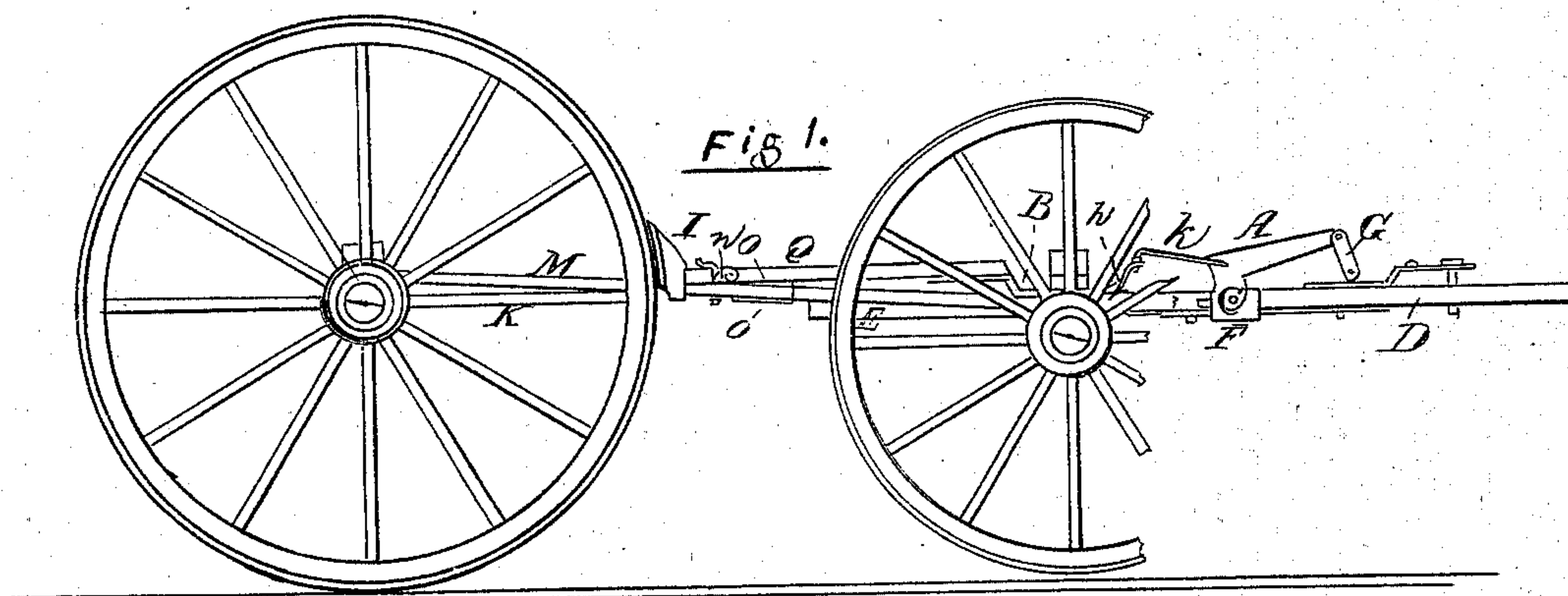
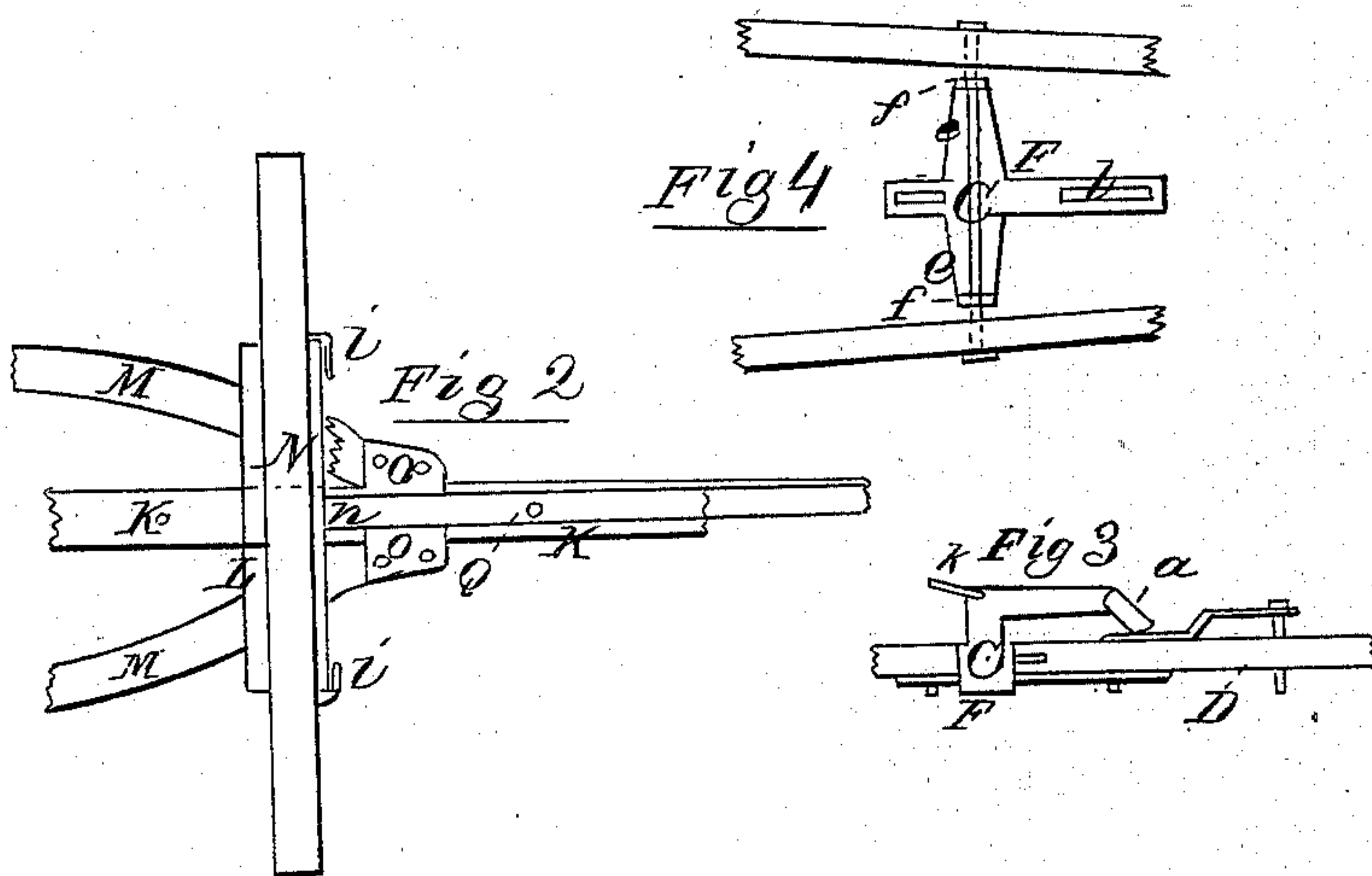


*J. F. Wood,  
Brake.*

*No. 68926.*

*Patented. Sept. 17. 1867.*



*Witnesses  
Saml. Street Jr.  
J. C. Higgins*

*James F. Wood*

# United States Patent Office.

JAMES F. WOOD, 2D, OF COHOCTON, NEW YORK.

*Letters Patent No. 68,926, dated September 17, 1867.*

## IMPROVEMENT IN SELF-ACTING 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, JAMES F. WOOD, 2d, of Cohocton, in the county of Steuben, in the State of New York, have invented certain new and useful Improvements in Self-Acting Wagon-Brakes; and the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 represents a side view of a running gear of a wagon with my late improvements in a self-acting brake.

Figure 2 shows a broken-off section of the perch or reach and hound braces for the rear axle.

Figure 3 is a broken-off section of pole and brake apparatus detached.

Figure 4 shows a view of the slotted plate underneath the rear end of the pole.

My invention, which is an improvement on the patent granted to me on the first day of March, 1867, consists in the simplified arrangement of the parts forming the braking apparatus, their mode of construction and operation, which will be hereinafter more fully described, referring to the drawings and to the letters marked thereon.

The perch or reach K is fitted in and held between the forward ends of the hound braces M M, which are connected together by two metal plates O O, top and bottom, so that the reach will slide between when the distance between the fore and back wheels is changed. On the braces M M, I secure a board, L, on which the brake-bar N rests, it being provided with hooks *i i* to hold the bar N from lifting up when backing the wagon, the brake-bar N being connected with a hinge, *n*, to the rod Q, which connects with the apparatus attached to the tongue or pole D to act on the brake. On the under side of the rear end of the pole D, I place a slotted plate of metal, F, with arms *e e* extending out on both sides, on the ends of which are ears *ff* for the tongue-bolt C to pass through, which braces the tongue or pole D laterally, while it allows it to move freely endways the entire limit of the slots in the tongue and hounds; the motion being communicated to the brake-bar N from the tongue D by a right-angle lever, A, having a connecting-link, *a*, to the tongue, and a connecting-rod, *k*, to the strap *h*, which also connects with the rod Q to operate the brakes I I and throw them on to the wheels as the wagon pushes forward, and relieves them instantly when any draught on the wagon is required.

The advantages of my improvements are that the brake can be put on to any wagon or vehicle that has a tongue or pole, without any material alteration of any of the parts; is not expensive; does not weaken any place, and is sure and certain to operate in all places and under all circumstances in which a brake is required.

What I claim, and desire to secure by Letters Patent, is—

1. The forked right-angle lever A, as constructed and connected with the tongue or pole D and the rod Q to operate the brake-bar N, substantially as and for the purposes set forth.

2. I claim the slotted metal plate F, as constructed and attached to the pole D by the pin or bolt C, to prevent the lateral movement of the pole, while it allows it to move freely endways.

JAMES F. WOOD, 2d.

Witnesses:

IRA D. ROWLEY,  
J. E. HIGGINS.