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WAGON BRAKE.

Patented May 23, 1893.



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UNITED STATES PATENT OFFICE.

ANDERSON WOODWARD AND FREDERICK M. JOHNSTON, OF LEEPER, MISSOURI, ASSIGNORS OF ONE-THIRD TO WILLIAM NICKLESS, OF SAME PLACE.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 498,145, dated May 23, 1893.

Application filed January 28, 1893. Serial No. 460,085. (No model.)

To all whom it may concern:

Be it known that we, ANDERSON WOODWARD and FREDERICK M. JOHNSTON, of Leeper, in the county of Wayne and State of Missouri, have invented certain new and useful Improvements in Wagon-Brakes; and we do hereby 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

Our invention relates to an improvement in wagon brakes; and it consists in the novel combination and arrangement of parts which will be fully described hereinafter, and more especially referred to in the claims.

The object of our invention is to provide an improved brake which will be automatically applied to the wheels of the vehicle when a pull is not being exerted thereon by the horses.

Referring to the accompanying drawings,—Figure 1 is a plan view of our improved brake applied to a wagon. Fig. 2 is a detached view of the tension spring.

A, indicates the hounds, and B, the pole of an ordinary wagon, the latter being slotted as shown at C. Secured to the hounds A, is the cross bar D, and extending rearward therefrom on said hounds are the guides E, beneath which moves the brake bar F, to the ends of which the shoes F', are secured which bear against the rear wheels of the wagon. This brake bar is secured within loops G, through which the bar D, extends and to the forward ends of which are loosely secured the levers H, which levers at their outer ends are fulcrumed to the ends of the bar D. The inner ends of these levers are connected by means of links I, to a forwardly extending chain J. This chain at its opposite end is connected to the slide K, which latter at its forward end is connected with the double tree L, which receives the draft from the horses. The bolt L', of the doubletree extends downward into

the slot C, in which it moves and by this means the longitudinal movement of the slide K, and chain J, is regulated.

Extending rearward from the brake bar F, is the loop M, having backwardly turned ends M', as shown and extending forward from the rear axle of the wagon is the correspondingly formed loop N, having turned ends N', and surrounding these loops and confined thereon between the hook ends M', and N', is the spiral spring O, which normally holds the brake bar in a backwardly drawn position with its shoes resting against the wheels.

By the mechanisms here shown and described it will be seen that whenever a forward pull is exerted on the double tree L, the chain J, draws forward the levers H, which in turn move forward the bar F, through the medium of the loops G. But whenever the pull upon the doubletree is relaxed the spring O, exerts a rearward pull upon the brake bar and thus applies the brake to the wheels. Thus an automatic application of the brake is secured whenever a grade is reached, or when the horses are checked for the purpose of stopping the wagon.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The combination of a wagon frame, a transverse bar secured thereto, levers fulcrumed at their outer ends to the said bar, a movable brake bar, a spring for retracting the same, connections between the said levers and the brake bar, a rearwardly movable doubletree and a connection between the same and the free ends of the said levers, substantially as shown and described.

2. The combination of a wagon, bar D secured transversely thereon, inwardly extending levers H fulcrumed at their outer ends to the respective ends of said bar, spring retracted brake bar F, loops G connecting the same with the levers and a movable double tree connected to the free ends of the levers, substantially as shown and described.

3. The combination of a wagon, bar D secured transversely thereon, inwardly extended levers H fulcrumed to said bar, a spring retracted brake bar, connections between the latter and the levers, links I at the free ends
5 of the levers, a movable double tree, and a connection between the latter and the said links, substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

ANDERSON WOODWARD.
FREDERICK M. JOHNSTON.

Witnesses:

JOHN CARNAHAN,
S. B. LEEPER.