

W. T. WARD.

Wagon Brake.

No. 84,662.

Patented Dec. 1, 1868.

Fig. 1.

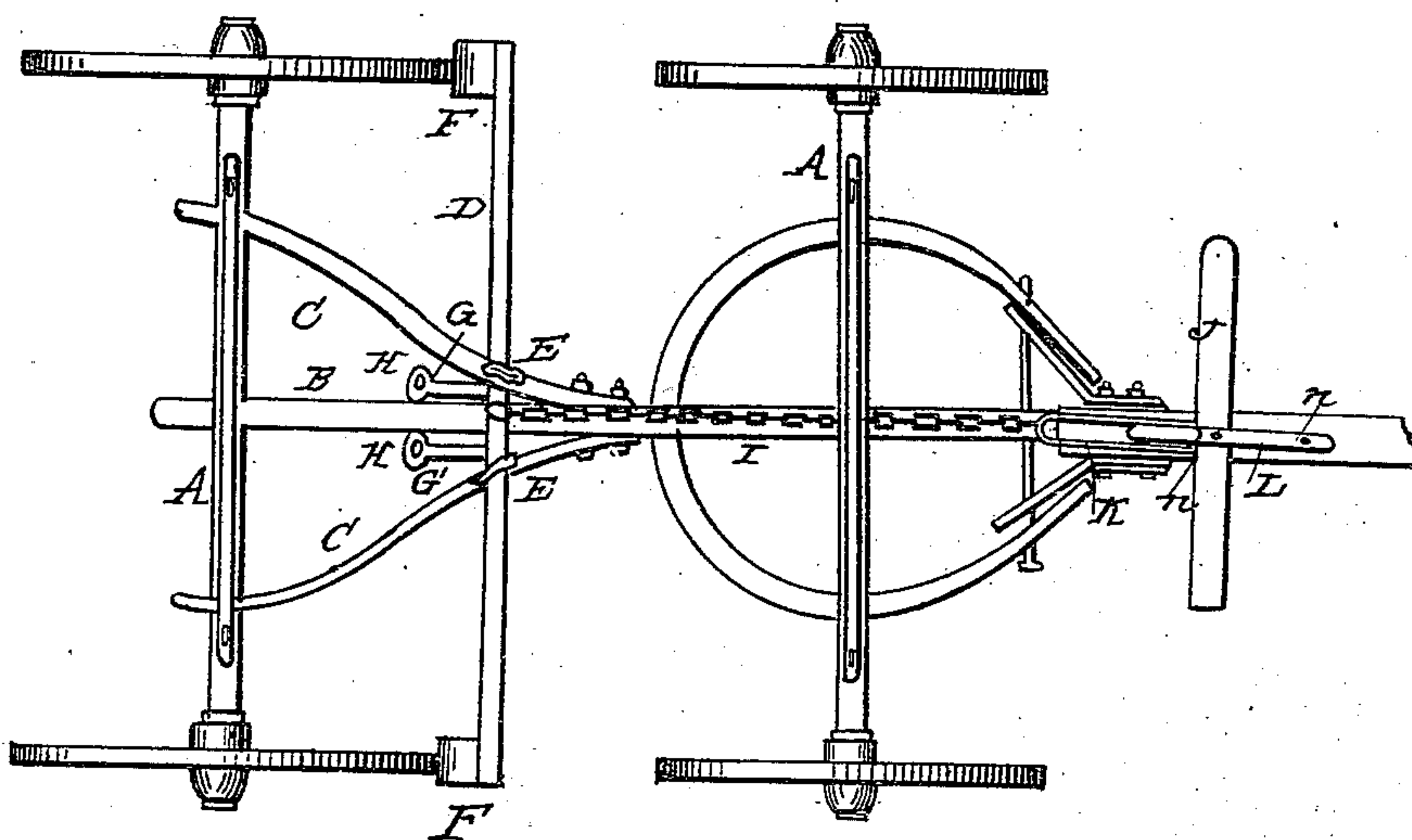
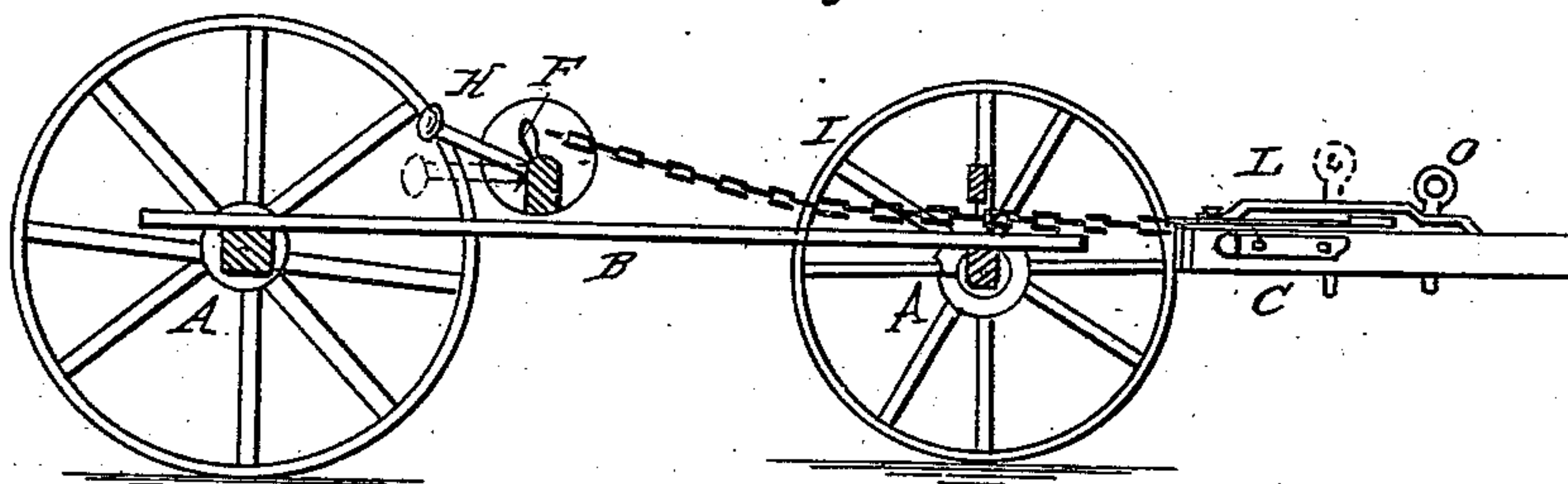


Fig. 2.



INVENTOR

William T. Ward.

WITNESSES

D. C. Carby
H. Beale



WILLIAM T. WARD, OF INDIANAPOLIS, INDIANA.

Letters Patent No. 84,662, dated December 1, 1868.

IMPROVED WAGON-BRAKE.

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

To whom it may concern:

Be it known that I, WILLIAM T. WARD, of Indianapolis, in the county of Marion, and State of Indiana, have, as I believe, invented new and useful Improvements in Brakes for Wagons and other vehicles; and I do hereby declare the following to be a full and exact description of the same, reference being had to the drawings that accompany and form a part of these specifications.

Figure 1, plan view of the running gear of a wagon.

Figure 2, sectional view, showing position of parts when the brake is relieved from the wheel.

Letter A, the axles.

Letter B, connecting-bar.

Letter C, braces.

Letter D, cross-bar for the brake.

Letter E, journals in which the bar D rests.

Letter F, cams on the bar D.

Letter G, two short levers extending rearward from the bar D.

Letter H, weights on the rear ends of these levers G, as in the drawings.

Letter I, chain extending from a staple in the centre of the bar D, as in fig. 1, forward to the evener J or draught-bar.

Letter J, evener, to the ends of which the whiffletrees are to be attached.

Letter K, staple in the evener, to which is attached the chain I.

Letter L, an iron strap, so formed as, when attached to the rear of the pole, to form a slot, *m*, as in fig. 2.

n n, two holes, in which is used the pin O, for purposes hereinafter more fully explained.

My invention consists in the application of weight or weights H, which will, when left free, by the force of gravity keep the rubbers or cams F pressed against the wheels, as in fig. 1, and in so connecting the bar D with the draught of the team, that, when force is applied for locomotion, the rod or bar D shall be ro-

tated by means of the chain I, and the wheels relieved from the friction-cams.

When the wagon moves forward, the position of the parts will be as represented in fig. 2, and the wheels free. In descending a grade, when tension is taken off the chain I, the weights H bring the bar D to position indicated in fig. 1.

The constant action of the weights H, and the friction upon the rubbers F, will insure certainty of action.

If one wishes to leave his team standing awhile, he can chain the wheels, simply by changing the pin O from the front to the rear hole *n*, and then, should the team attempt to move forward, the chain I will not straighten, consequently the cams will remain against the wheels so they cannot rotate freely.

Upon roads where there is but slight descent, and no friction required, the pin O may be placed behind the evener J, and then the weights H will be kept raised, and the cams free from the wheels.

In backing the wagon no attention to the brake is required, as the reverse motion of the wheel does not bring the cams or rubbers into action, but relieves them.

What I claim as of my invention, and desire to secure by Letters Patent, is—

1. The application of one or more weights H, by whose specific gravity the cams or rubbers F are kept to the periphery of the wheels, substantially in the manner and for the purposes specified.

2. The strap L, provided with the holes *n n*, and bolt or pin O, as and for the purposes set forth.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

WILLIAM T. WARD.

Witnesses:

R. H. MARSH,
FOBES BEALE.