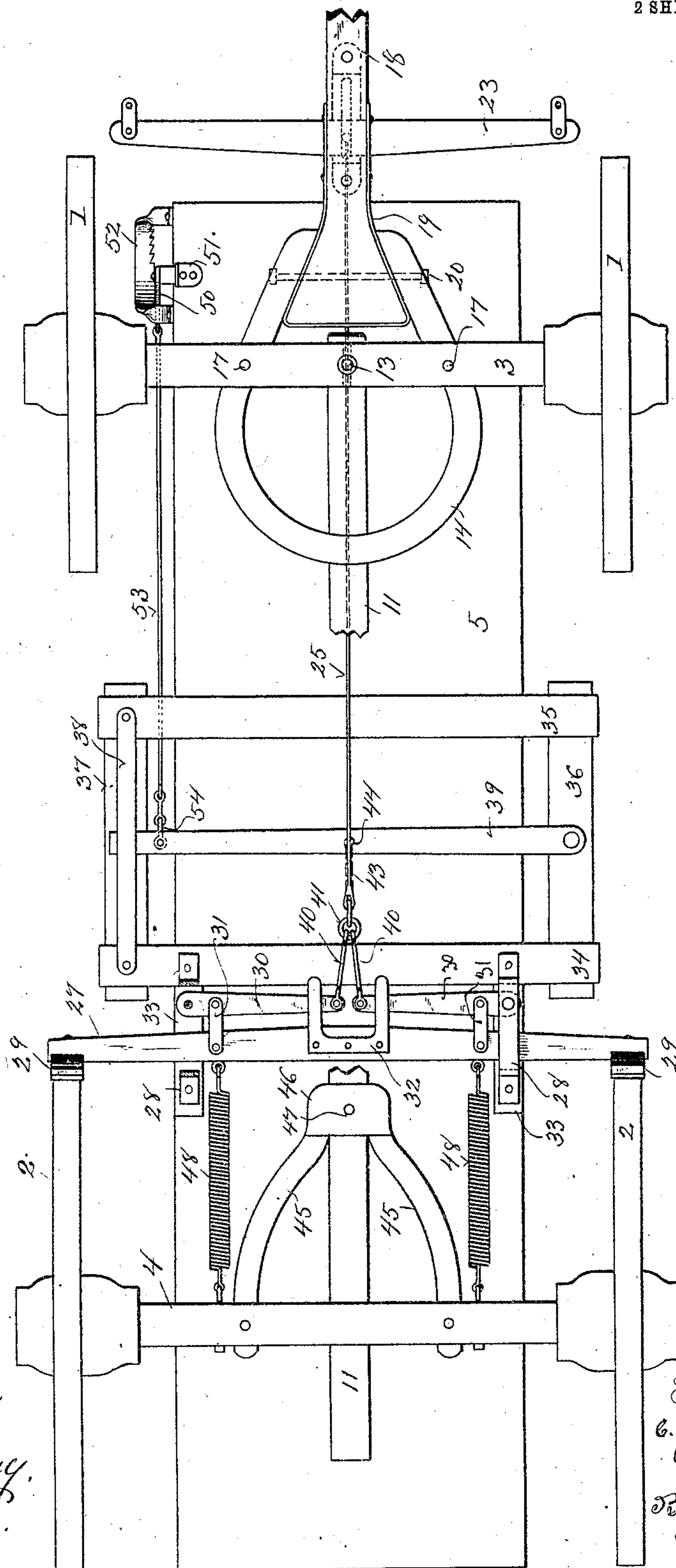
PATENTED APR. 25, 1905.

C. J. A. MACHUT.
WAGON BRAKE.

APPLICATION FILED DEC. 5, 1904.

2 SHEETS—SHEET 1.

Fig. 1.



Witnesses
Geo. W. Young
George Felber

Inventor
C. J. A. Machut
By H. E. Mulholland
Attorney

No. 788,214.

PATENTED APR. 25, 1905.

C. J. A. MACHUT.
WAGON BRAKE.

APPLICATION FILED DEC. 5, 1904.

2 SHEETS—SHEET 2.

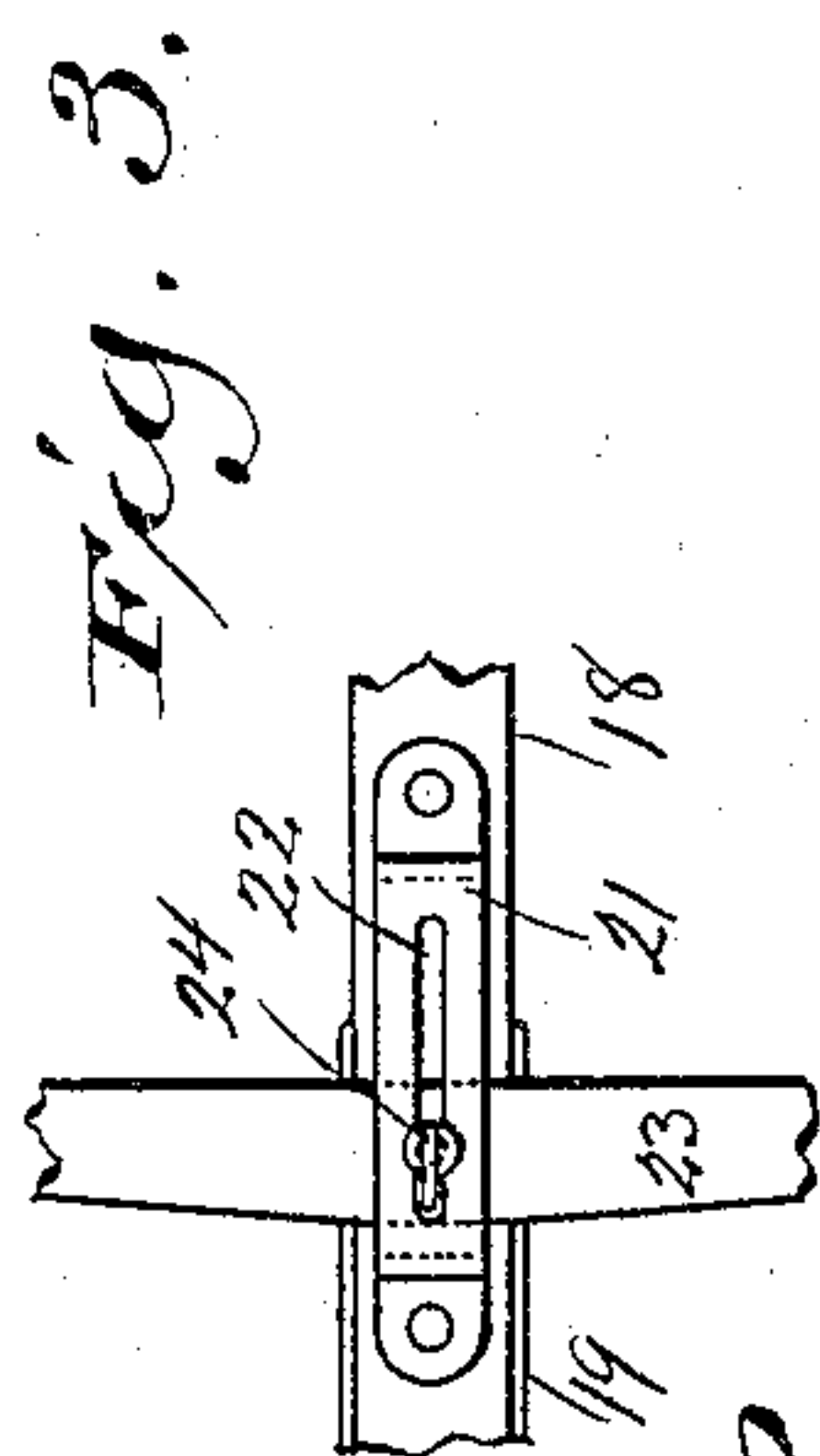


Fig. 2.

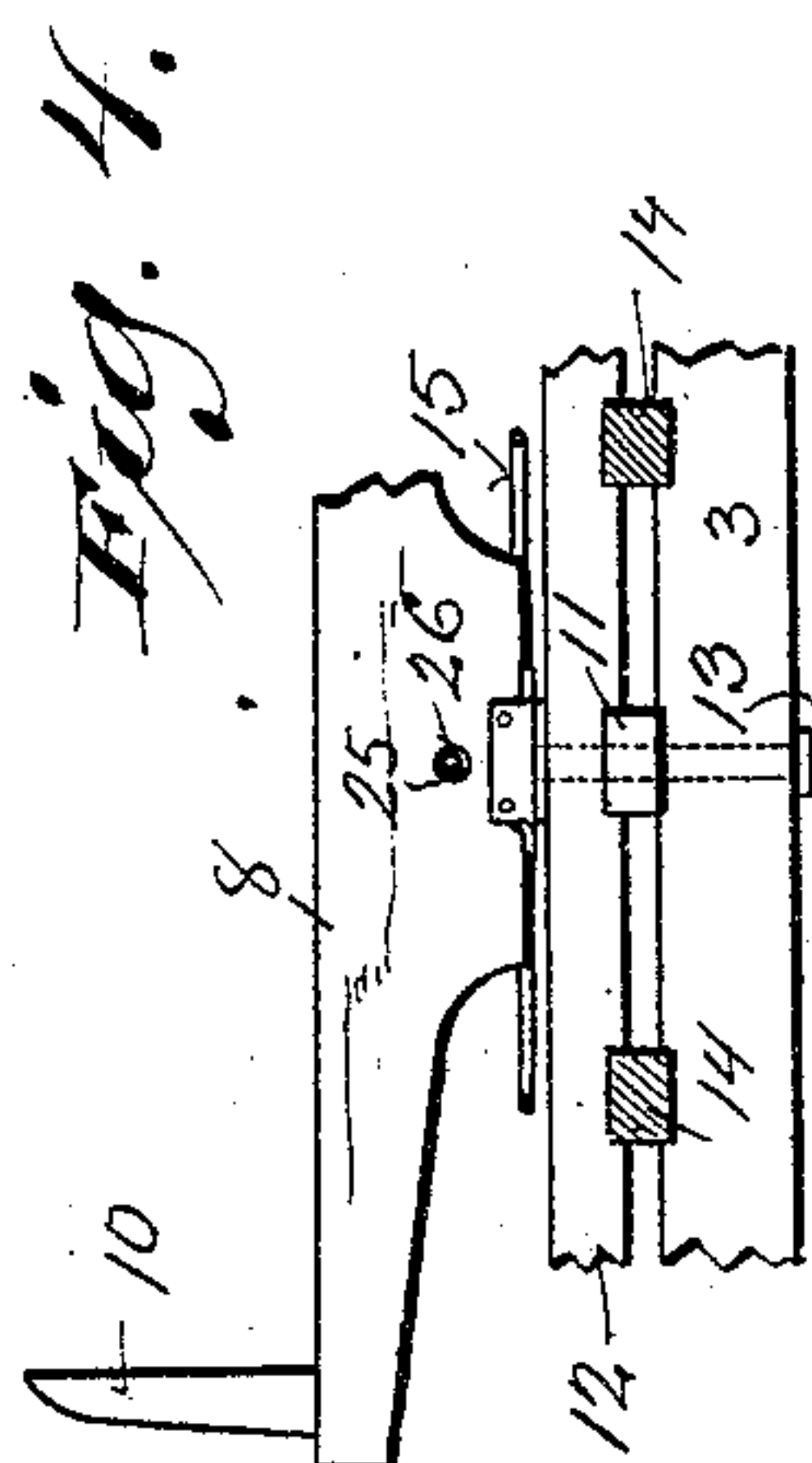
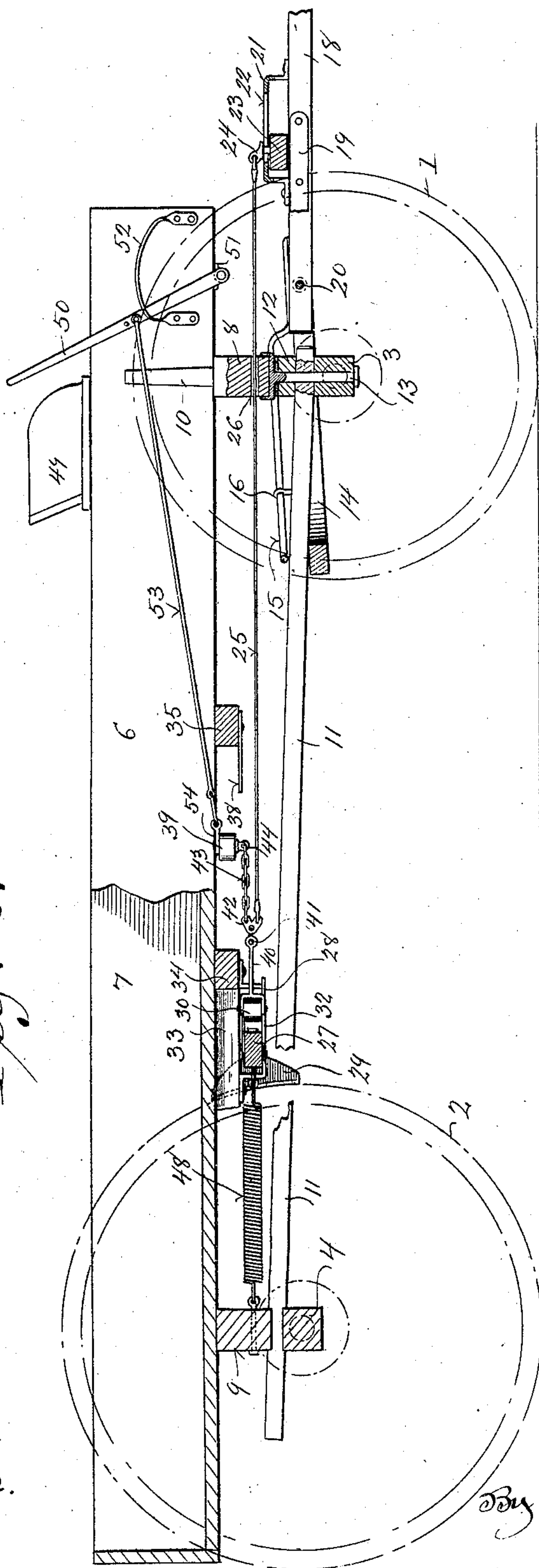


Fig. 4.

Witnesses
Geo. W. Young.
George Felber.

Inventor
C. J. A. Machut.

By H. G. Underwood
Attorney

UNITED STATES PATENT OFFICE.

CHARLES J. A. MACHUT, OF SHEBOYGAN FALLS, WISCONSIN.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 788,214, dated April 25, 1905.

Application filed December 5, 1904. Serial No. 235,486.

To all whom it may concern:

Be it known that I, CHARLES J. A. MACHUT, a citizen of the United States, and a resident of Sheboygan Falls, in the county of Sheboygan and State of Wisconsin, have invented certain new and useful Improvements in Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to wagon-brakes; and it consists in certain peculiarities of construction and combination of parts, as will be fully set forth hereinafter in connection with the accompanying drawings and subsequently claimed.

In the said drawings, Figure 1 is an under side plan view of a wagon equipped with my said device; and Fig. 2 is a view of the same in side elevation and partly in section, both views being partially broken away to better illustrate certain details of construction. Figs. 3 and 4 are detail views illustrating portions of the said device.

Referring by numerals to the said drawings, 1 1 designate the front wheels, and 2 2 the hind wheels, of a wagon; 3, the front axle, and 4 the rear axle; 5, the bottom, and 6 7 the sides, of the wagon-box.

8 and 9 are the front and rear bolsters beneath the wagon-box, as usual, and having the ordinary bolster-stakes to hold the box, as shown at 10.

11 designates the wagon-reach, which extends between the axle and bolster at the rear, while the front end of said reach extends between the front axle and a transverse beam 12, parallel therewith and below the front bolster.

13 designates the king-bolt, and 14 the front hounds, supported between the beam 12 and front axle 3, there being a correspondingly-curved iron rod 15 above the hounds 14, secured thereto by eyebolts 16, and there being bolts 17 uniting the beam 12, hounds 14, and axle 3, and the king-bolt 13 passing through the said beam and axle and reach 11.

18 designates the tongue of the wagon, the rear end of which is increased in width and shaped to just fit within the forward ends of the hounds 14, this end of the tongue being

properly reinforced by a metal band 19 and pivotally secured to said hounds by bolts 20. Above the tongue, adjacent to its rear end, is a metal keeper 21, having a longitudinal slot 22 therein, and the whiffletree 23 rests on said tongue and passes through said keeper and has a hook or eyebolt 24 passing through said slot 22. A cord, wire, chain, or other flexible connection 25 extends back from this hook or eyebolt 24 to connect with the brake mechanism to be now described, passing through a hole 26 in the front bolster 8.

27 designates a brake-beam extending transversely under the wagon-box 5 and passing through keepers 28 28, secured to block 33, and a beam 34 on the under side of said box and carrying brake-shoes 29 29 at each end for engagement with the peripheries of the rear wagon-wheels 2 2.

30 30 indicate levers pivoted within said keepers 28 28 and connected to the brake-beam 27 by links 31 31, while the other or inner ends of said levers 30 30 are supported by the arms of a plate 32, projecting from the under side of said brake-beam 27. The beam 34 just named is secured to and extends transversely beyond the side edges of the wagon-box 5 and forms part of a frame, whose other members are a like beam 35, united by upper tie-beams 36 37 and an under side strap 38, there being a lever 39 pivotally connected to the tie-beam 36, the other end of this lever moving between the other tie-beam, 37, and strap 38. Links 40 40 extend from the free ends of the levers 30 30 and are connected by ring 41 to a double-eye block 42, from one eye of which a short chain 43 extends to an eyebolt 44, depending from the center of the under side of the lever 39, while the hereinbefore-named flexible connection 25 is secured to the other eye of the said eye-block 42. Rear hounds or braces 45 45 are bolted to the rear axle 4, and a plate 46 connects the forward end of these braces, and from there a bolt 47 unites this plate to the reach 11, while stout spiral springs 48 48 connect the rear bolster 9 to the brake-beam 27.

Within reach of the driver's seat 49 is a hand-lever 50, pivotally secured to a bearing

51 on the under side of the wagon-box and extending up alongside of the box side 6. Secured to the latter is a rack-bar 52, the teeth of which serve as detents for said lever, and a
 5 wire, cord, chain, or other flexible connection 53 extends from said lever to an eyebolt 54 on the hereinbefore-named lever 39.

The operation of my brake device will be readily understood from the foregoing description, taken in connection with the accompanying drawings. When the wagon is being driven forward, the draft on the whiffletree 23 pulls the same forward to the front end of the keeper 21, and this draws on the flexible
 10 connection 25 and through the levers 30 30 and links 31 31 draws the brake-beam 27 forward, and thus pulls the brake-shoes 29 29 away from contact with the rear wheels 2 2; but when the wagon stops the springs 48 48
 20 at once pull the brake-beam 27 back, and thus set the said brake-shoes against the said wheels. If it is desired to back the wagon, the hand-lever 50 is pulled forward, which through the flexible connection 53, lever 39,
 25 and connections draws on the brake-beam 27, as before, and withdraws the brake-shoes 29 29 from contact with the rear wheels, the release of the lever 50 permitting the brake to

operate in case of a stoppage of the wagon, as heretofore described. 30

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

The combination with a wagon, its box, wheels, axles, bolsters and tongue, of a movable brake-beam having shoes for engagement with the rear wheels; retracting-springs connecting said brake-beam with the rear bolster; levers linked to said brake-beam; a frame secured to the under side of said box; a transverse lever pivotally secured to said frame; a flexible connection between said lever and the levers linked to said brake-beam; a toothed rack and a pivoted hand-lever for engagement therewith, both secured to the said
 40 wagon-box; and a flexible connection between this hand-lever and the said transverse lever. 45

In testimony that I claim the foregoing I have hereunto set my hand, at Sheboygan Falls, in the county of Sheboygan and State of
 50 Wisconsin, in the presence of two witnesses.

CHARLES J. A. MACHUT.

Witnesses:

ED. VANDERMOLER,
 THEODOR MACHUT.