(No Model.) 2 Sheets—Sheet 1.

G. C. THAYER.

WAGON BRAKE.

No. 423,356. Patented Mar. 11, 1890.

Fig. 2.

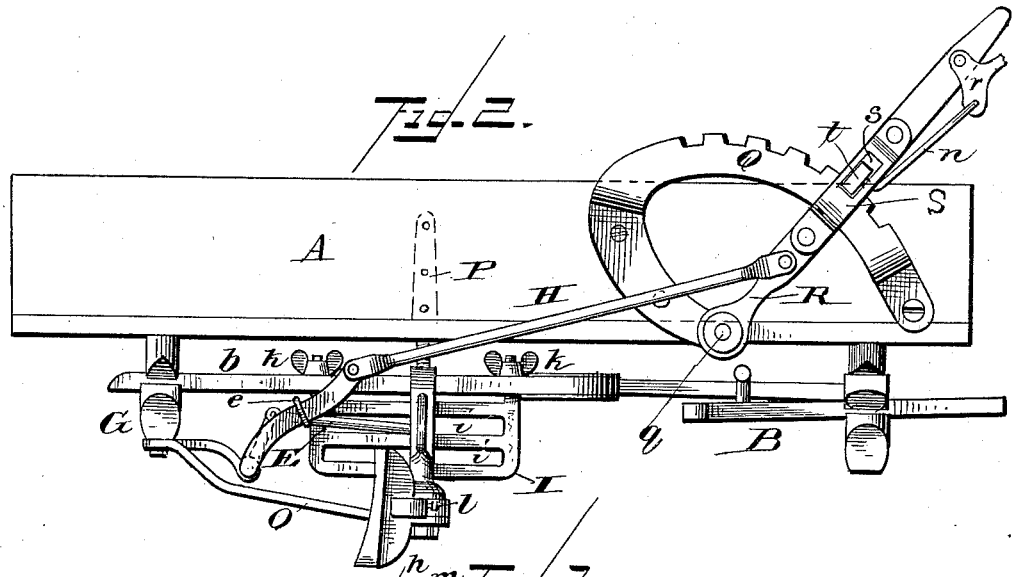
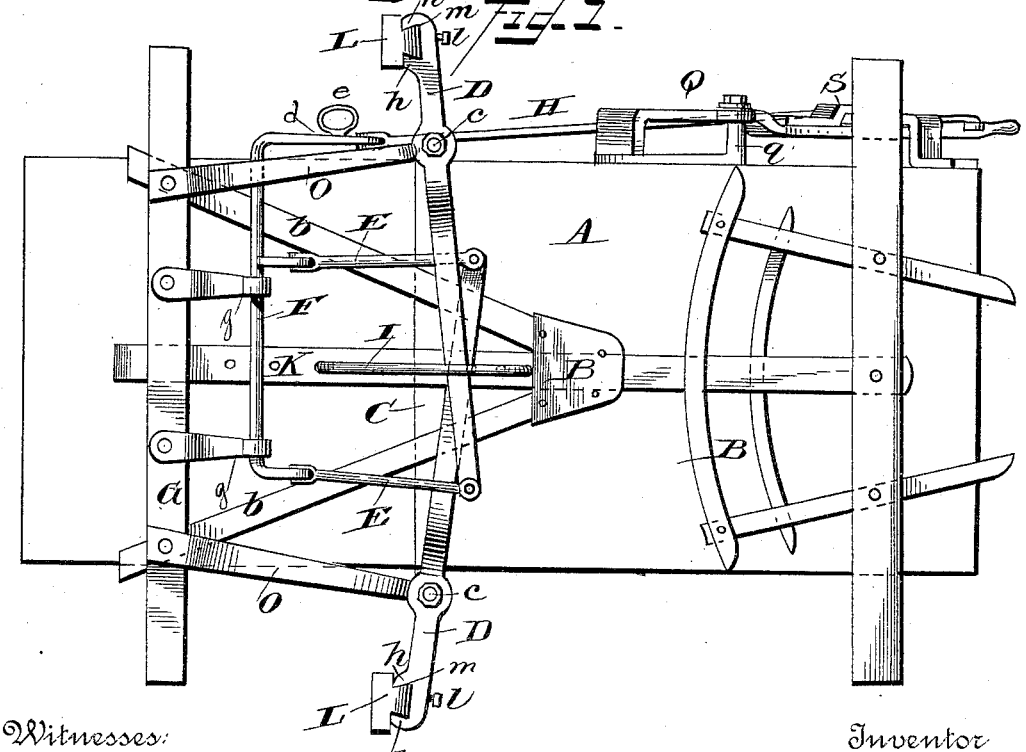


Fig. 1.



Witnesses:
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(No Model.) 2 Sheets—Sheet 2.

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WAGON BRAKE.

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Fig. 3.

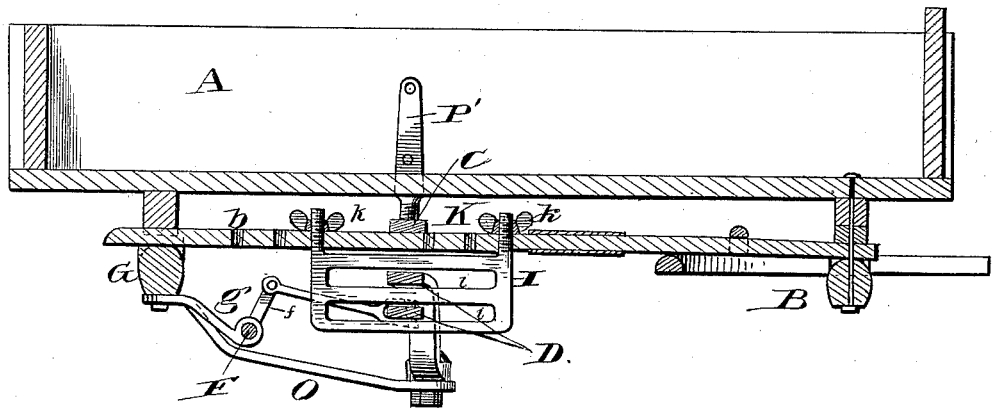
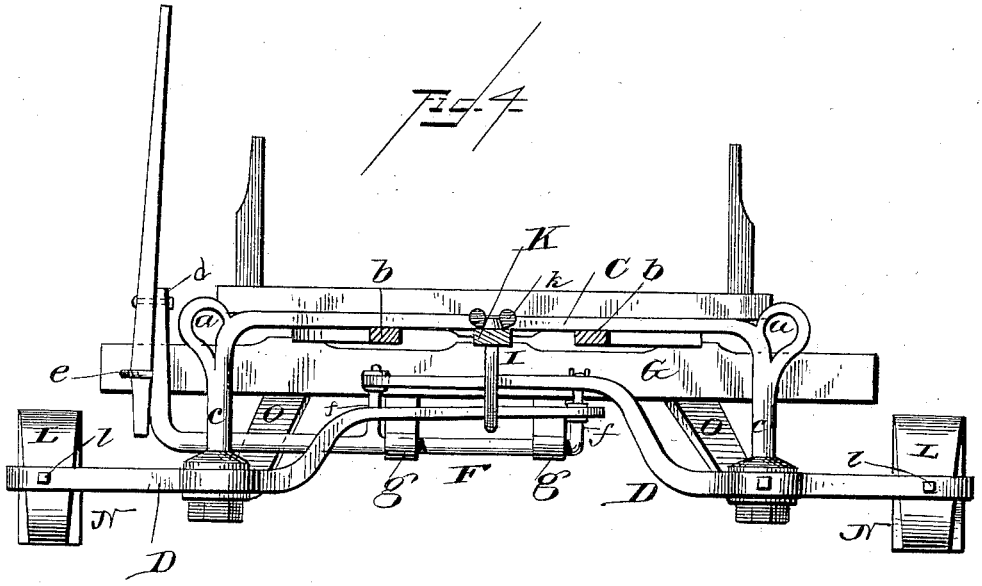


Fig. 4.



Witnesses:
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UNITED STATES PATENT OFFICE.

GARRISON C. THAYER, OF BARTLESVILLE, INDIAN TERRITORY.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 423,356, dated March 11, 1890.

Application filed August 28, 1889. Serial No. 322,238. (No model.)

To all whom it may concern:

Be it known that I, GARRISON C. THAYER, a citizen of the United States, and a resident of Bartlesville, Cherokee Nation, Indian Territory, have invented certain new and useful Improvements in Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to wagon-brakes.

The object is to produce a strong, durable, and easily-operated brake; furthermore, to produce a brake which can be conveniently used either when the wagon is provided with a box or floor or when said box or floor has been removed.

The brake is adapted to be used with all common vehicles, but is intended especially for use on heavy wagons.

With this object in view my invention consists in the device illustrated in the accompanying drawings, in which—

Figure 1 is a bottom plan view of a part of a wagon-body and gearing having my device attached. Fig. 2 is a side view of the same. Fig. 3 is a longitudinal sectional view, and Fig. 4 illustrates a cross-section showing a modification of my device.

Like letters of reference denote corresponding parts in all the figures.

Referring to the drawings, the letter A designates an ordinary wagon-box, and B the gearing, only a portion of which is shown. A cross-bar C, which has at each side an eye *a* and depending arms *c*, is fastened to the hounds *b*. On the arms *c* are fulcrumed the brake-levers D. The inner end of each brake-lever extends nearly the width of the box and is connected by a rod E to the ends of the upwardly-projecting fingers *f* of the journaled rod F. This rod turns in suitable bearings *g*, fixed to the axle G. One end of the rod F, by being bent upward, forms a lever and is attached to the connecting-rod H. To the upward extension *d* is also fixed an eye or ring *e*. Each of the brake-levers D rests in a separate horizontal slot *i* of the standard I. The brake-levers are thus prevented from rubbing or catching against each other. The standard I is fastened to the reach K by thumb-screws or tail-nuts *k*, and thus may be adjusted longitudinally by a series of holes in the reach as the length of the wagon is changed. The outer end of the brake-lever has rearwardly-projecting lips *h*, which form acute angles with the arm of the lever, and the blocks L, being formed with corresponding angles, fit into the recess *m*, formed by these lips. A set-bolt *l* is inserted through the lever, and is embedded into the block L to keep it from being jolted out of the recess *m*. The brake-shoes N are fastened to the brake-block in the usual manner. The arms *c* and bar C are stayed by the braces O, which extend from said arms to the axle, where they are fastened by the bolts which fasten the bolster, hounds, and axle together. The cross-bar C is also fastened to the box, when a box is used, by the strap-bolts P, extending through said bar.

Near the forward end of the box A is fixed a segment-rack Q, having a projecting arm *q*, on which is fulcrumed the operating-lever R. To this lever is connected the forward end of the rod H. A strap S is fixed to the lever R and incloses the rack Q. Both the strap and the lever have a slot *s*, in which slides the detent *t*. A rod *n* connects this detent with the spring-actuated lifting-lever *r*, which is fulcrumed on the lever R.

When it is desired to use the wagon without a box, the connecting-rod H is disconnected from the journaled rod F and the nuts removed from the strap-bolts P. A lever may then be inserted in the ring *e* and bolted through the hole in the end *d* of the rod F.

In hauling lumber or timber without the wagon-box the eyes *a* can be used to fasten the binding-chain, and thus the brake and load will mutually support each other.

The operation and advantages of my brake will be manifest. By means of the brake-lever, journaled rod F, and operating-lever *a* a strong purchase is had upon the brakes. Should one of the brake-blocks or brake-levers get out of order, the other brake will work equally well.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The herein-described brake, having inde-

pendent brake-levers fulcrumed on depending arms of a cross-bar fixed to the hounds, the inner ends of said levers extending beyond each other through independent slots of a depending standard and connected to a journaled rod, and means, substantially as described, for turning said journaled rod and operating said brake-levers in unison.

2. The combination, with the gearing and box of a wagon, of a cross-bar having depending arms, brake-levers fulcrumed to said arms and having their inner ends extending beyond each other, depending standards having independent slots through which the inner arms of said levers are adapted to pass, journaled rod having fingers and upturned end, rods connecting said brake-levers and said fingers, and means, substantially as described, for operating said hinged rod and the brake.

3. The combination, with the gearing and box of a wagon, of a cross-bar fixed to the hounds and having depending arms, strap-bolts adapted to fasten said cross-bar to the removable box, the brake-levers, a slotted standard adjustably fixed to the reach and adapted to prevent the catching and binding of the brake-levers, a journaled rod, connecting-rods uniting said journaled rod and said brakes, braces adapted to support said depending arms, and means, substantially as described, for operating said hinged rod and brakes.

4. The combination, with the gearing of a wagon, of a cross-bar having depending arms, brake-levers fulcrumed to said arms, braces connecting said arms and the axle, a journaled rod having fingers and upturned end, bearings adapted to support said rod, connecting-rods uniting said levers and said fingers, a ring fixed to the upturned end of said hinged rod and adapted to receive a lever-handle, and means, substantially as described, for operating said hinged rod and brakes by a lever fixed to the removable box.

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

GARRISON C. his × mark THAYER.

Witnesses:
J. E. STONE,
C. H. HADLEY.