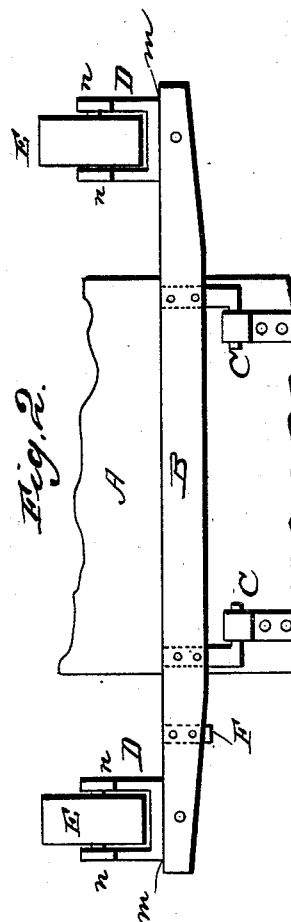


Patented July 15, 1884.



INVENTOR
George Seibert,
by Anderson & Smith
Attorneys

UNITED STATES PATENT OFFICE.

GEORGE SEIBERT, OF ASHLEY, ILLINOIS, ASSIGNOR OF ONE-HALF TO M. W. MORGAN, OF SAME PLACE.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 302,213, dated July 15, 1884.

Application filed April 10, 1884. (No model.)

To all whom it may concern:

Be it known that I, GEORGE SEIBERT, a citizen of the United States, residing at Ashley, in the county of Washington and State of Illinois, 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 side view of my device, and Fig. 2 is a bottom view of the same with the wagon-body broken away.

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

In the accompanying drawings the letter A designates the sill or base of the wagon, and B the transverse brake-bar, which is connected thereto by strong hinge-connections C. D represents the standard or bracket bearing for the brake-block E.

F is a lever-arm secured to the brake-bar and extending upward.

G is the operating-lever, located within easy reach of the driver, and provided with a strong rack-catch, H, which is firmly secured to the side of the wagon. A connecting-rod, K, extends from the operating-lever G to the arm F of the brake-bar. The brake-bar extends transversely under the bottom of the wagon, and is hinged by its forward edge, as shown, so that it will have a downward movement in its rear portion when free to fall. The brake-block holders D are securely fastened by their bases *m* to the brake-bar, their arms *n* extending upwardly and rearwardly to support by

strong pivots the brake-blocks E, the faces of which are inclined toward the fronts of the wheels, somewhat above their horizontal diameters, as shown. By this construction the weight of the brake-bar from its hinges rearward is added to the weight of the standards and brake-blocks, to facilitate the prompt and effective engagement with the wheels when required.

When the brake is not in use, the brake-bar is held up by the operating-lever in its engagement with the holding-rack, so that the brake-shoes or blocks are clear of the wheels. In order to put the brake on, the operating-lever is liberated and the brake-bar falls sufficiently to cause the brake-blocks to engage the wheels. This engagement may be intensified by pressing the lever forward. The forward and downward movement of the front portion of the wheel will, by its friction, automatically form the brake-blocks into positive and firm engagement with the wheels, effecting a lock.

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

In a wagon-brake, the combination, with the wagon-body, of the brake-bar B, hinged thereto at its forward edge, as shown, the brake-shoes pivoted in the standards D, which extend upward and rearward from the horizontal line of the axles, the upwardly-extending lever-arm F, connecting-rod K, hand-lever G, and rack H, all adapted to operate substantially as specified.

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

GEORGE SEIBERT.

Witnesses:

THOS. C. CAYSE,
JOHN SPEAR.