

J. D. WENIER.

BRAKE.

APPLICATION FILED JUNE 29, 1909.

953,878.

Patented Apr. 5, 1910.

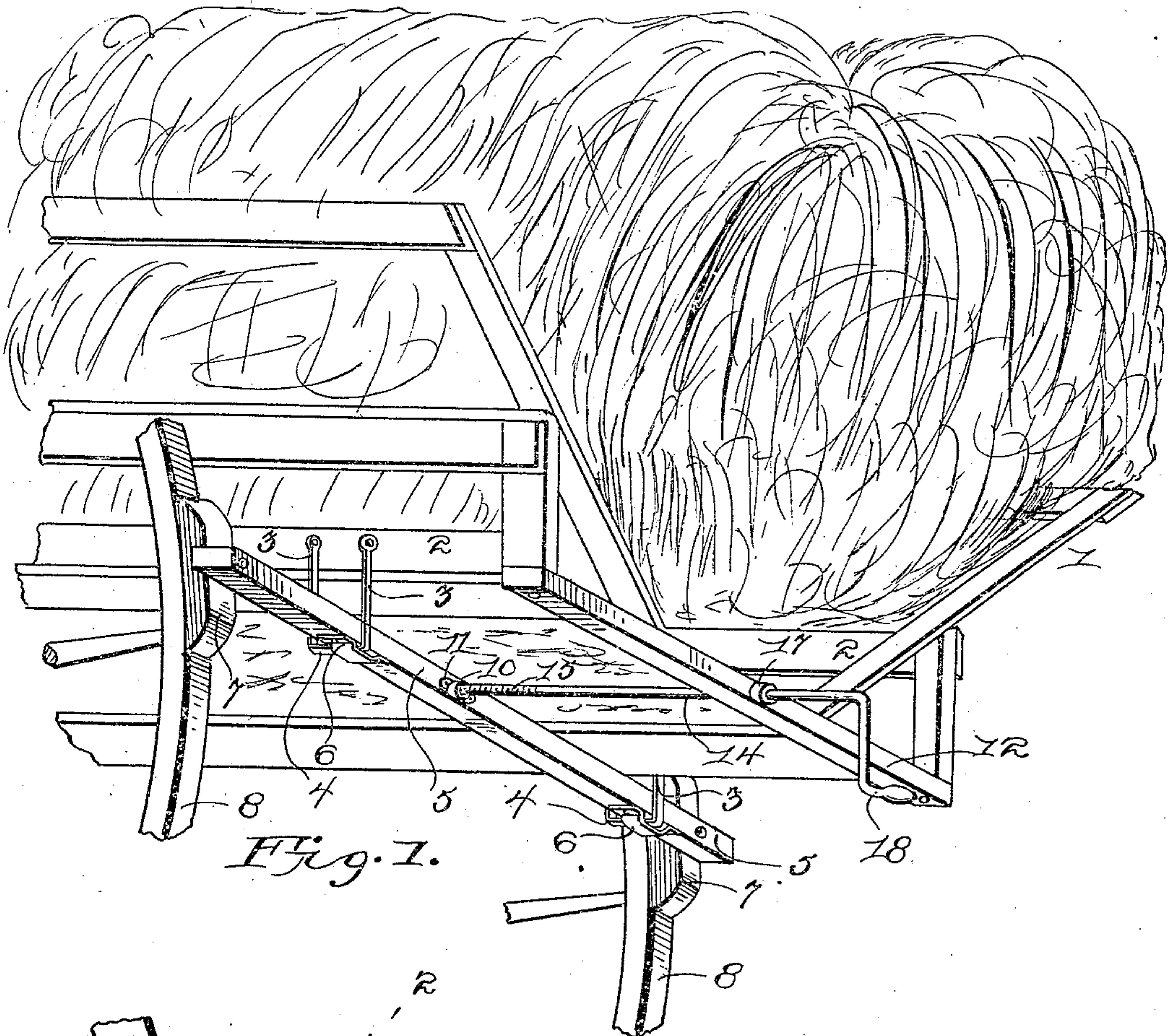


Fig. 1.

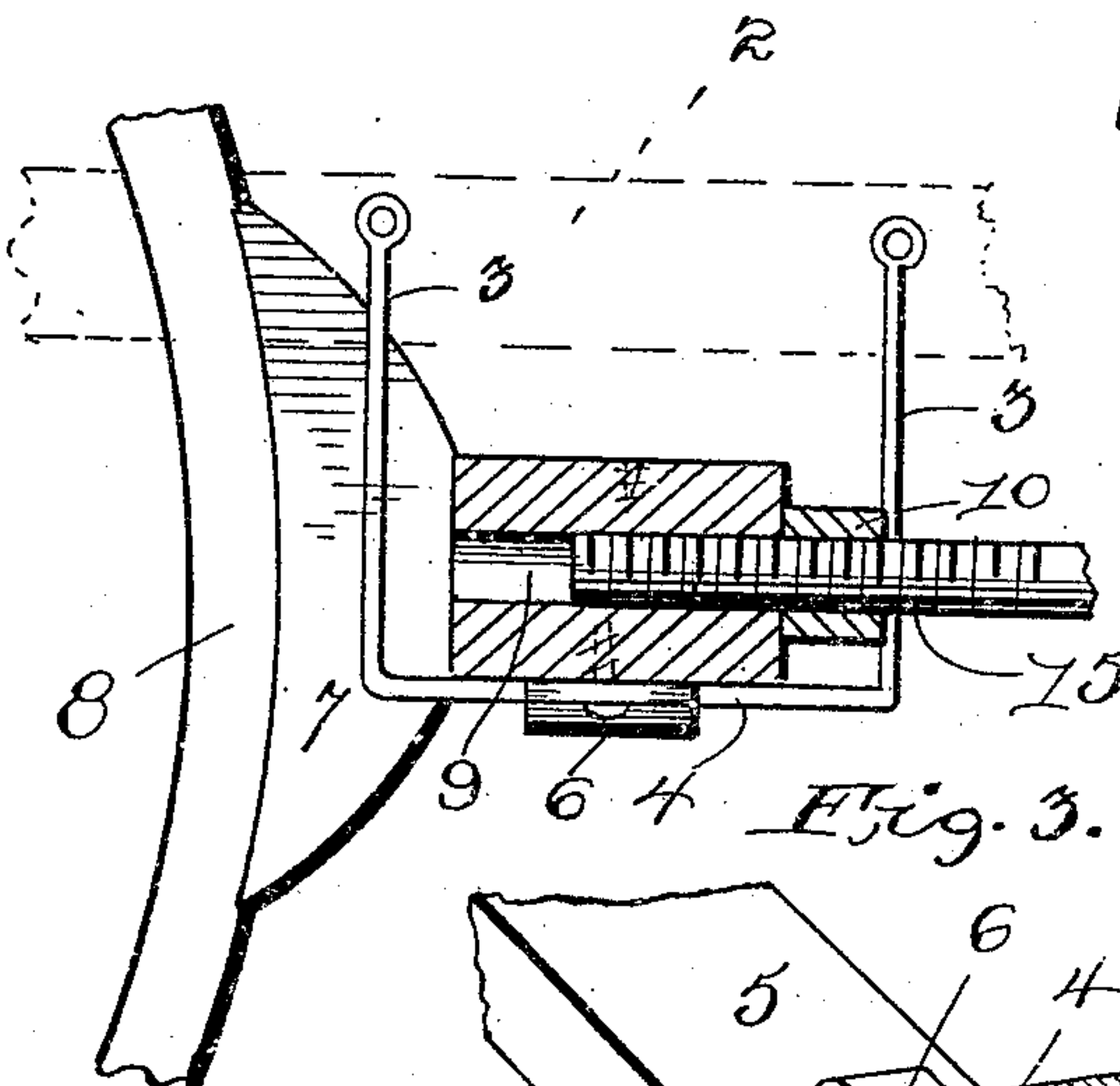


Fig. 2.

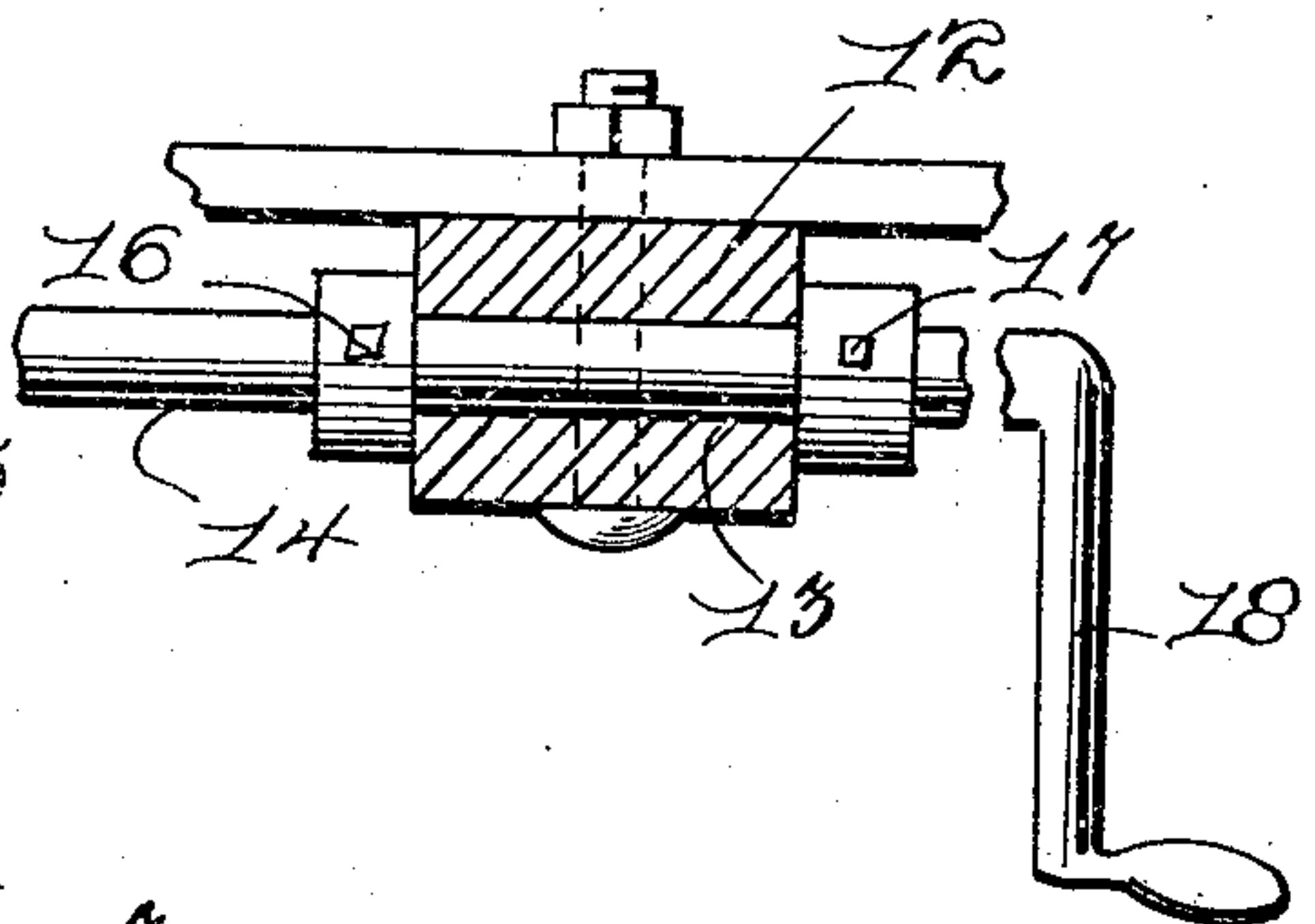


Fig. 3.

Witnesses
J. W. Jones
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UNITED STATES PATENT OFFICE.

JOHN D. WENIER, OF DODGE, WISCONSIN.

BRAKE.

953,878.

Specification of Letters Patent.

Patented Apr. 5, 1910.

Application filed June 29, 1909. Serial No. 505,044.

To all whom it may concern:

Be it known that I, JOHN D. WENIER, a citizen of the United States of America, residing at Dodge, in the county of Trempealeau and State of Wisconsin, have invented certain new and useful Improvements in Brakes, of which the following is a specification, reference being had therein to the accompanying drawing.

My invention has relation to improvements in wagon brakes, and it consists in the construction and arrangement of parts, as will be hereinafter described and particularly pointed out in the claim.

In the accompanying drawings, Figure 1 is a perspective view of the rear end of a hay wagon, showing the same equipped with the improved brake. Fig. 2 is a detail side elevation of the improved brake, part of the same being shown in section. Fig. 3 is a detail perspective view of the brake beam, showing its hanger connection.

Referring to said drawings by numerals, 1 designates the rear end of a farm wagon which for convenience of illustration has been shown as a hay carrier. The body of said wagon is provided with the usual lower longitudinal side beams 2, the outer side of each beam 2 having bolted or otherwise detachably secured thereto the vertical end members 3 of a substantially U-shaped hanger 4. Said hangers 4 project below the bottom of said beams 2 and have mounted in them a brake beam 5 provided with loop-shaped straps 6 adjacent each end, which straps 6 engage over the horizontally arranged base of the hangers 4 so that the said beam may be guided in a straight plane when moved relative to said hangers to cause its end shoes 7 to have a firm binding engagement with the wheels 8 of the wagon 1. Said brake beam 5 is provided with a centrally located horizontally arranged transverse opening 9 which is threaded and has its outer end in alinement with a tubular socket 10 formed in a plate 11 detachably mounted on the rear face of said brake beam.

An end beam 12 extends across the rear end of the wagon body and is provided with a centrally located horizontally arranged transverse opening 13 which is in alinement with the opening 9 formed through the brake beam 5. A shaft 14 extends through

the opening 13 of the end beam 12 and has a threaded portion 15 for engagement with the threaded opening 9 and socket 10 of the brake beam 5. Said shaft 14 has collars 16—17 keyed or otherwise detachably secured thereon, one of said collars being held adjacent to each end of the opening formed through the end beam 12. Said shaft 14 projects beyond the beam 12 and has its end in the form of a crank handle 18.

It will be seen from the foregoing that by turning the shaft 14 in one direction the brake beam will be moved in its hanger brackets to force the shoes into binding engagement with the wheels, and as the movements of said beam are due to the threaded connection between the same and said shaft, it will be obvious that the shoes will be held in binding engagement with the wheels until the shaft 14 is rotated in an opposite direction to remove the brake beam. It will also be understood that the described hanger brackets form both a support and guide for the movements of the brake beam, which movements are confined to one plane by means of the loop-shaped straps which are carried by the bottom of said beam and embrace the said hanger brackets.

The fasteners for connecting the hanger brackets to the side beams, as well as the fasteners for connecting the straps to the brake beam, are preferably screws or bolts, so that said parts may be readily detached when necessary or desirable. And as the collars are keyed to the shaft 14, it will be readily understood that the same may be removed so that the said shaft may be taken from its bearing opening in the end beam 12 when desired.

What I claim as my invention is:—

A wagon brake comprising side beams with hangers having eyes for detachably securing said hangers to said beams, the hangers being provided with vertical and horizontal arms which extend below the side beams, and having a brake beam mounted on the horizontal arms which are provided with loop-shaped guide straps adjacent each end and embracing the horizontal arms of the hangers, said brake beam having a central opening therein, a screw threaded socket detachably secured to the rear face of the brake beam, a beam extending across the rear end of the wagon body with a central

opening therein arranged in alinement with the opening of the socket and that of the brake beam, a shaft extending through the opening in the rear beam and having its forward end screw threaded to engage the socket and opening in the brake beam, collars keyed on the shaft and contacting with the opposite sides of the rear beam, and a

crank handle on said shaft so as to operate the brake arm, substantially as specified. 10

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

JOHN D. WENIER.

Witnesses:

FRED HOSLEY,
M. J. KULAS.