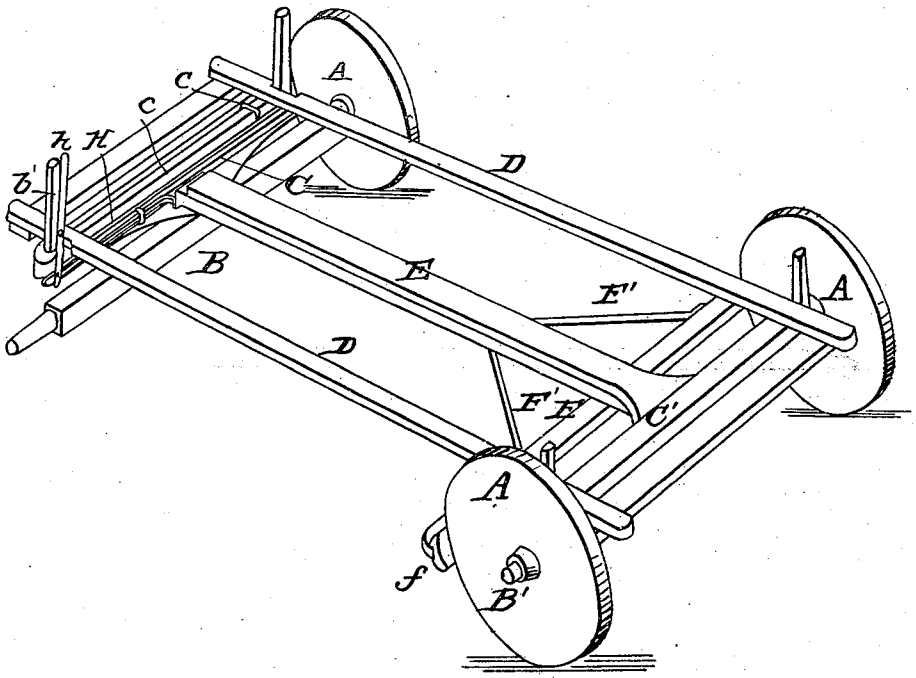
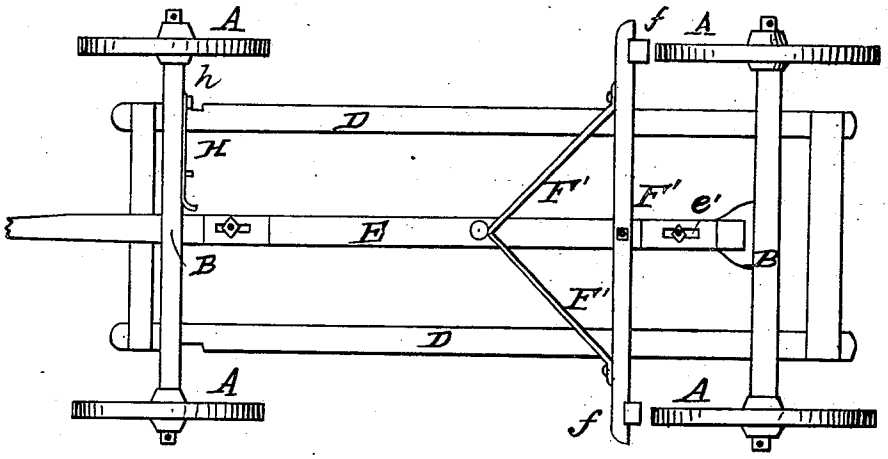
D. EATON.

Wagon Brake.

No. 92,025. Patented June 29, 1869.





WITNESSES
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DAVID EATON, OF ROCHESTER, VERMONT.

Letters Patent No. 92,025, *dated June* 29, 1869.

IMPROVED WAGON-BRAKE

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, DAVID EATON, of Rochester, in the county of Windsor, and State of Vermont, have invented certain new and useful Improvements in Self-Acting Wagon-Brakes; and the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawing, making part of this specification, in which—

Figure 1 is a perspective view of a wagon, with my brake applied.

Figure 2 is a bottom or plan view of same.

Similar letters of reference indicate corresponding parts in both figures.

My invention consists in a novel construction of a wagon-brake and the auxiliary mechanism, whereby the operation of said brake is made more effective, and is placed more fully under the control of the driver.

But the invention will be fully understood from the following description:

A A A A are the wheels.

B, the fore axle.

B′, the rear axle.

C C′ are the bolsters.

To the rear one, C′, is secured the box or body represented in the drawing by the frame D, the front end of which is free to move back and forth upon the fore bolster, or rather upon the friction-roller *c*, confined upon said bolster by the staples *c′ c′*, in such manner that it (the roller) can travel laterally across the face of the bolster, as hereinafter explained.

E is a reach, composed of two pieces, the upper one of which is attached to the rear bolster, while the lower part is attached to the fore bolster, and both of them secured together by bolts *e e*, moving in slots *e′ e′*.

To the lower portion of this reach is attached the brake-beam F, provided at each end with shoes or rubbers *f f*. Or, if desired, the brake may be placed upon the upper side of the reach E, resting upon the upper half of said reach, instead of being suspended from the lower portion, as is now shown in the drawings. But in this arrangement the braces F′ F′ must still be connected with the lower part of the reach, in order to actuate the brake, and the brake must be secured to the upper part of the reach in such manner as to slide upon the reach.

H is a stop connected with and operated by the lever *h*, pivoted upon stake *h′*, within convenient reach of the driver while sitting in the front part of the wagon, as shown in fig. 1.

The operation of my brake is as follows:

Under ordinary circumstances, I leave the lever *h* in a vertical position, and the stop H withdrawn from between the end of the upper part of the reach and the bolster C, as shown in fig. 1. Then, if I wish to back the wagon, I thrust the top of the lever out, thus interposing the stop H between the upper portion of the reach and the bolster C, which effectually prevents the lower part of the reach from being forced back, and, of course, keeps the brakes off the wheels; but if I wish the brake to be applied by the action of the horses crowding the tongue in a backward direction, I leave the lever in the vertical position and the stop H withdrawn, as shown in black, fig. 1, when it will be apparent that any pressure applied to the tongue will be instantly exerted in holding the brake-shoes or rubbers *f f* firmly against the wheels upon the rear axle B′, the box or platform represented by D moving freely upon the friction-roller *c*, and allowing the necessary motion of the axle B and bolster C, relative to the other parts of the wagon.

It will be observed, that by my arrangement of bolts *e e* and slots *e′ e′*, I provide for the support and requisite longitudinal movement of that portion of the reach which sustains and actuates the brake, without passing said reach through, and thus weakening the axle B′.

Having thus described my improvement,

What I claim as new, and wish to secure by Letters Patent, is—

1. The arrangement of the bolster C, stop H, lever *h*, and upper part of reach E, operating as set forth.

2. The combination of the reach E, brake F, bolster C, stop H, and lever *h*, all arranged and operating substantially as shown and described.

DAVID EATON.

Witnesses:

JAMES EATON,

GEORGE M. HARMON.