

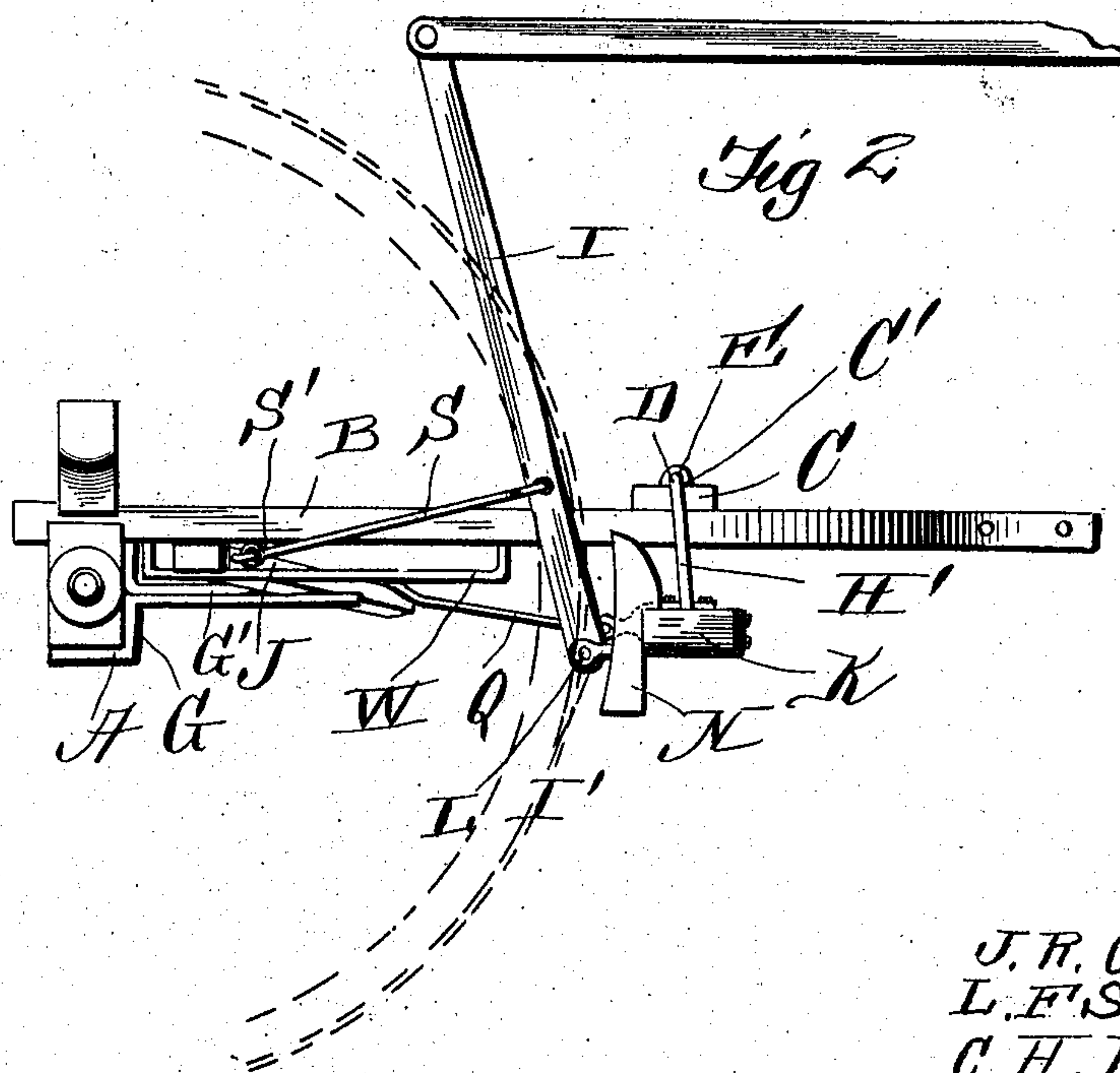
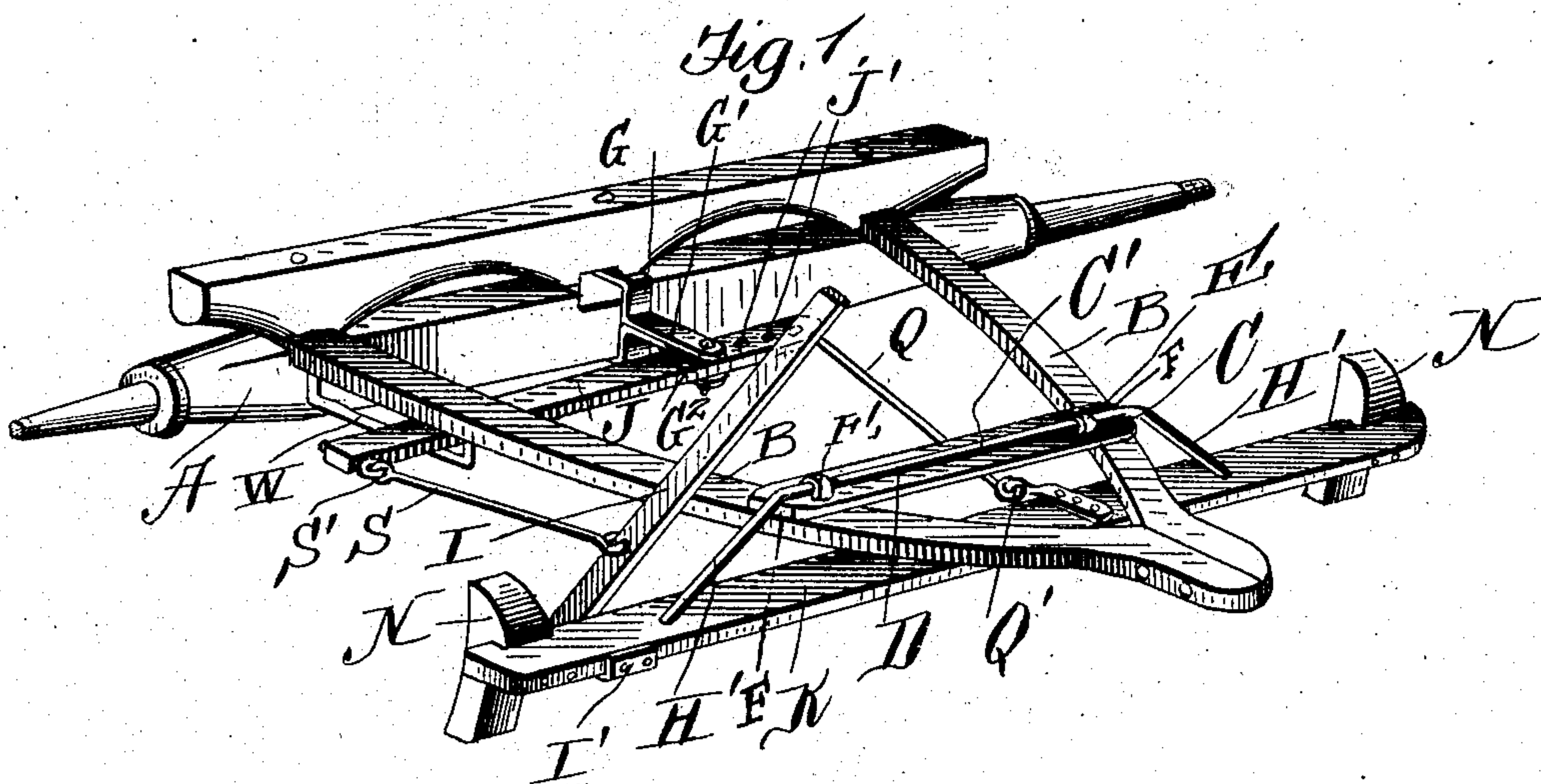
No. 806,114.

PATENTED DEC. 5, 1905..

J. R. CRISP, L. F. SAWYER & C. H. C. RICH.

## WAGON BRAKE.

APPLICATION FILED JULY 17, 1906.



Witnesses

A. A. Boswell.

Clara S. Davenport

Inventor S  
J. R. Crisp,  
L. F. Sawyer,  
C. H. Rich,

By Franklin D. Hough Attorney



# UNITED STATES PATENT OFFICE.

JOSEPH RUSSEL CRISP, LEWIS FRANKLIN SAWYER, AND CHARLES  
HENRY CLAY RICH, OF ALMOND, NORTH CAROLINA.

## WAGON-BRAKE.

No. 806,114.

Specification of Letters Patent.

Patented Dec. 5, 1905.

Application filed July 17, 1905. Serial No. 270,140.

*To all whom it may concern:*

Be it known that we, JOSEPH RUSSEL CRISP, LEWIS FRANKLIN SAWYER, and CHARLES HENRY CLAY RICH, citizens of the United States, residing at Almond, in the county of Swain and State of North Carolina, have invented certain new and useful Improvements in Wagon-Brakes; and we do hereby declare the following to be 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 same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in wagon-brakes; and the object in view is to produce a simple and efficient device of this character comprising a swinging brake-shoe-carrying bar which is suspended from the rear hound of the running-gear and provided with a plurality of levers so arranged that the brake may be easily and quickly applied.

The invention consists, further, in various details of construction and in combinations and arrangements of parts, which will be hereinafter fully described and then specifically defined in the appended claim.

Our invention is illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a portion of the running-gear, showing our improved brake apparatus as applied thereto, and Fig. 2 is a side elevation showing the rocking movement of the brake-shoe-carrying bar.

Reference now being had to the details of the drawings by letter, A designates the rear axle of the running-gear, having a bolster mounted thereon and a hound B supporting a cross-piece C, which is longitudinally grooved, as at C', upon its upper face. Said cross-piece is fastened in any suitable manner to the piece forming the hound, and D designates a rock-shaft, mounted in said groove C' and retained in place by means of straps or bearing members E. The ends of said cross-piece C are cut away, as at F, and said shaft D is adapted to rock in said groove C'.

K designates a bar carrying brake-shoes N, and the outer portions of said rock-shaft D are bent at angles, as at H', and their ends fastened in any suitable manner to the bar K.

G designates a bracket member which is fastened to the rear axle and has arms G', one of which is bent at an angle and each being perforated to receive a pivotal pin G<sup>2</sup>.

J designates a lever pivotally mounted upon said pivotal pin and is provided with series of perforations J', in which one end of a rod Q may be adjustably held, the other end of said rod being fastened to the bar K at Q'.

I designates a lever, the lower end of which is pivotally connected to a bracket-arm I', which is fastened to the bar K, and L is a pivotal pin, carried by the bracket-arm I', and upon which the lever I is mounted.

S designates a rod connected at one end to an end of the lever I, and its other end is turned into an eye S' and is adapted to engage an eye fixed to the bar J.

The upper end of the lever I may be connected by means of a rod or other suitable mechanism whereby the brake may be actuated at a convenient location from the seat of the wagon. A suitable guide W is fastened to the under side of the hound and is adapted to support the outer end of the lever J.

In operation it will be noted that a forward pull of the lever I will cause the lever J to tilt and through its connections with the bar K cause the shaft D to rock, and the brake-shoes carried by the bar K will be forced against the wheel of the vehicle, thus securely holding the shoes set by means of the increased leverage incident to the pluralities of levers and connections.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

A brake for wagons comprising, in combination with a running-gear, a grooved bar supported by the hound of the gear and having its ends cut away in alinement with said groove, a rock-shaft having a bearing in said groove, the end portions of said rock-shaft being downwardly inclined, a brake-shoe-carrying bar fixed to the ends of said rock-shaft, a bracket member fixed to the rear axle of the gear, a lever pivotally and adjustably

mounted upon said bracket member, a link  
connecting said pivotal lever with the brake-  
shoe-carrying bar, an operating-lever having  
pivotal connection with the brake-shoe-carry-  
5 ing bar, a link connecting said operating-lever  
with said pivotal and adjustable lever, and a  
strap for holding the latter adjacent to the  
under surface of the hound, as shown and de-  
scribed.

In testimony whereof we hereunto affix our 10  
signatures in the presence of two witnesses.

JOSEPH RUSSEL CRISP.  
LEWIS FRANKLIN SAWYER.  
CHAS. HENRY CLAY RICH.

Witnesses:

H. S. BAKER,  
J. A. COOPER.