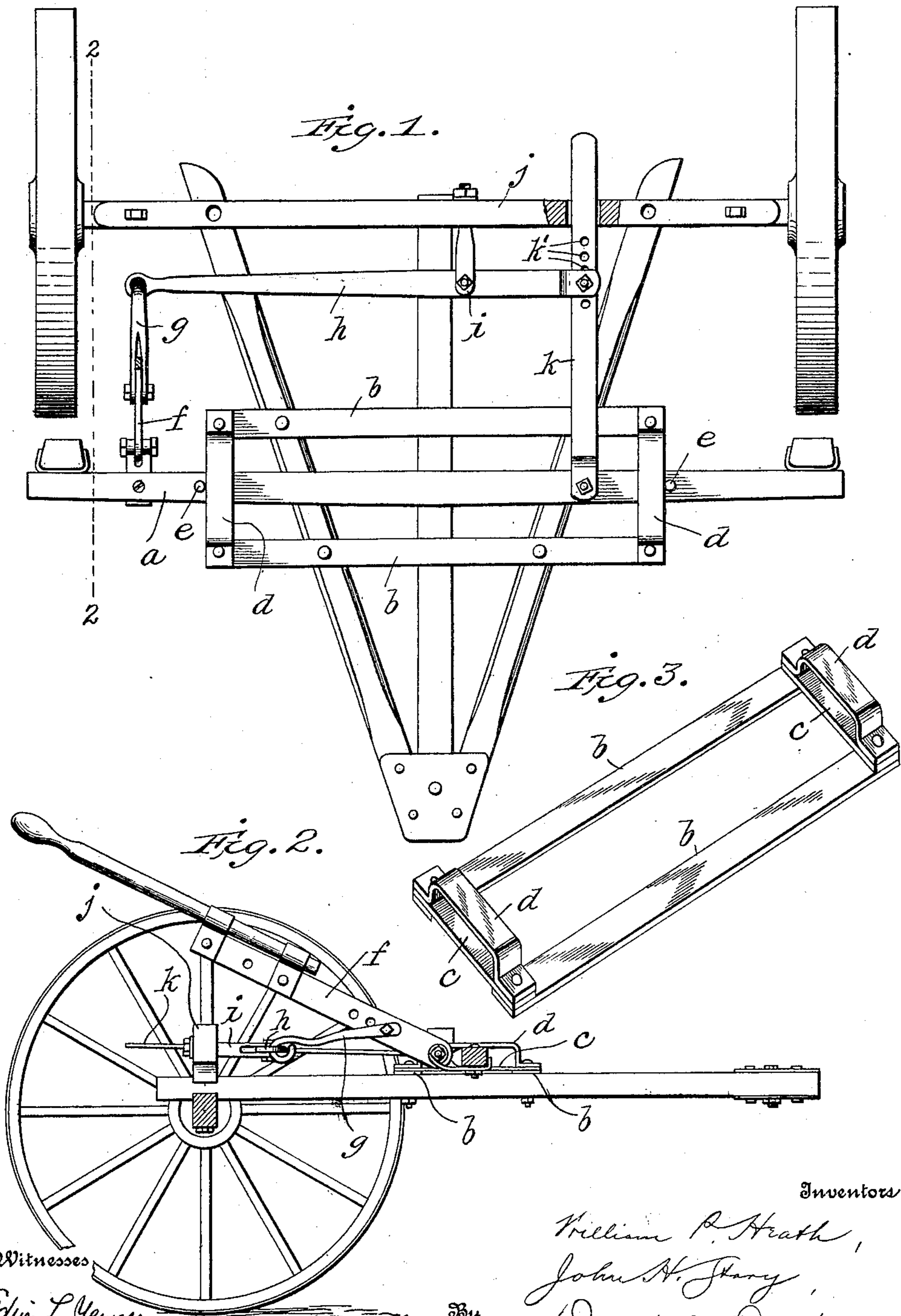


No. 896,910.

PATENTED AUG. 25, 1908.

W. P. HEATH & J. H. STORY.  
WAGON BRAKE.

APPLICATION FILED MAR. 25, 1908.



Witnesses

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# UNITED STATES PATENT OFFICE.

WILLIAM P. HEATH AND JOHN H. STORY, OF MENLO, GEORGIA.

## WAGON-BRAKE.

No. 896,910.

Specification of Letters Patent.

Patented Aug. 25, 1908.

Application filed March 25, 1908. Serial No. 423,207.

*To all whom it may concern:*

Be it known that we, WILLIAM P. HEATH and JOHN H. STORY, citizens of the United States of America, and residents of Menlo, in the county of Chattooga and State of Georgia, have invented certain new and useful Improvements in Wagon-Brakes, of which the following is a full and clear specification, reference being had to the accompanying drawing, in which—

Figure 1 is a plan view of the rear portion of a wagon provided with our improved brake; Fig. 2 is a vertical sectional view on the line 2—2 of Fig. 1; and, Fig. 3 is a perspective view of the frame which supports and guides the brake-beam.

The object of this invention is to provide a simple, durable and powerful brake apparatus, and to the accomplishment of this object and such others as may hereinafter appear, the invention consists of the parts and combination of parts hereinafter fully described, and particularly pointed out in the appended claims, reference being had to the accompanying drawings forming a part of this specification, in which the same reference characters designate like parts throughout the several views.

Referring to the drawings by reference characters, *a* designates a brake-beam of the usual construction carrying at its ends the brake-shoes. This beam is supported and guided above and out of contact with the hounds by means of a metal frame composed of two parallel bars *b* bolted down to the hounds and connected at their ends by short bars *c* upon which rest and slide the brake-beam, the beam being confined on these short bars by means of guard loops *d*. Pins *e* in the brake-beam at points just outside of the outer edges of the bars *c* serve to assist the brake-beam in its bodily movements back and forth. This frame supports the brake-beam off the hounds and thereby avoids wear of the hounds and also supports it in a convenient position for manipulation.

At one end of the brake-beam is pivotally attached the operating hand-lever *f*, and a link *g* pivotally connects this lever to the longer arm of a lever *h* pivotally mounted on a vertical pivot *i* carried by a bracket projecting forwardly from the rear bolster *j*. The shorter arm of the lever *h* is connected by a bar *k* pivotally to the brake-beam, the rear end of this bar working through a horizontal hole in the bolster. With this arrangement of compound levers it will be observed that a powerful force can be exerted on the brake-shoes by simply swinging the hand-lever *f* forwardly. The bar *k* is provided with a series of holes *k'* so that the point of its connection with lever *h* may be varied to compensate for wear of the brake-shoes. The extending of the tail of the bar *k* through an opening in the bolster serves to guide and steady the parts in operation.

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

In combination with a vehicle, a brake-beam mounted to slide bodily back and forth thereon, a bar pivotally connected thereto and extending backwardly through a guide on the running gear at the rear of the vehicle, a lever pivotally mounted in front of the rear bolster of the vehicle, an operating lever pivotally connected at its lower end with the brake-beam; a link connecting this operating lever with one end of the aforesaid lever, and means for pivotally attaching the opposite end of the aforesaid lever at various points along said bar between the guide and the brake-beam, for the purpose set forth.

In testimony whereof we hereunto affix our signatures in the presence of two witnesses this 23 day of March 1908.

WILLIAM P. HEATH.  
JOHN H. STORY.

Witnesses:

HENRY M. AGNEW,  
JOHN L. TRIBBLE.