

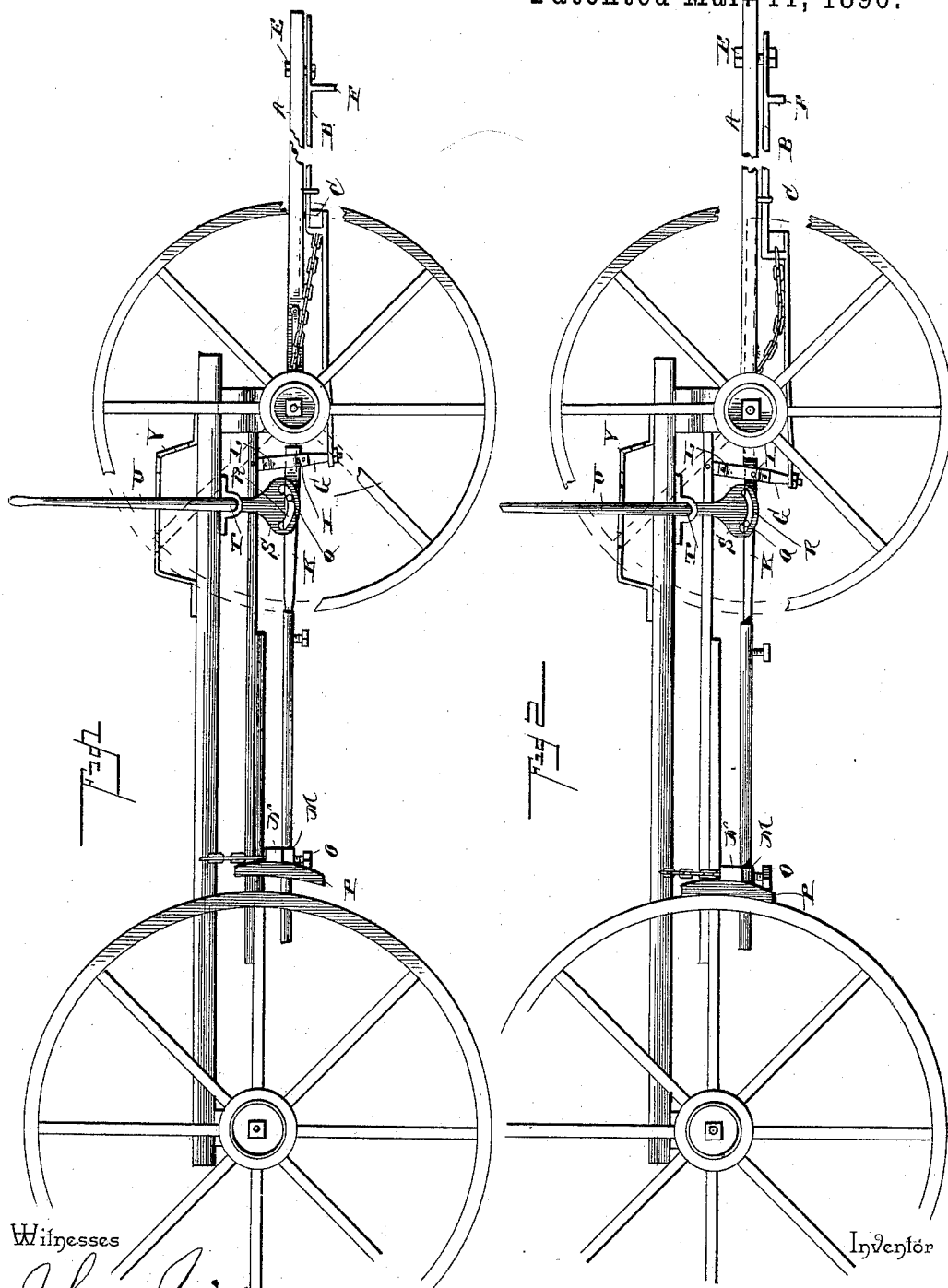
(No Model.)

3 Sheets—Sheet 1.

C. E. HOLLEY.
WAGON BRAKE.

No. 422,940.

Patented Mar. 11, 1890.



Witnesses

John Irvine
R. W. Bishop.

By his Attorneys,

Clarence E. Holley

Chas. Snow & Co.

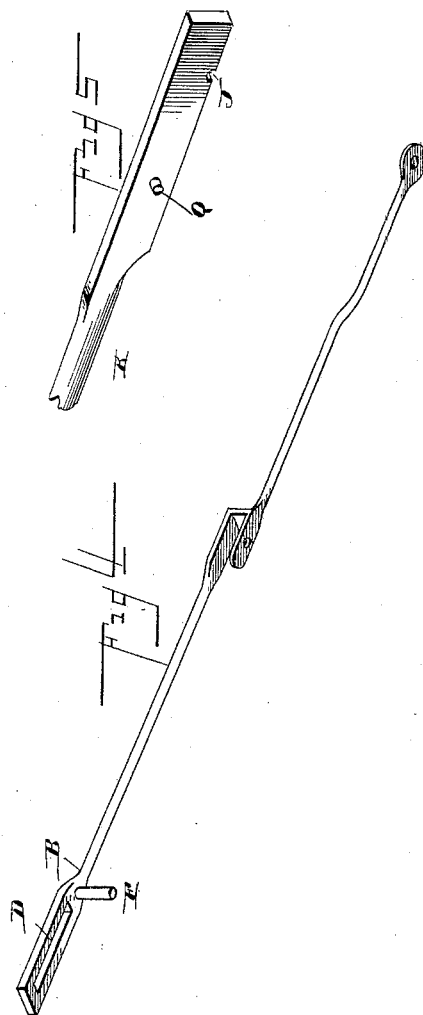
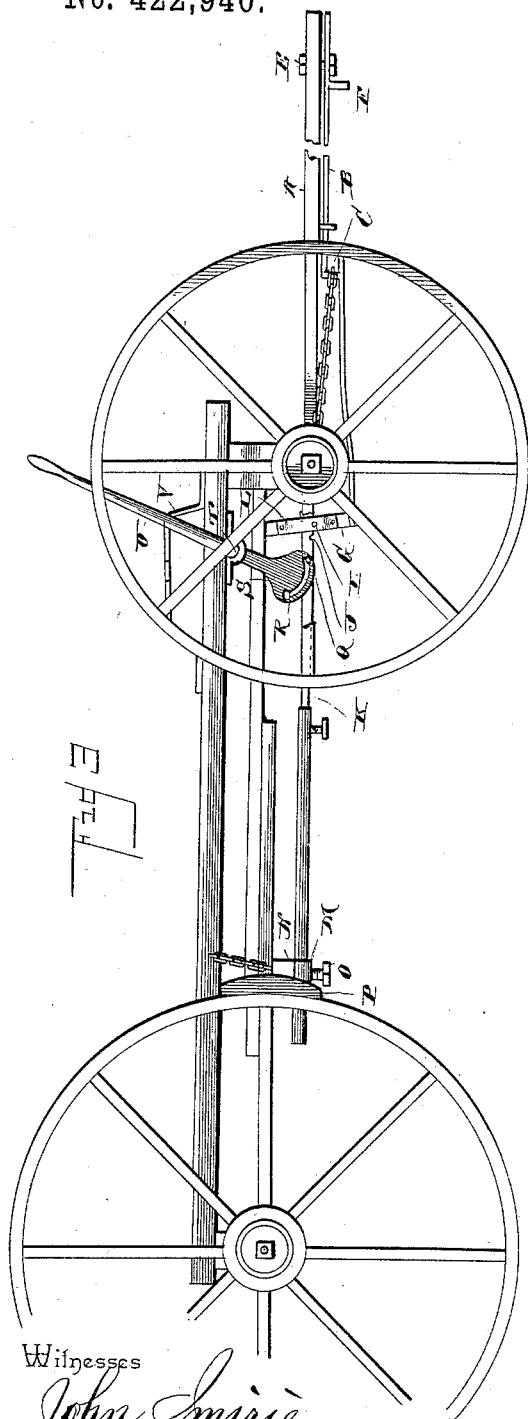
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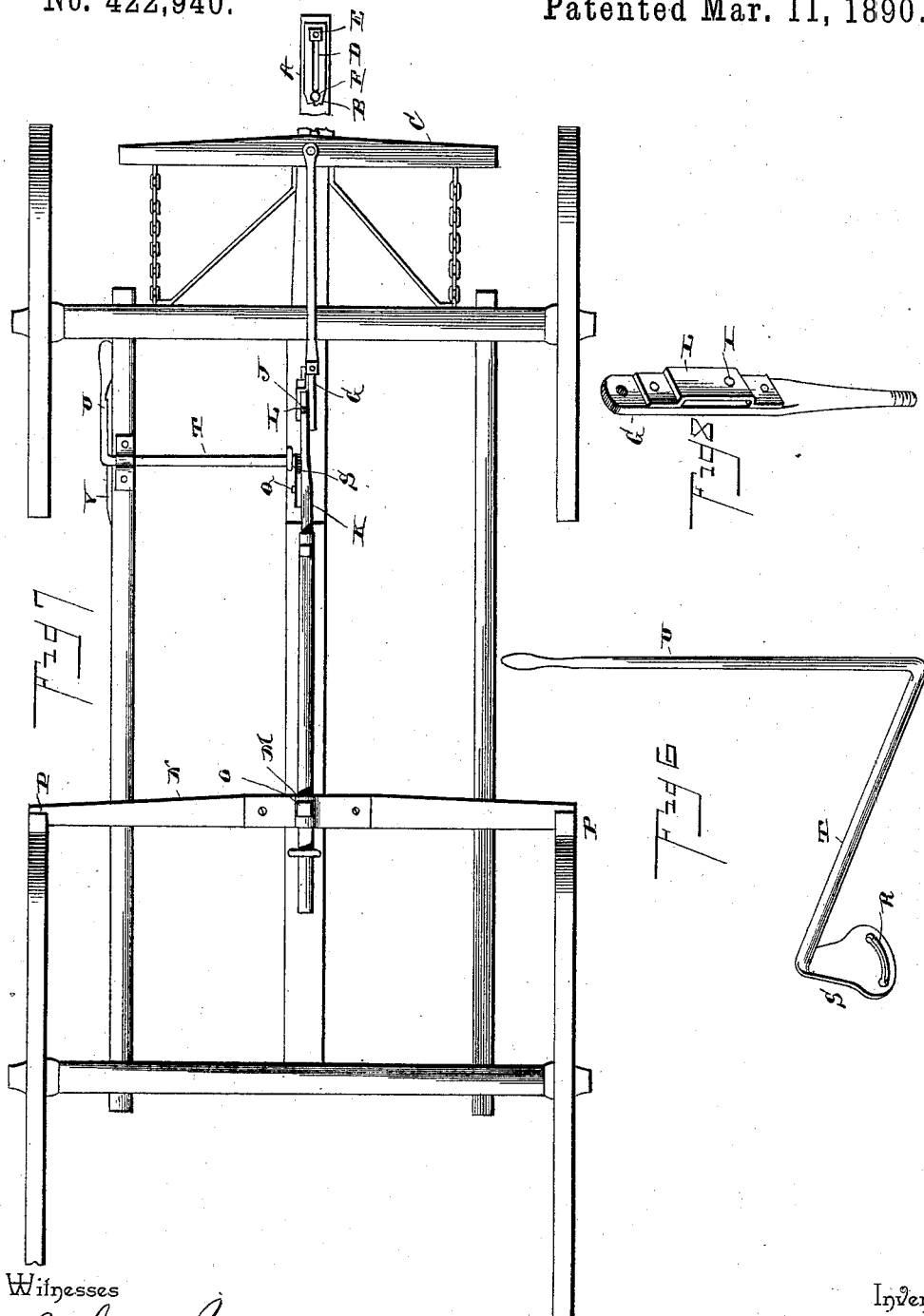
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UNITED STATES PATENT OFFICE.

CLARENCE E. HOLLEY, OF FORT FAIRFIELD, MAINE.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 422,940, dated March 11, 1890.

Application filed September 14, 1889. Serial No. 323,972. (No model.)

To all whom it may concern:

Be it known that I, CLARENCE E. HOLLEY, a citizen of the United States, residing at Fort Fairfield, in the county of Aroostook and State of Maine, have invented a new and useful Wagon-Brake, of which the following is a specification.

My invention relates to improvements in wagon-brakes; and it consists in certain novel features of construction hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a side view of a wagon provided with my improved brake, the brake-shoes being off the wheels and the device arranged so that the brake may be operated by the team. Fig. 2 is a similar view showing the shoe applied to the wheel. Fig. 3 is a similar view showing the brake-shoes applied to the wheels by hand. Fig. 4 is a detail perspective view of the front end of the tongue, looking at the under side of the same. Fig. 5 is a detail view of the front end of the reciprocating bar. Fig. 6 is a detail view of the hand-lever for operating the brake. Fig. 7 is a plan view of the wagon with the brake applied. Fig. 8 is a detail view of the connecting-lever.

In carrying out my invention I mount on the under side of the tongue A a sliding rod B, to which, near the rear end of the same, the whiffletree C is secured. The said rod is provided at its front end with a longitudinal slot D, through which a pin E is passed into the tongue, and in rear of the said slot the said rod is provided with a depending pin or stop F, against which the neck-yoke rests. The rear end of the sliding rod B engages the lower end of a lever G, which is pivoted at its upper end to the wagon-reach and is provided at an intermediate point of its length with a pin I, adapted to engage a notch J in the lower edge of a reciprocating bar K. A keeper L is secured to the side of the lever G and passes up alongside of the reciprocating bar, so as to prevent the same moving laterally, so that the pin I cannot readily engage the notch J. This reciprocating bar K may be made in two sections or members adjustably secured together, so that the said rod can be lengthened or shortened whenever the wagon-bed is lengthened or shortened to suit

the different kinds of work required. The rear end of the reciprocating bar K passes through a ring or loop M, secured on the under side of the brake-beam N, and is adjustably secured in the said ring or loop by a set-screw O, mounted in the said ring and bearing on the reciprocating bar. The brake-shoes P are secured to the ends of the brake-beam N and may be of any desired construction, and bear on the wheels in the usual manner.

The reciprocating bar is provided near its front end with a lateral pin Q, which engages a curved slot R in a plate S. This plate S is formed integral with the inner end of a rock-shaft T, mounted on the under side of the wagon-bed, and the said rock-shaft is provided at its outer end with an operating-lever U, as shown. This lever is preferably formed integral with the rock-shaft; but it and the plate R may be formed separate from the said rock-shaft and secured thereto. A locking-plate V is secured on the wagon-bed, and the lever U is adapted to engage the notches in the said plate in the operation of the device.

In practice, when it is desired to have the brake operated automatically, the lever is arranged in a substantially vertical position, so that the plate R at the inner end of the rock-shaft will have the lowest point of its curved slot engaged by the lateral pin on the reciprocating bar K. The said bar will thus be left free to reciprocate. When the wagon is on an upgrade, the sliding bar B will be drawn forward, so that the brake-shoes will be removed from the wheels, and the wheels thus left free to revolve. Should the wagon, however, be on a downgrade, the sliding bar will be drawn backward by the neck-yoke striking against the pin F, and the lever will be thereby thrown rearward, so that the pin I, engaging the notch J, will move the reciprocating bar K rearward, and thereby apply the brake-shoes to the wheels. When it is desired to apply the shoes by hand and lock the wheels, the lever U is thrown forward, thereby bringing the front end of the slot R against the pin Q, consequently throwing the bar K backward and applying the shoes to the wheels. The lever will be locked in its for-

ward position by the locking-plate V, and the shoes consequently held against the wheels. In a similar manner, if the lever U be thrown rearward, the shoes will be removed from the wheels and be prevented from being thrown backward against the wheels.

From the foregoing description, taken in connection with the accompanying drawings, it will be seen that I have provided a very simple and efficient device which can be operated by hand to apply the brake-shoes, and which can be readily adjusted so as to be automatically operated by the team. The advantages of my device are thought to be obvious and detailed reference thereto is deemed unnecessary.

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

1. In a wagon-brake, the combination of the reciprocating bar having its rear end connected to the brake-beam and its front end provided with notches in its lower edge, the vertically-disposed lever pivoted at its upper end to the reach of the wagon and carrying a transverse pin engaging the notches in the reciprocating rod, and the sliding bar mounted on the under side of the wagon-tongue and having its rear end engaging the lower end of the vertically-disposed lever, as set forth.

2. In a wagon-brake, the combination of the reciprocating rod, the vertically-disposed lever pivoted at its upper end to the wagon-reach and engaging the front end of the reciprocating rod, the sliding bar mounted on the under side of the tongue and having its rear end engaging the lower end of the ver-

tical lever and provided at its front end with a longitudinal slot and a depending pin in rear of said slot, and the securing pin passed through the slot into the tongue, as set forth.

3. In a wagon-brake, the combination of the reciprocating rod provided at its front end with a lateral pin and transverse notches, the rock-shaft provided at its inner end with a segmental plate having a curved slot engaging the lateral pin on the reciprocating rod, the vertically-disposed lever having a transverse pin engaging the notches in said rod, and the sliding bar having its rear end engaging the lower end of the said lever, as set forth.

4. The combination of the reciprocating bar, the lever acting thereon, the sliding rod engaging said lever, the rock-shaft, and the plate at the inner end of said rock-shaft having a curved slot engaging the lateral pin on the reciprocating bar, as set forth.

5. The combination of the brake-beam N, having the ring or loop M, the reciprocating bar K, passing through and adjustably secured in said ring or loop, said bar being made in sections adjustably secured together, the lever G, having keeper L and connected to the front end of said bar, and the sliding rod B, attached to said lever, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

CLARENCE E. HOLLEY.

Witnesses:

F. O. OSBORN,
NELSON H. MARTIN.