

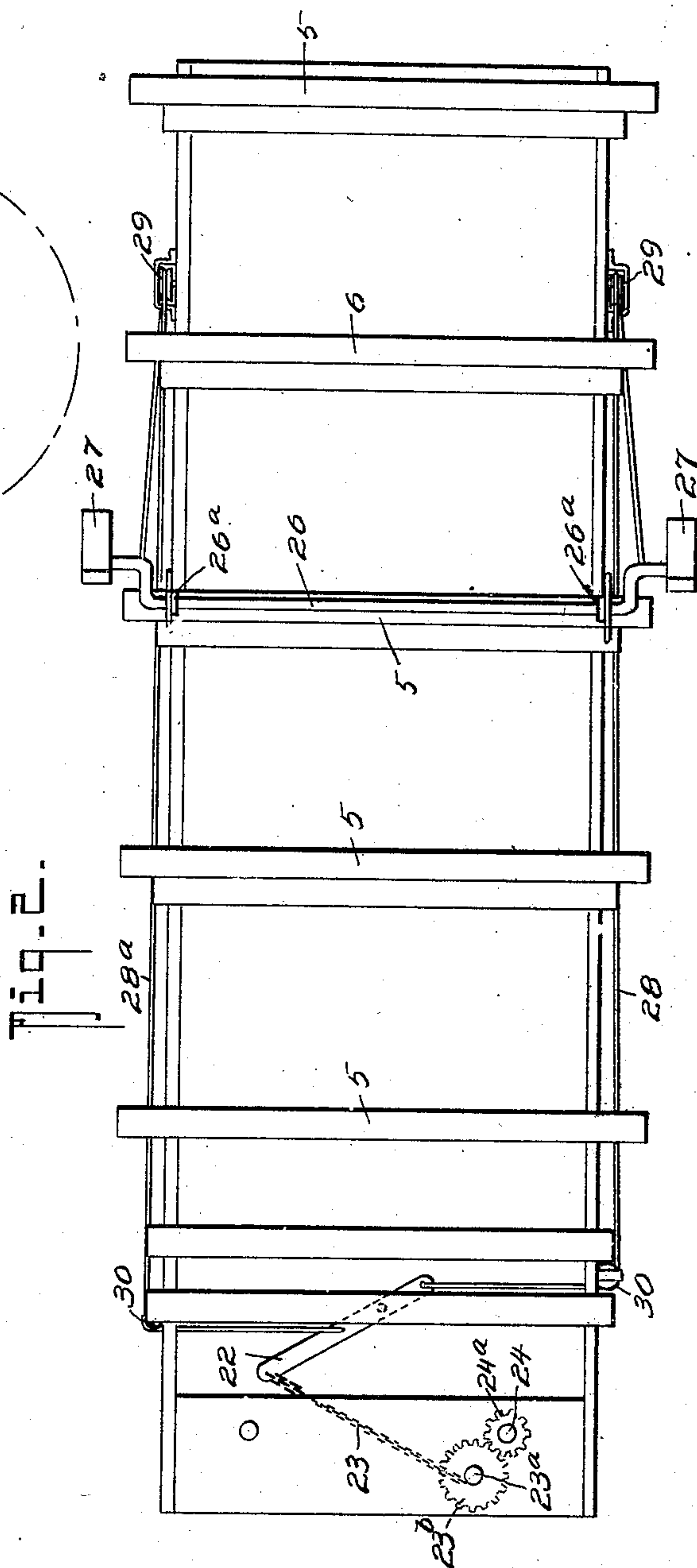
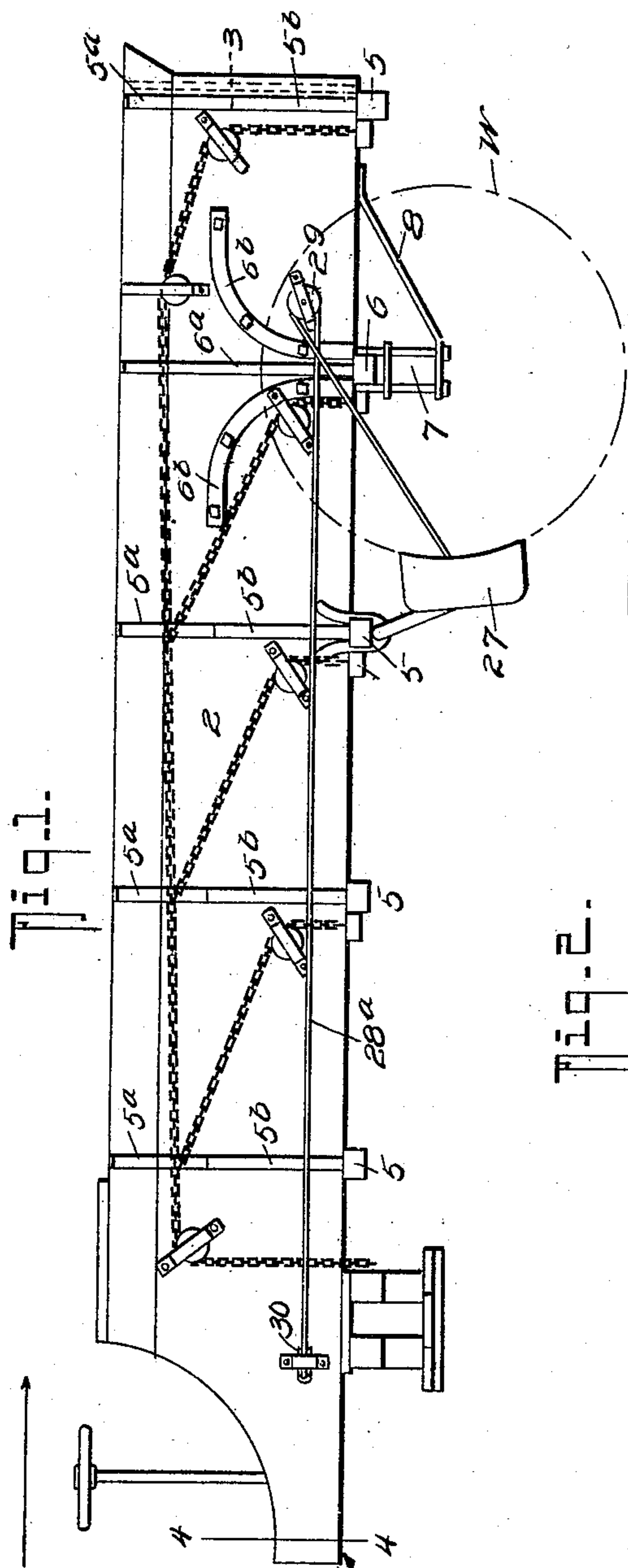
No. 842,718.

PATENTED JAN. 29, 1907.

E. SMITH.
WAGON BRAKE.

APPLICATION FILED APR. 18, 1906.

2 SHEETS—SHEET 1.



WITNESSES:

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INVENTOR

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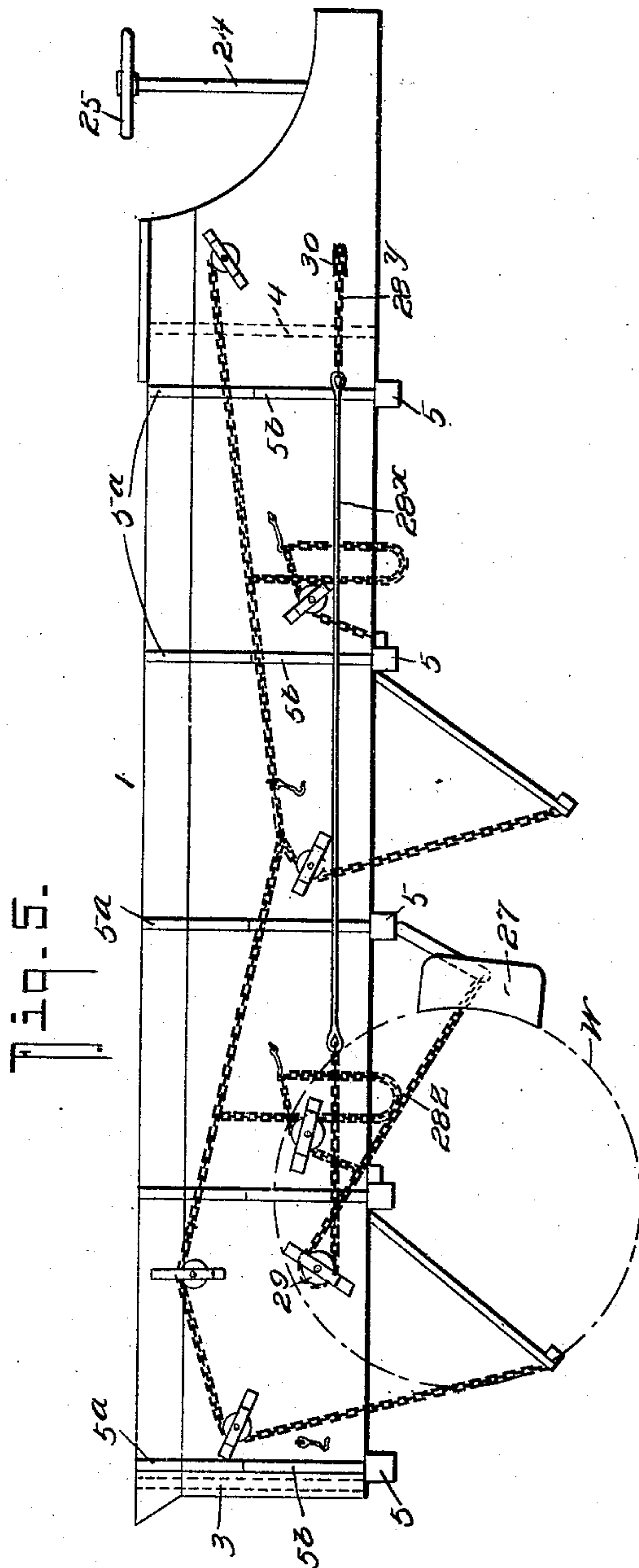
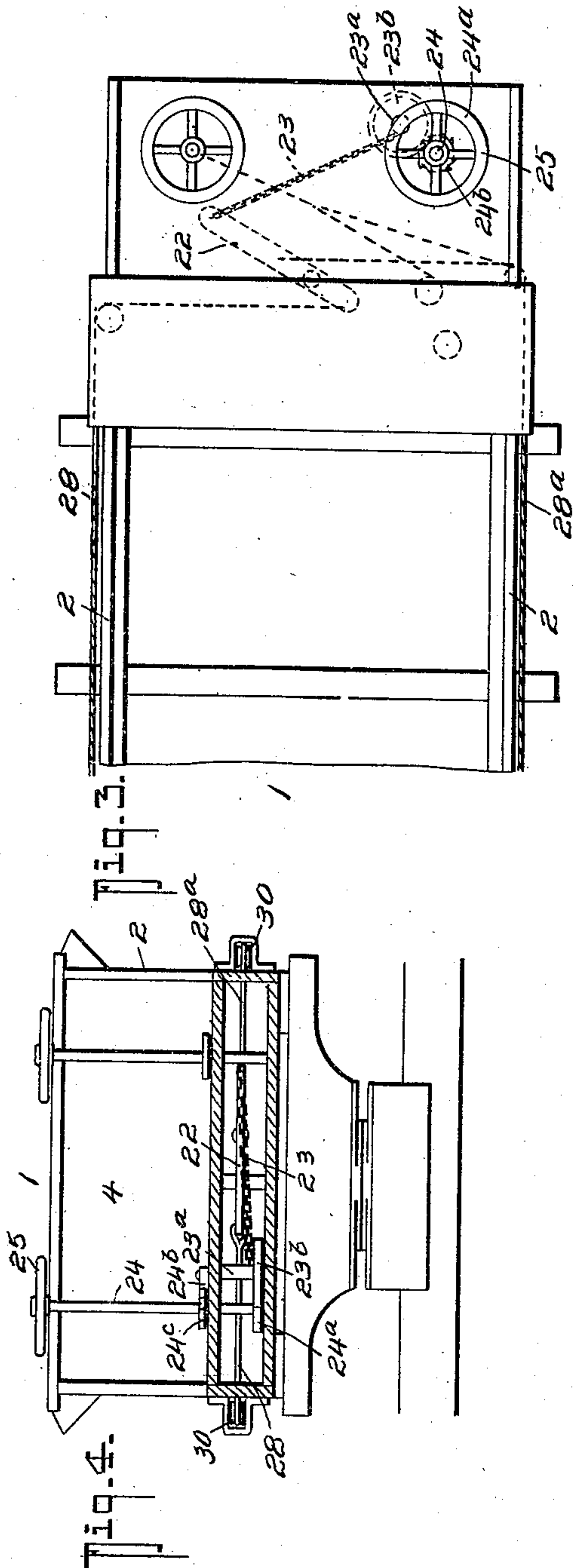
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

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WAGON-BRAKE.

No. 842,718.

Specification of Letters Patent.

Patented Jan. 29, 1907.

Original application filed May 2, 1905, Serial No. 258,449. Divided and this application filed April 18, 1906. Serial No. 312,445.

To all whom it may concern:

Be it known that I, ENOCH SMITH, residing at Salt Lake City, in the county of Salt Lake and State of Utah, have invented certain new and useful Improvements in Wagon-Brakes, of which the following is a specification.

My invention relates to certain new and useful improvements in wagon-brakes which are particularly adapted for use in connection with dumping-wagons and the like, such as disclosed in my copending application, Serial No. 258,449, of May 2, 1905, and of which this application forms a divisional part.

Generically, my invention comprises a wagon-body to which a U-shaped member is fulcrumed, which member carries brake-shoes at each end for engaging the rear wheels of the wagon and a turn-post coöperatively connected with the U-shaped member through the medium of connecting-ropes, whereby the brake can be applied or loosened at the will of the operator.

With other objects in view than have been heretofore enumerated the invention also comprises certain novel construction and detailed arrangement of parts, all of which will be first described in detail and then be specifically pointed out in the appended claim, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of a wagon-body of the type shown in my copending application hereinbefore referred to with my invention applied. Fig. 2 is an inverted plan view thereof. Fig. 3 is a detailed top plan view of the front end of the wagon. Fig. 4 is a cross-section on the line 4 4 of Fig. 1 looking in the direction of the arrow. Fig. 5 is a view of a slightly-modified construction hereinafter specifically referred to.

Referring now to the accompanying drawings, in which like numerals and letters of reference indicate like parts in all of the figures, it will be seen that the wagon comprises a body 1, including the sides 2 2, the rear gate 3, and front wall or end 4.

5 5 designate cross-beams arranged to cross the wagon-body beneath the same, to which the wagon-body is secured by brace or stay rods or bars 5^a 5^b, as shown.

6 designates another cross-beam secured to the wagon-body by stay-bars and braces

6^a 6^b 6^b, which beam 6 is secured to the rear axle 7 by any suitable means desired, braces 8 being provided to strengthen such connection. A connection of this character is necessary to allow for the strains imposed when the brake is applied. Any suitable fifth-wheel connection can be made with the front axle beams, and any suitable front truck can be used with my wagon, as the same *per se* forms no part of my present invention.

In carrying out my invention a U-shaped rod 26 is pivotally mounted in bearings 26^a 26^a on the wagon-body, and the rod 26 carries the brake-shoes 27 27 at its free ends, which brake-shoes 27 27 are adapted to engage the rear wheels W W of the wagon. Secured to rod 26 at a suitable point adjacent one of the brake-shoes is a cable 28, which passes over idler-pulleys 29 and 30 on one side of the wagon-body and connects with the brake-lever 22 at a point to one side of its pivot, as shown. A similar cable 28^a is connected to the lever 22 at a point on the other side of the pivot and passes over idler-pulleys 29 30 on the other side of the wagon-body and connects with the rod 26 near the other brake-shoe. A brake-chain 23 connects with the lever 22, and the short chain-rod 23^a mounted on the wagon-body, as shown, which rod 23^a carries a pinion 23^b, which meshes with a gear-wheel 24^a on the brake-rod 24, as shown, and the brake-rod 24 carries a ratchet 24^c, that coöperates with a pawl 24^b to hold the brake in its applied position, as shown, a suitable hand-wheel 25 being attached to the upper end of the rod 24 to permit its manipulation.

Instead of using a cable 28 I may use rod and chain devices 28^x 28^y 28^z, as shown, although the latter devices are the equivalent of the cable devices shown. (See Fig. 5.)

From the foregoing description, taken in connection with the accompanying drawings, it is though the complete construction, operation, and numerous advantages of my invention will be readily understood by those skilled in the art to which it appertains.

What I claim is—

In an apparatus of the class described, the combination with a wagon-body, of a U-shaped member pivotally supported in brackets beneath the wagon-bottom, brake-shoes secured to each end of said U-shaped member for engaging the wagon-wheels,

idler-pulleys secured to the wagon-body, in
back of the U-shaped member, idler-pulleys
secured to the wagon-body in front of the U-
shaped member, a brake-beam secured to the
5 wagon-body beneath the front end thereof,
cables secured to said brake-beam and pass-
ing over said idler-pulleys and connecting
with said U-shaped member, a chain-shaft
mounted on the front of the wagon-body, a
10 chain connecting said brake-beam with said
shaft and adapted to be wound on said shaft,
a brake-rod rotatably mounted in the front

of the wagon-body, gear connections be-
tween said brake-rod and said chain-shaft,
whereby the movement of the brake-rod 15
will be conveyed to the chain-shaft to wind
up the brake-chain, and pawl-and-ratchet
devices carried by the brake-rod and the
wagon-body for locking the same to its ad-
justed positions.

ENOCH SMITH.

Witnesses:

FRANK CROCKER,
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