L. L. TRAVIS.

Automatic Wagon-Brake.

No. 203,093. Patented April 30, 1878.

Fig. 1.

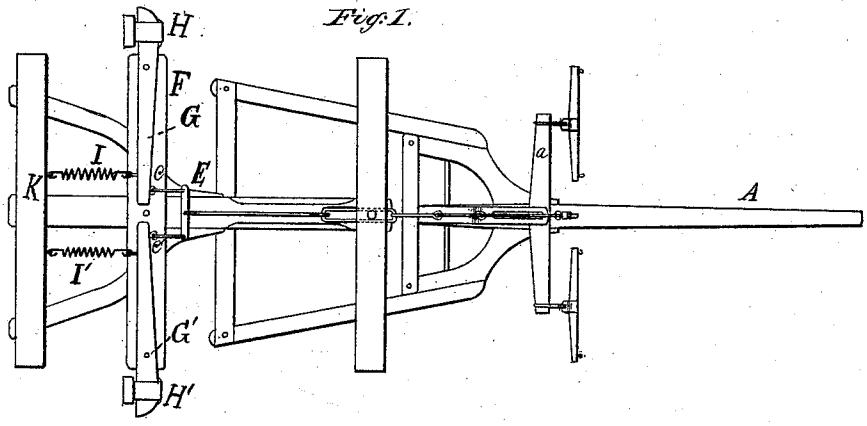
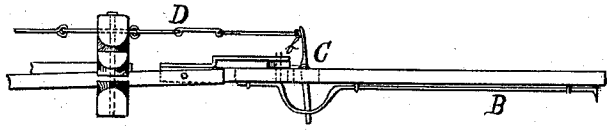


Fig. 3.



Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

LOREN L. TRAVIS, OF LEMON, PENNSYLVANIA.

IMPROVEMENT IN AUTOMATIC WAGON-BRAKES.

Specification forming part of Letters Patent No. **203,093**, dated April 30, 1878; application filed November 30, 1877.

To all whom it may concern:

Be it known that I, LOREN L. TRAVIS, of Lemon, in the county of Wyoming and State of Pennsylvania, have invented certain new and useful Improvements in Automatic Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description of my invention, that 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 the letters and figures of reference marked thereon, which form a part of this specification.

The same letters and figures of reference are used to indicate the corresponding parts.

After describing the invention, its nature and extent will be shown in the claim.

My invention relates to an automatic brake, that is operated by the backward pressure of the neck-yoke against the lever on the under side of the tongue, to whose rear end is attached a lever passing through a slot in the tongue. Pivoted therein and to the upper end of said lever there is a plurality of levers, connected with an evener, the ends of which are each connected with the pivoted levers, to which the brake-blocks are attached.

The object of my invention is to furnish a brake which shall press evenly on both wheels, although the brake-block of one may have become much thinner by wearing than that of the other.

In the drawings, Figure 1 is a plan view of the lower part of a wagon, showing my invention. Fig. 2 is a detailed sectional view of my invention, showing the lever beneath the tongue, and the manner in which it is connected with a lever passing through a slot in the tongue, and thus connecting with the plurality of levers extending over the fore axle and reach. Fig. 3 is a side view of the brake-blocks or friction-shoes.

A is the tongue. B is the lever beneath the tongue. C is the lever which passes through a slot in the tongue. D is the series of levers which are connected with the evener E. F is a cross-bar, connecting the front end of the rear hounds, to the ends of which are pivoted the levers G G′, and to the extremities of these two levers are connected the friction-shoes H H′. I I′ are elastic springs, fastened at one end to the rear bolster K, and at the other end to the levers H H′.

The whiffletree *a* operates on the pivot *b*, which is rigidly attached to the lever B. The evener E is connected with the levers G G′ by the short levers *c c′*.

It is now evident that, when either of the friction-shoes H or H′ becomes more worn than the other, the pressure upon the wheels is made uniform and equal, in consequence of the elastic springs I I′ operating with the evener E upon the levers G G′.

Having now fully described my invention, I claim and desire to secure by Letters Patent—

The elastic springs I I′, fastened at one end to the rear bolster K, and at the other end, each respectively, to the levers G G′, in combination with the short connecting-levers *c c′*, the evener E, the series of levers D, and the levers C and B, substantially as shown and described, and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 6th day of November, 1877.

LOREN L. TRAVIS.

Witnesses:
H. A. MITCHELL,
GILBERT TRAVIS.