

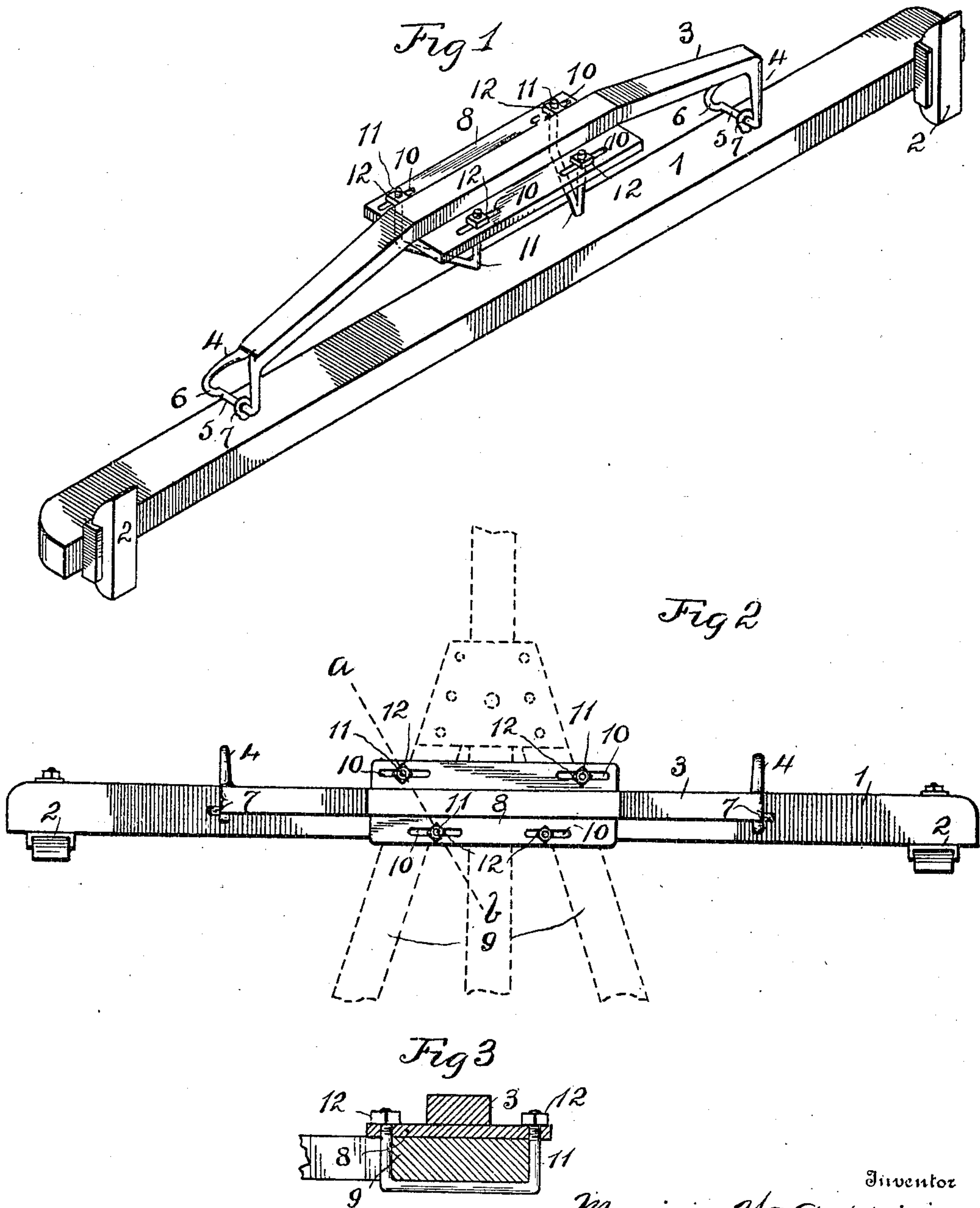
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PATENTED DEC. 4, 1906.

M. W. ADKINS.

WAGON BRAKE.

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Witnesses:
R. Hamilton
W. A. Single

Inventor
Marion W. Adkins
By *Warren D. House*
His Attorney

UNITED STATES PATENT OFFICE.

MARION W. ADKINS, OF KANSAS CITY, MISSOURI, ASSIGNOR OF ONE-HALF TO W. A. ROLLINS, OF KANSAS CITY, MISSOURI.

WAGON-BRAKE.

No. 837,271.

Specification of Letters Patent.

Patented Dec. 4, 1906.

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To all whom it may concern:

Be it known that I, MARION W. ADKINS, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented new and useful Improvements in Wagon-Brakes, of which the following is a specification.

My invention relates to improvements in wagon-brakes.

The object of my invention is to provide a device for supporting the brake-beam of a wagon in a manner such that when the beam is moved away from the wheels it will be held by gravity from contact with the wheels, the supporting device being provided with adjustable means for being secured to the hounds of the wagon, whereby the beam may be properly positioned.

The novel features of my invention are hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of a brake-beam and beam-supporting device of my invention. Fig. 2 is a top view of what is shown in Fig. 1, the hounds and part of the reach being shown in dotted lines. Fig. 3 is a cross-section taken on the dotted line *a b* of Fig. 2, one of the hounds being shown in solid lines.

Similar characters of reference denote similar parts.

1 denotes an ordinary brake-beam, having the shoes 2.

3 denotes the brake-beam-supporting bar disposed parallel with and above the brake-beam and having at each end a loop 4, having a horizontal portion 5 disposed transversely at the end of the bar, the forward end of said horizontal portion terminating in a depression 6. The brake-beam is supported by two devices, such as eyebolts 7, said eyebolts being slidable upon the horizontal portions 5 and into the depressions 6 when the beam is moved from the wheels to a certain position. When positioned in the depressions 6, the eyebolts will be retained therein by gravity, thus keeping the beam 1 from moving rearwardly to a position in which the shoes 2 will have contact with the wheels. (Not shown.) By reason of the loops having the rearward horizontal portion 5, upon which the eyebolts slide when moving into the braking position, the brake-shoes will, irrespective of wear upon them, always be brought against the wheels at the same place

and angle, thus causing even wear upon the shoes.

The bar 3 is secured in any desired manner to the upper side of a horizontal member 8, preferably a metal plate, which rests upon the upper sides of the hounds 9, upon which the member 8 is movable forward and backward and laterally, thus permitting the proper positioning of the bar 3 and brake-beam 1 so that the shoes 2 may be in suitable positions for engagement with the wheels of the wagon. The member 8 is provided upon opposite sides of the bar 3 with longitudinal slots 10, arranged two at each side of the bar and two adjacent each end of the member 8.

Two U-bolts for embracing the hounds 9 and denoted by 11 are inserted through the slots 10, one at each end of the member 8, the bolts being secured to the member 8 by nuts 12, mounted on the screw-threaded upper ends of the bolts and resting upon the upper side of the member 8. To adjust the beam 1 and bar 3, the nuts 12 are loosened, after which the member 8 may be moved forward or backward or endwise, the U-bolts being movable lengthwise of the hounds to accommodate the positioning of the member 8. When the member 8 is properly positioned, the nuts 12 are tightened upon the bolts 11 and against the member 8. The bar 3 preferably has the loops 4 formed integrally thereon by forging, and the member 8, if desired, may be formed integral with the bar 3.

My invention may be modified in different ways without departing from its spirit.

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

1. The combination with the brake-beam-supporting bar bent downward at its ends, said bent ends being formed into two integral loops, each loop having a transverse horizontal portion the forward end of which terminates in a depression, of the brake-beam having two eyebolts slidably mounted respectively on said horizontal portions and into said depressions, and means for adjustably securing the brake-beam-supporting bar to the hounds.

2. The combination with the brake-beam-supporting bar bent downward at its ends, said bent ends being formed into two integral loops, each loop having a transverse horizon-

tal portion the forward end of which terminates in a depression, of two devices supporting the brake-beam and slidable respectively upon said loops into said depressions, the
5 brake-beam, a horizontal plate supporting the brake-beam-supporting bar and having a plurality of longitudinal slots and two U-bolts for embracing the hounds and mounted in said slots and provided with means for se-
10 curing to said plate.

3. The combination with the brake-beam-supporting bar bent downward at its ends, said bent ends being formed into two integral loops, each loop having a horizontal trans-
15 verse portion provided at its forward end with a depression, of the brake-beam, two

eyebolts supporting the brake-beam and slidable respectively upon said horizontal portions of said loops and into said depressions, a horizontal plate supporting the
20 brake-beam-supporting bar and having slots provided longitudinally upon opposite sides of the said bar, and two U-bolts for embracing the hounds and mounted in said slots
25 and having means for being secured to said plate.

In testimony whereof I affix my signature in presence of two subscribing witnesses.

MARION W. ADKINS.

Witnesses:

WARREN D. HOUSE,
W. C. ALLEN.