(No Model.) 2 Sheets—Sheet 1.

M. SHIVE.

WAGON BRAKE.

No. 457,548. Patented Aug. 11, 1891.

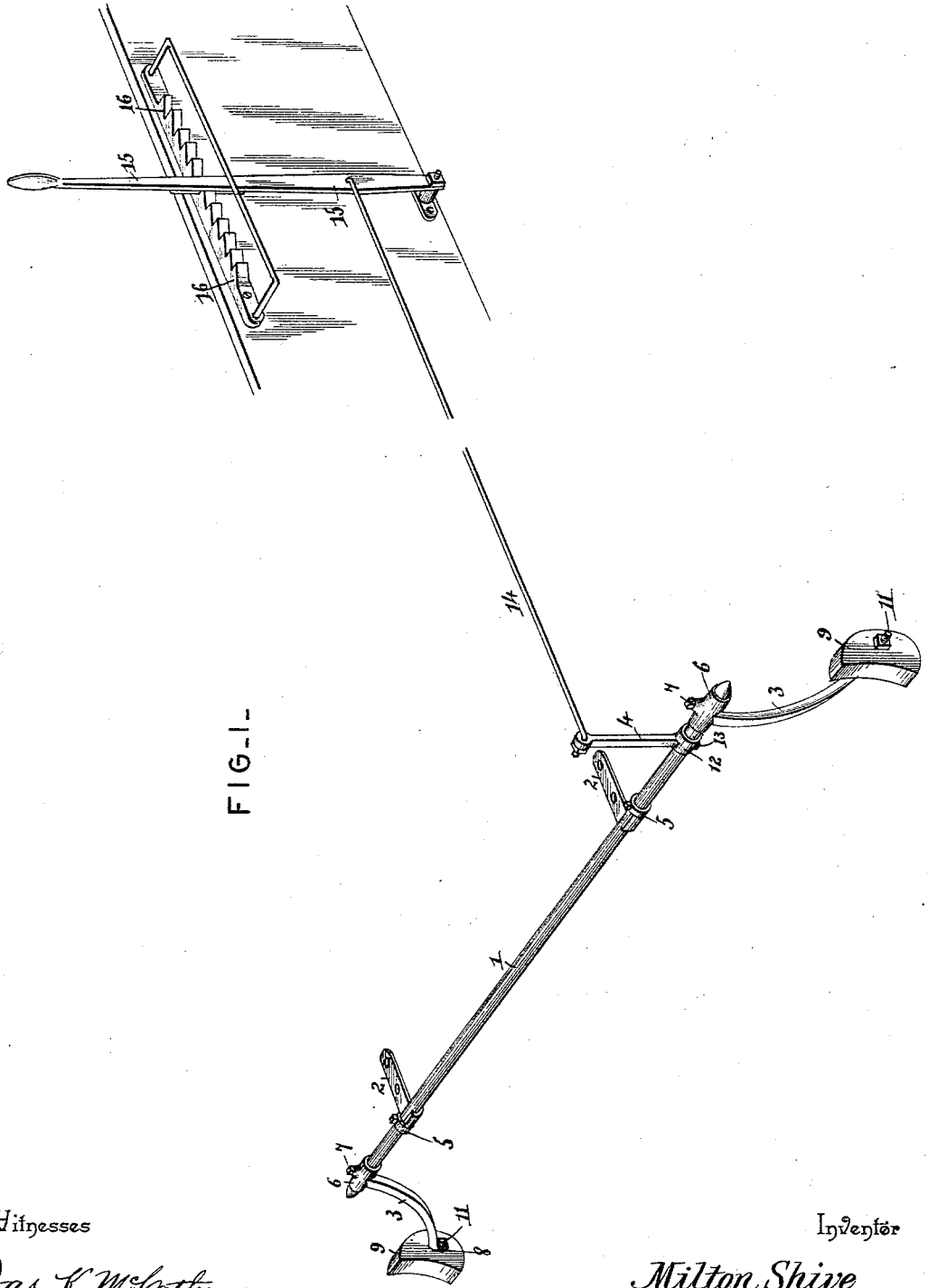

FIG. 1.

Witnesses

Jas. K. McCathran

H. G. Riley

Inventor

Milton Shive

By his Attorneys,

C. A. Snow & Co.

(No Model.) 2 Sheets—Sheet 2.

M. SHIVE.

WAGON BRAKE.

No. 457,548. Patented Aug. 11, 1891.

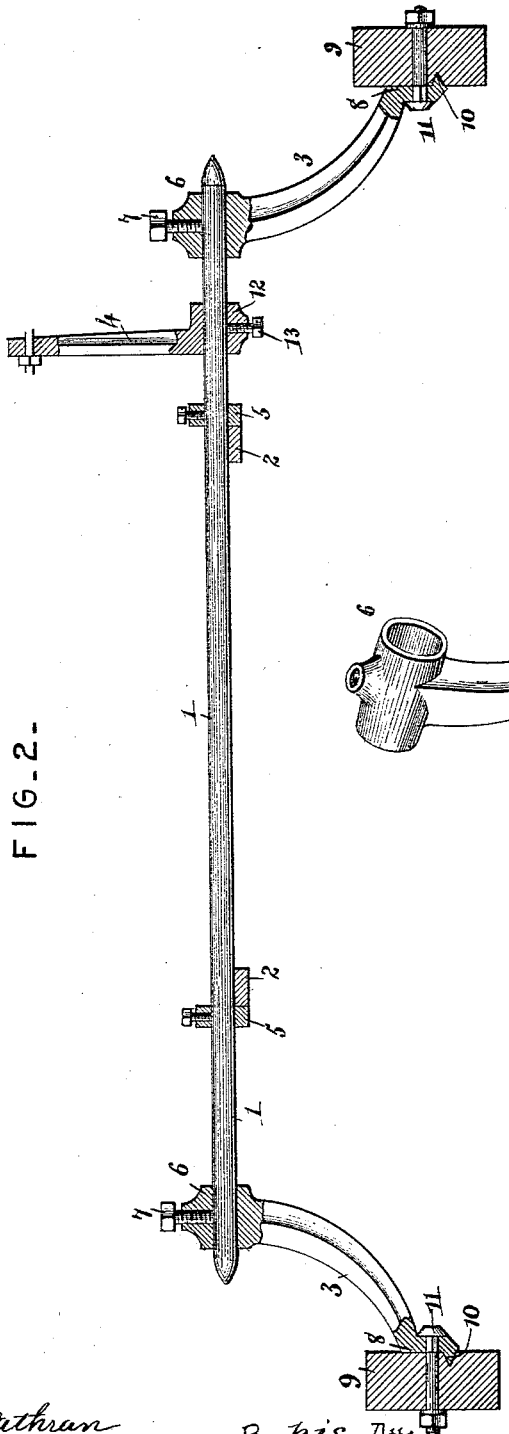

FIG. 2.

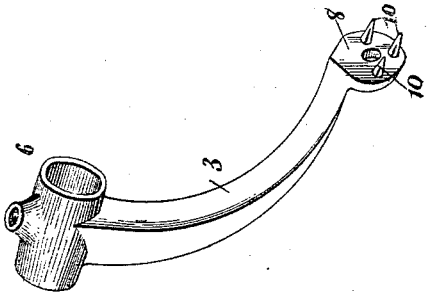

FIG. 3.

Witnesses

Jas. K. McCathran

H. C. Riley

Inventor

Milton Shive

By his Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

MILTON SHIVE, OF PATTENBURG, NEW JERSEY.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 457,548, dated August 11, 1891.

Application filed May 6, 1891. Serial No. 391,762. (No model.)

To all whom it may concern:

Be it known that I, MILTON SHIVE, a citizen of the United States, residing at Pattenburg, in the county of Hunterdon and State of New Jersey, have invented a new and useful Brake, of which the following is a specification.

The invention relates to improvements in wagon-brakes.

The object of the present invention is to simplify and improve the construction of wagon-brakes and enable the same to be readily adjusted to different vehicle-bodies.

The invention consists of the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a brake mechanism constructed in accordance with this invention. Fig. 2 is a transverse sectional view. Fig. 3 is a detail perspective view of one of the cranks.

Referring to the accompanying drawings, 1 designates a transverse brake-bar, which is journaled in bearing-plates 2 and has adjustably secured to its ends cranks 3, and is provided intermediate its ends with an adjustable arm 4. The bearing-plates are designed to be clipped to the bottom of a vehicle-body, and the brake-bar is prevented moving longitudinally in its bearings by rings 5, provided with set-screws and arranged at the outer sides of the bearing-plates. The cranks 3 are curved and provided at their inner ends with sockets 6 to receive the brake-bars, and they are adapted to be adjusted along the brake-bars and are secured at any point of adjustment by set-screws 7. The outer ends of the cranks are provided with perforated ears 8 and are bolted to the inner faces of brake-shoes 9 and are provided with points or projections 10, which prevent the brake-shoes from turning on the bolts 11. The arm 4 is provided at its inner end with a socket 12 and a set-screw 13, and it has its outer end pivoted to a rod 14, which connects the adjustable arm with the lever 15. The lever is constructed in the ordinary manner and has its lower end pivoted, and is arranged to engage an ordinary ratchet 16.

It will be seen that the brake mechanism is simple and inexpensive in construction and is adapted to be adjusted to the body of the vehicle.

What I claim is—

1. The combination of the brake-bar journaled in suitable bearings, the arm adjustably mounted on the brake-bar, the cranks having their inner ends adjustably secured to the bar, the brake-shoes secured to the outer ends of the cranks, and the lever connected with the arm, substantially as described.

2. The combination of the brake-bar journaled in suitable bearings, the arm provided at its inner end with a socket and arranged on the brake-bar and having a set-screw to engage the brake-bar, the curved cranks provided at their inner ends with sockets arranged on the brake-bar, the set-screws to engage the same and provided at their outer ends with perforated ears having projections 10, the brake-shoes secured to the outer ends of the cranks and being engaged by the said projections 10, and the lever connected with the arm, substantially as described.

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

MILTON SHIVE.

Witnesses:

WM. V. HANN,

WATSON S. WILLIAMSON.