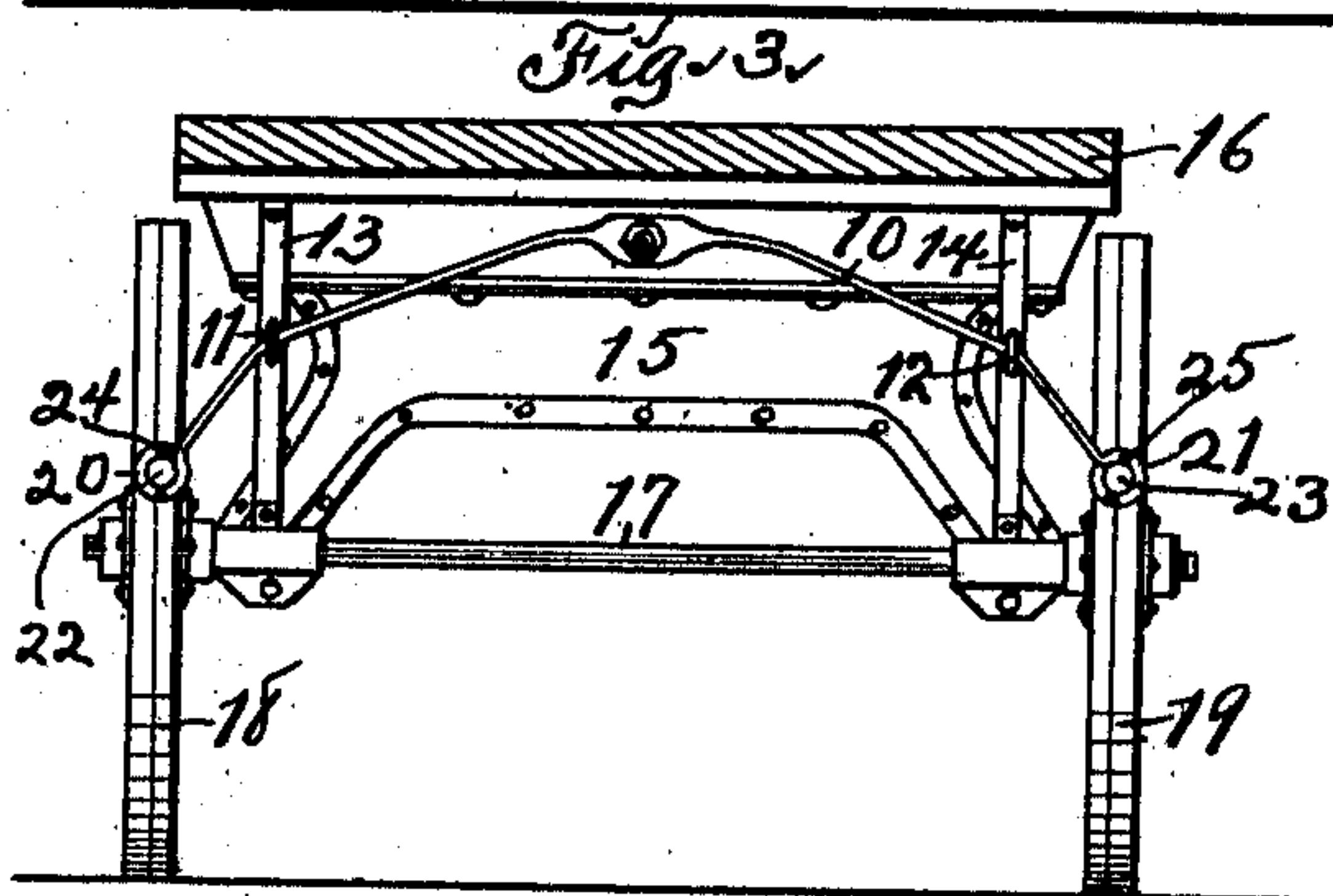
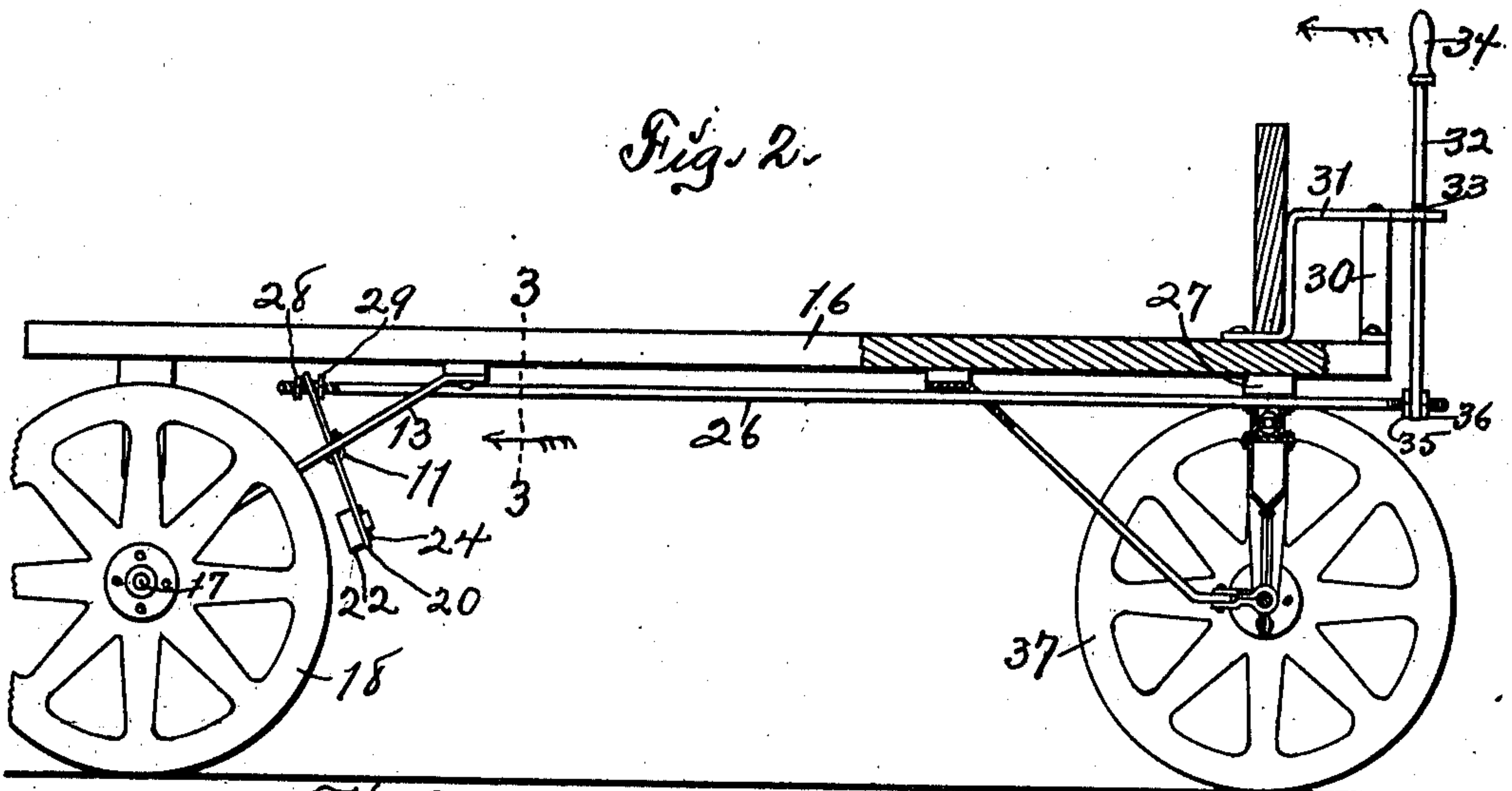
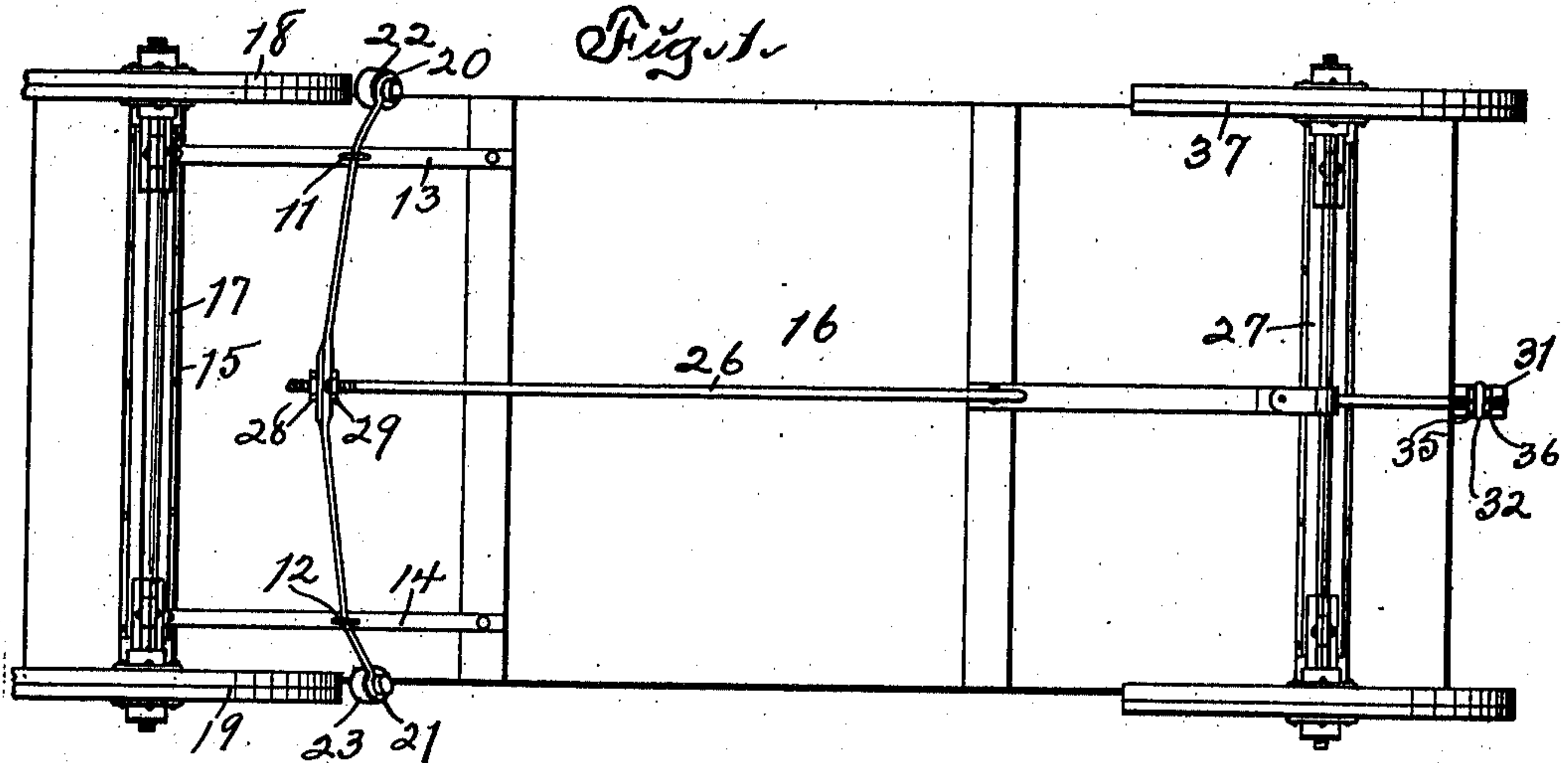


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WAGON BRAKE.
APPLICATION FILED APR. 5, 1909.

988,680.

Patented Apr. 4, 1911.



Attest:
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UNITED STATES PATENT OFFICE.

ADAM WAGNER, OF CEDAR FALLS, IOWA.

WAGON-BRAKE.

Specification of Letters Patent.

Patented Apr. 4, 1911.

988,680.

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To all whom it may concern:

Be it known that I, ADAM WAGNER, a citizen of the United States of America, and resident of Cedar Falls, Blackhawk county, Iowa, have invented a new and useful Wagon-Brake, of which the following is a specification.

The object of this invention is to provide an improved construction for wagon brakes, particularly designed for use on toy wagons, coaster wagons and the like.

My invention consists in the construction, arrangement and combination of elements hereinafter set forth, pointed out in my claims and illustrated by the accompanying drawing, in which—

Figure 1 is a bottom plan of a wagon showing my improved construction in position for practical use. Fig. 2 is a side elevation, partly in section, of the same. Fig. 3 is a cross-section on the indicated line 3—3 of Fig. 1.

In the construction of the device as shown the numeral 10 designates a rock shaft journaled between each end and its center in U-bolts 11, 12 fixed to braces 13, 14 of a running gear. The braces 13, 14 connect the rear bolster 15 of a wagon to the bottom or body 16 thereof in front of the rear axle 17 and said rear axle is supported at its ends by wheels 18, 19. The rock shaft 10 is bent on opposite sides of its center so that those portions of said rock shaft journaled in the U-bolts 11, 12 are in a lower horizontal plane than the center thereof. The rock shaft 10 is again bent downward outside of each U-bolt 11, 12 and extends to points in front of and above the center of the wheels 18, 19 and terminate in eyes 20, 21. Brake shoes 22, 23 are mounted in the eyes 20, 21 and are secured therein by spring keys 24, 25. The brake shoes preferably are composed of wooden blocks lying between the eyes 20, 21 and the wheels 18, 19 and formed with stems 26 extending through said eyes and adapted to be fastened thereto by the spring keys 24, 25 extending through said stems, the brakes adapted to engage at times with the peripheries of the wheels 18, 19. A brake rod 26 is mounted loosely and slidingly through a hole formed in the central portion of a forward bolster 27 of the wagon. The rear end portion of the brake rod 26 is threaded and extends loosely through a hole in the center of the rock shaft 10 and adjusting nuts 28, 29 are mounted on said rod on opposite sides

of and spaced from the rock shaft. The central portion of the rock shaft preferably is flattened to receive the hole through which the rod 26 passes and spacing of the nuts 28, 29 relative thereto permits the rock shaft to oscillate relative to the rod. A standard 30 is mounted on the forward end portion of the top or body 16 of the wagon and a bracket 31 is fixed to said standard and also to said body and projects in front of said standard at its upper end. The forward end portion of the bracket 31 is formed with a hole and a brake lever 32 is mounted loosely in said hole in an upright position and is restrained against downward movement by a spring key 33 mounted through the lever and engaging the upper face of the bracket. The lower end portion of the lever 32 preferably is flattened and formed with a hole therein and a handle 34 is fixed to the upper end portion of said lever. The forward end portion of the brake rod 26 is threaded and extends through the hole in the lower end of the lever 32 and adjusting nuts 35, 36 are mounted on said rod on opposite sides of the lever.

A truck 37 may be provided to support the bolster 27 and forward end portion of the body 16.

In practical use the parts normally occupy the positions shown in the drawing. When it is desired to apply the brake to the wagon rearward draft is applied to the handle 34 in the direction of the arrow in Fig. 2. Rearward movement of the handle 34 results in forward movement of the rod 26 and such oscillatory movement of the rock shaft 10 as will cause the shoes 22, 23 frictionally to engage the peripheries of the wheels 18, 19 and retard rotation of said wheels.

I claim as my invention—

1. The combination of a wagon body, braces thereon, a rock shaft journaled to said braces, brake shoes on ends of said rock shaft, a brake rod engaging the central portion of said rock shaft and slidingly mounted on said body, nuts on said rod on opposite sides of the rock shaft, a bracket on the body, an upright lever passing through said bracket, a stop in said lever above said bracket, the forward end of the brake rod passing through the lower end of the lever and a handle on said lever.

2. The combination of a wagon body, a rock shaft journaled thereon, said rock shaft formed with eyes at its ends, brake shoes

with stems extending through said eyes, keys mounted transversely in said stems and engaging said eyes, a brake rod mounted longitudinally of and slidingly on said body, one end portion of said brake rod extending through the central portion of the rock shaft, nuts on said rod on opposite sides of and spaced from the rock shaft, a bracket on the body, and a lever fulcrumed to said bracket, the forward end portion of the brake rod extending through and secured to the lower end portion of said lever.

3. The combination of a wagon body, braces thereon, U-bolts in said braces, a rock shaft pivoted in said U-bolts and extending transversely beneath said braces, the central portion of said rock shaft being flexed upwardly between said U-bolts, end portions of

said rock shaft being bent downwardly outside said U-bolts, a brake rod slidingly mounted on said body, one end portion of said brake rod extending through the central portion of said rock shaft, nuts on said rod on opposite sides of and spaced from said rock shaft, whereby said shaft has a freedom of oscillation relative to said rod, and an upright lever fulcrumed at the forward end of said body, the forward end portion of the brake rod extending through and secured to the lower end portion of said lever.

Signed by me at Cedar Falls, Iowa, this 2nd day of April, 1909.

ADAM WAGNER.

Witnesses:

W. L. MARCH,
W. R. IRWIN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."