(No Model.)

J. B. GARRETT.

WAGON BRAKE.

No. 458,280. Patented Aug. 25, 1891.

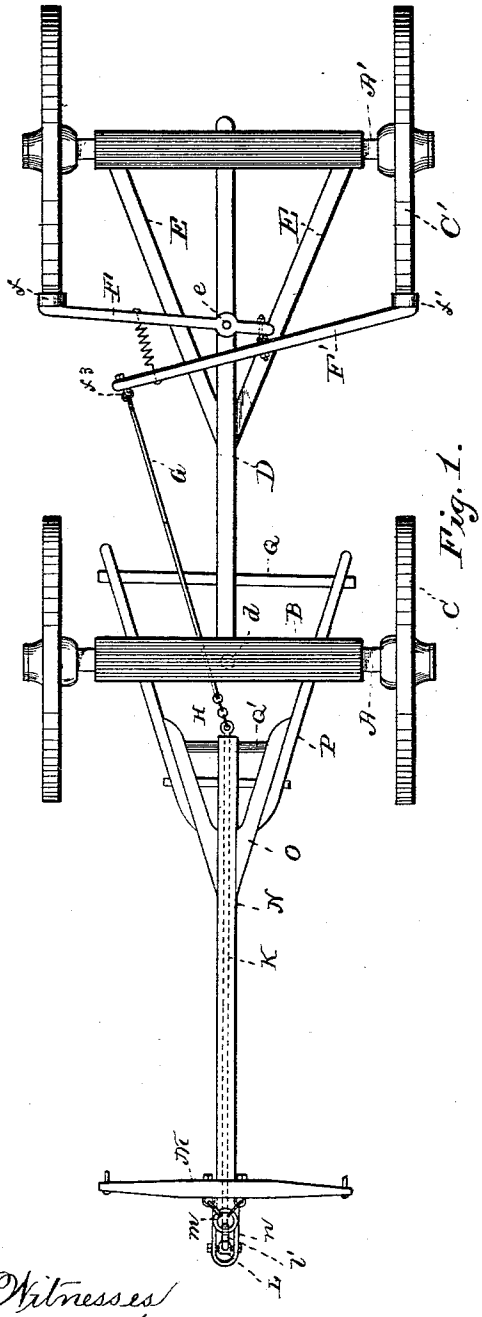


Fig. 1.

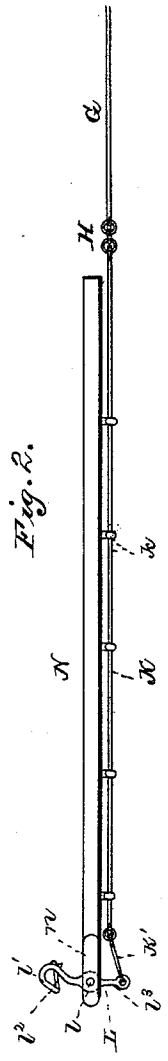


Fig. 2.

Witnesses
W. B. Harris
J. C. Wilson

Inventor
James B. Garrett,
by
Whitman & Wilkinson
Attorneys

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UNITED STATES PATENT OFFICE.

JAMES B. GARRETT, OF PITTSBURG, TEXAS.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 458,280, dated August 25, 1891.

Application filed May 29, 1891. Serial No. 394,532. (No model.)

To all whom it may concern:

Be it known that I, JAMES B. GARRETT, a citizen of the United States, residing at Pittsburg, in the county of Camp and State of Texas, have invented certain new and useful Improvements in Automatically-Operated Wagon-Brakes; and I 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 appertains to make and use the same.

My invention relates to automatic brakes for wagons; and it consists of certain novel and useful features herein described and claimed.

Reference is had to the accompanying drawings, wherein the same parts are indicated by the same letters.

Figure 1 represents a plan view of one form of wagon bed and tongue fitted with my improved automatic brake, the wagon-body being removed. Fig. 2 represents a profile view of the tongue and sliding rod beneath the same.

A and A′ represent the axles, the front axle A supporting the bolster B.

C and C′ represent the wheels.

D represents the coupling-pole rigidly secured to the rear axle and braced by the braces E. This coupling-pole is pivoted to the front axle at *d*, which axle is free to turn horizontally about the king-bolt *d*.

F is a lever, which may be either pivoted to the wagon-bed at *e* or pivoted to the under side of the wagon-body. This lever carries at its outer end a brake-shoe *f*.

F′ is a second lever connected to the lever F by two eyebolts and a link or two of chain, or otherwise securely coupled thereto. One end of the said lever F′ carries the brake-shoe *f*′, and the other end has a link f^3, engaging the rod G. This rod is connected by a few links of chain H to the rod K, supported by eyebolts *k* beneath the tongue N. The said tongue has a cuff *n* on its tip, in which the lever L is pivoted at *l*. The upper end of the lever has a hook *l*′ and guard or snap l^2 for engaging and holding the ring *m* of the breast-yoke M. The lower end l^3 of the lever L is connected by the short rod K′ to the long rod K.

O is the tongue-hound, and P the hound connecting the pole or tongue N to the front axle A.

Q and Q′ are braces to the hounds.

The inner end of the tongue N and of the rod K, and also the chain H, should be as near the center of the front axle as possible, so that the rod G should always be practically in the line of a radius drawn with the king-bolt as a center, in order that the brakes may not be automatically applied when turning short around.

The operation of my device is as follows: Suppose the team to be reined in for any reason, they will draw back on the breast-yoke C and pull back the upper end of the lever L. This will move the rod K forward, and dragging the chain H and rod G in the same direction will move the lever F′ about its pivot f^2 and the lever F about its pivot *e*, and will press the brake-shoes *f*′ and *f* against the hind wheels C′

In order that the brakes may be promptly put into action when the team starts ahead again, I provide a spring S of sufficient strength to ease the brakes should the moving parts not work smoothly; but this spring may be omitted. A hand-lever may also be added to work the brakes by hand.

I do not claim any particular form of wagon bed or tongue, or any particular method of fastening the brake-levers thereto, or to the wagon-body, or any form of hand-lever to be used in conjunction with my automatic brakes; but

What I do claim, and desire to secure by Letters Patent of the United States, is—

In an automatic wagon-brake, the combination, with the tongue N, having the cuff *n*, of the lever L, pivoted at *l* in the said tongue and having the hook *l*′, with means of closing the same, and the arm l^3, the breast-yoke M, having ring *m*, the rod K′, connected to the lower end of the lever L, the rod K, moving in eyebolts *k* beneath the tongue and connected to the rod K′, the chain H, connected to the other end of the rod K, the

rod G, connected to said chain, the lever F, pivoted at f^2 and carrying the brake-shoe f', connected to the said rod G, and the lever F, pivoted to the wagon bed or body, carrying the brake-shoe f, and connected at f^2 to the lever F, and the spring S, connecting the said levers, substantially as described.

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

JAMES B. GARRETT.

Witnesses:
J. D. BUSS, Jr.,
G. C. HOPKINS.