

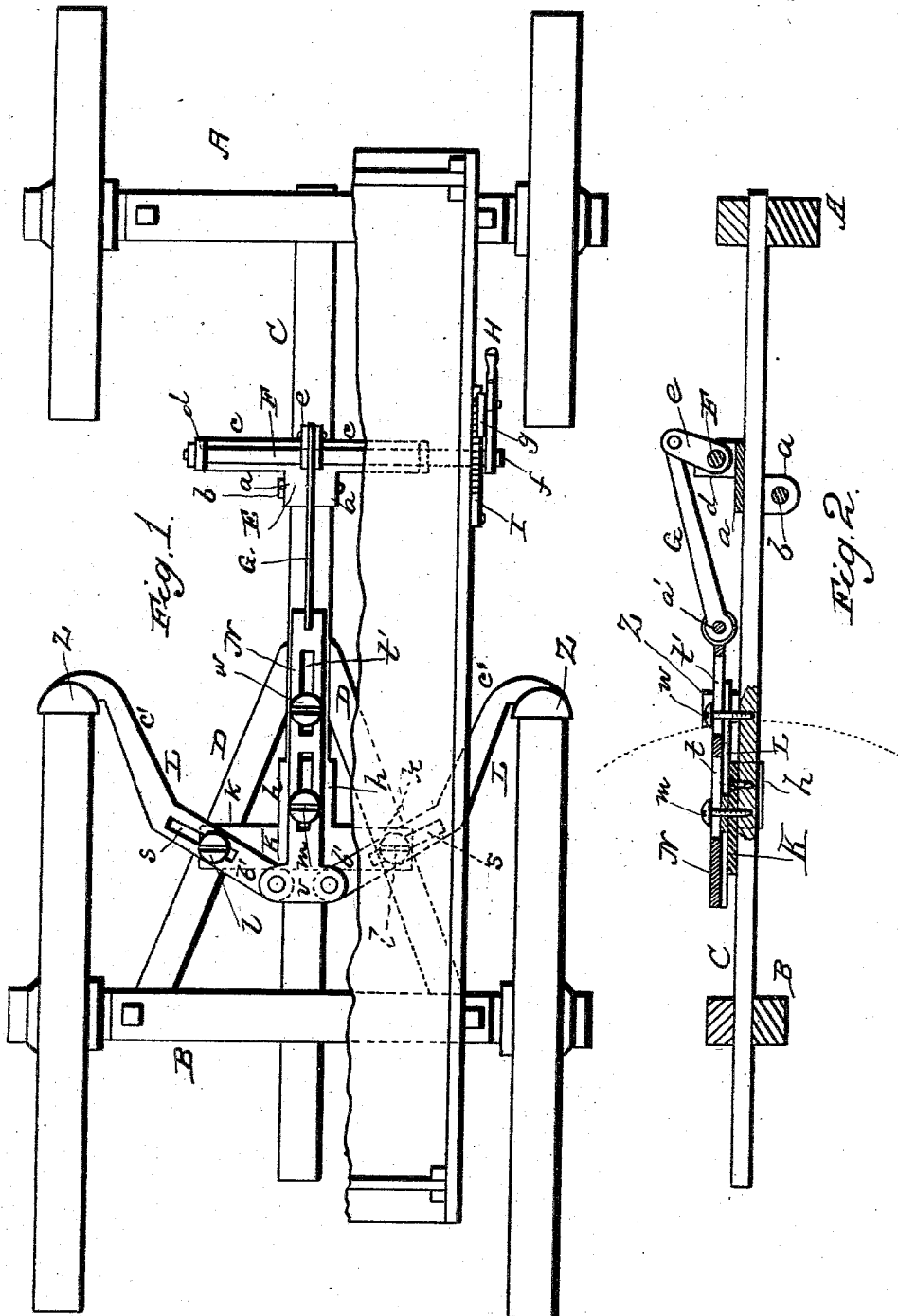
(No Model.)

A. J. BRANHAM.

WAGON BRAKE.

No. 305,891.

Patented Sept. 30, 1884.



WITNESSES
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UNITED STATES PATENT OFFICE.

ALVIN JAMES BRANHAM, OF SEDALIA, MISSOURI.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 305,891, dated September 30, 1884.

Application filed May 23, 1884. (No model.)

To all whom it may concern:

Be it known that I, ALVIN J. BRANHAM, a citizen of the United States, residing at Sedalia, in the county of Pettis and State of Missouri, have invented certain new and useful Improvements in Wagon-Brakes; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a top or plan view of my device, and Fig. 2 is a vertical sectional view of the same.

This invention has relation to wagon-brakes; and it consists in the construction and novel arrangement of devices, as hereinafter set forth, and particularly pointed out in the appended claim.

In the accompanying drawings, the letter A represents the front axle of a wagon; and B the rear axle.

C indicates the perch, and D D the braces, extending from the perch to the rear axle.

Clipped to the front portion of the perch is a transverse plate, E, provided with downwardly-extending arms *a*, which are perforated for the passage of the transverse clamp-bolt *b*. The ends of the horizontal arms *c* of this plate are turned upward to provide bearings *d* for the rock-shaft F, to a central arm, *e*, of which is pivoted the forward end of the pitman-connection G. To the end of the rock-shaft, which is laterally extended at *f* for the purpose, is attached the operating-lever H, provided with a pawl, *g*, which engages a holding-arch, I.

Secured to the rear portion of the perch, in rear of the junction of the forward ends of the braces D D therewith, is a transverse plate, K, having lateral lugs or arms *h* embracing the perch. The ends of the horizontal arms *k* of this plate are perforated, and a perforation is made in the middle portion, as shown, for the passage of the broad-headed guide-screws *l l* and *m*, the former securing the ends of the arms *k* to the braces, and the latter passing through the middle portion of the plate K into the perch. The upper portions of the shanks of these screws project above

the plate sufficiently to engage, respectively, the oblique slots *s* of the pivoted brake-arms L and the rear longitudinal slot, *t*, of the slide-bar N. The slide-bar N is formed with a transverse head, *v*, at its rear end, to the ends of which the inner ends of the brake-bars L are pivoted. It is also provided with a second longitudinal slot, *t'*, in front of the slot *t*, adapted to engage a guide-screw, *w*, which is fastened in the perch. The front end of the slide-bar is centrally recessed to receive the end of the pitman G, which is pivoted therein by means of a transverse pin, *a'*, engaging bearings formed at the end of said bar.

The brake-arms L are made straight in their inner portions, *b'*, which are slotted, as hereinbefore described, to engage the guide-screws *l*. These straight portions extend obliquely laterally and forward, crossing the braces D D at or nearly at right angles. These arms are extended from the straight portions in curved form, as shown at *c'*, the curved portions terminating in the brake-blocks Z, or in bearings to which brake-blocks may be secured.

When the lever is moved rearwardly, the slide-bar is pushed back and the brake-arms are drawn inward, and at the same time their outer ends are moved forward and inward away from the wheel-tires. When the lever is pushed forward, the slide-bar is drawn forward, pushing the brake-arms outward and pressing the brake-blocks against the tires of the wheels.

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

In a wagon-brake, the rock-shaft and its bearing-plate secured to the perch, and the rear transverse plate secured to the perch and braces by the guide-screws *l m*, the pitman, and the double-slotted slide-bar connected thereto, the guide-screw *w*, and the oblique slotted brake-arms L, having straight portions *b'*, pivoted to the slide-bar, and curved outer portions, *c'*, terminating in brake-blocks, substantially as specified.

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

ALVIN JAMES BRANHAM.

Witnesses:

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