

J. LATHROP.
Wagon Brake.

No. 93,315.

Patented Aug. 3, 1869.

Fig. 1

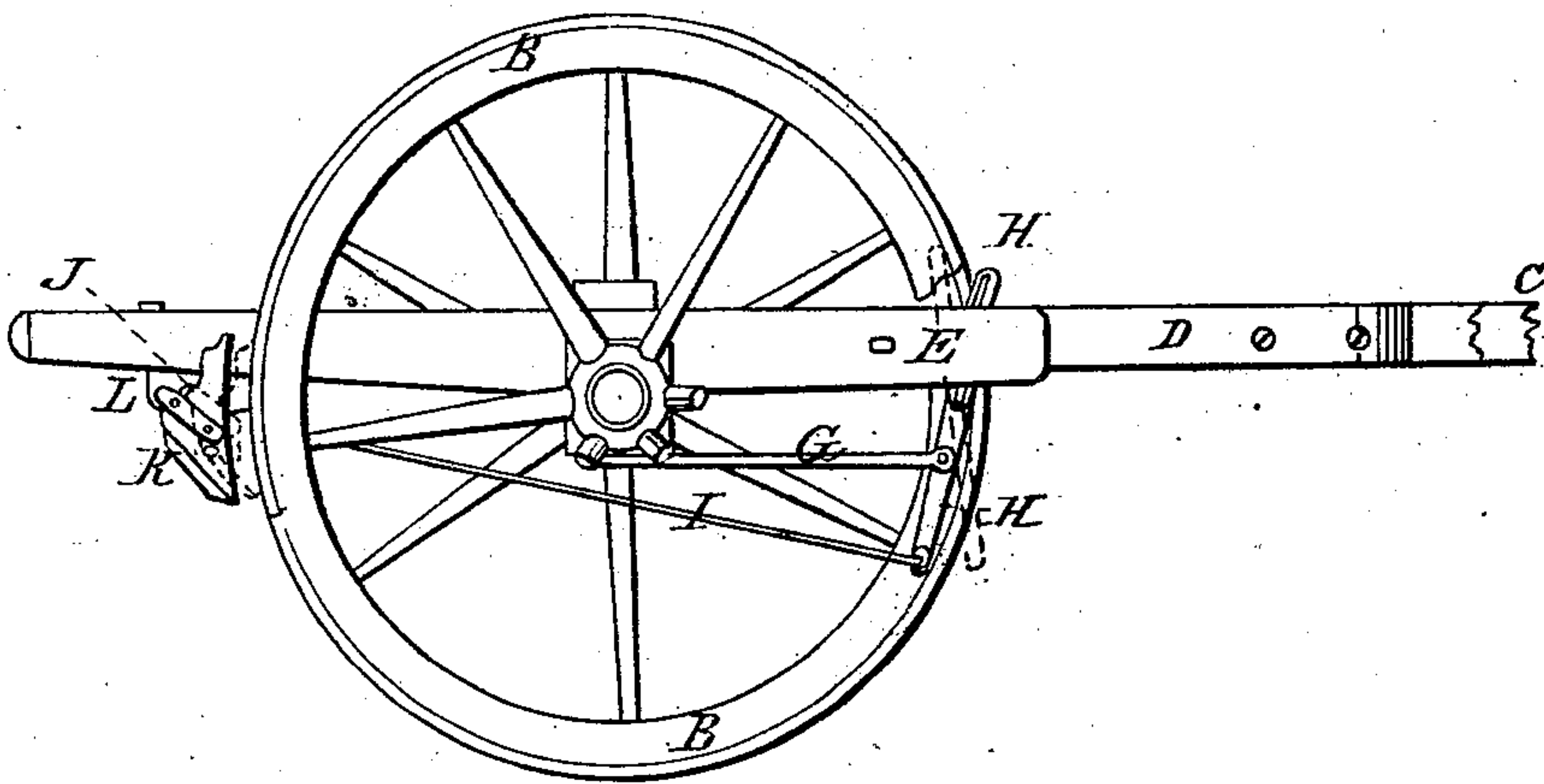
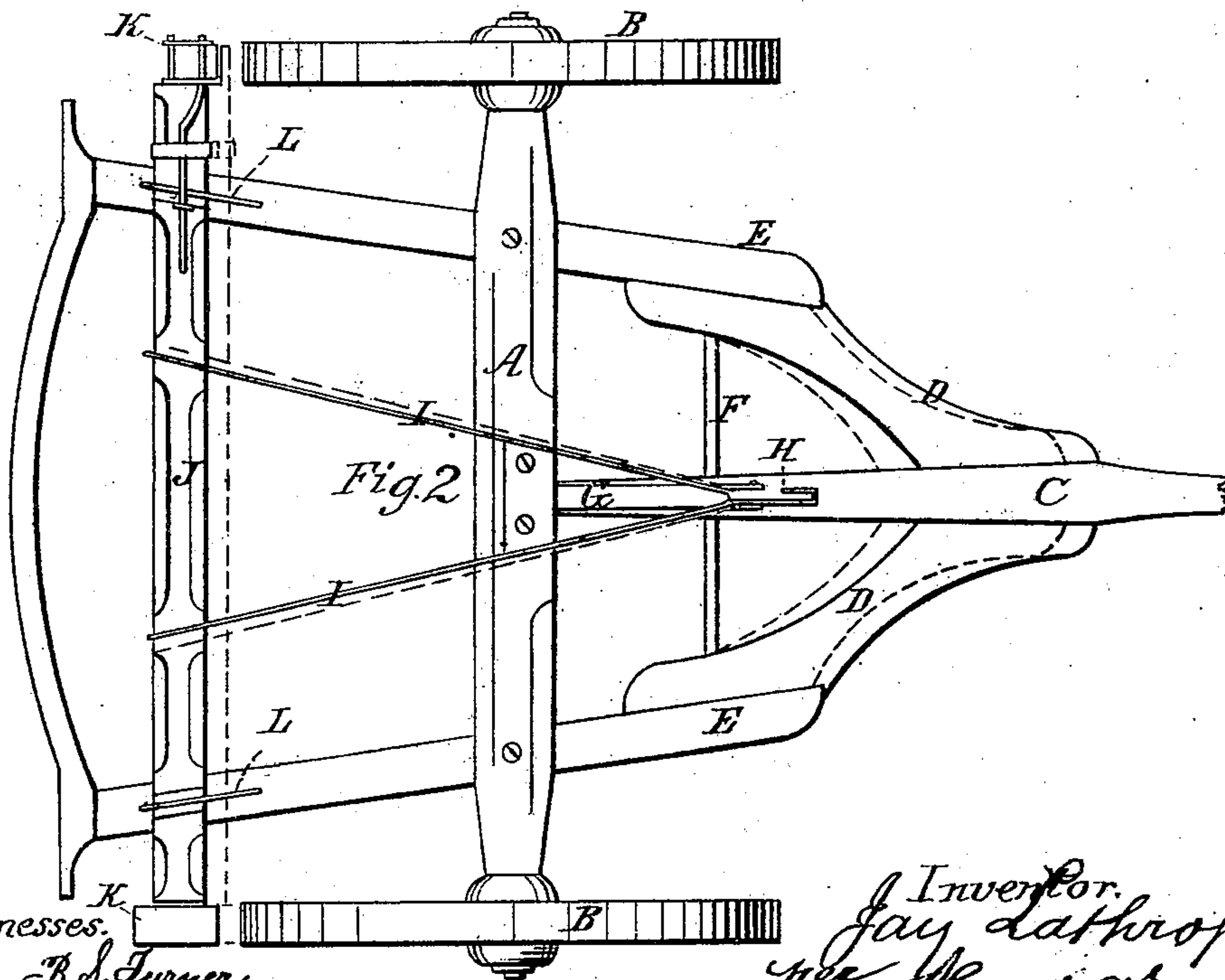


Fig. 2



Witnesses.

R. S. Turner.
C. L. Every.

Inventor.
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Atty.

United States Patent Office.

JAY LATHROP, OF LAPEER, NEW YORK.

Letters Patent No. 93,315, dated August 3, 1869.

IMPROVEMENT IN WAGON-BRAKES.

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, JAY LATHROP, of Lapeer, in the county of Cortland, and in the State of New York, have invented certain new and useful Improvements in Wagon-Brakes; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a "self-acting wagon-brake."

In order to enable others skilled in the art to which my invention appertains, to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawings, in which—

Figure 1 is a side view, and

Figure 2, a bottom view of the front running gear of a wagon.

A represents the front axle, at the ends of which the wheels B B are placed.

The tongue C, to which the hounds D D are attached, is attached between the bars E E, by means of a bolt, F, which passes through elongated slots in the rear ends of the tongue and the hounds. Thus, the hounds and tongue are allowed to slide to a certain extent, backward and forward on the bolt F.

To the under side of the axle A, in its centre, is secured a T-shaped bar, G, which extends forward for a suitable distance.

The front end of the bar G is forked, and has a lever, H, pivoted in the same.

The upper end of the lever H is slotted, and passes through an elongated vertical slot in the tongue C, directly in front of the bolt F.

A small pin or bolt, passing through the tongue,

and through the slot in the lever H, holds the lever in position, but allows it to play up and down.

To the lower end of the lever H are pivoted two connecting-rods, I I, the rear ends of which are attached to a brake-bar, J, which slides in loops or guides, L L, on the under side of the bars E E.

To the ends of the brake-bar J, the brake-blocks K K are attached.

When the team pulls on the wagon, the upper end of the lever H is brought forward, and the lower end backward, which moves the brake-bar and brake-blocks away from the wheels; but, as soon as the team backs up, then, by the sliding of the tongue and hounds on the bolt F, the upper end of the lever is moved backward, bringing the lower end forward, which carries the brake-bar forward, causing the brake-blocks to bear against the wheels.

Having thus fully described my invention,

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

1. The combination of the T-shaped bar G, slotted lever H, and connecting-rods I I, all constructed and operating substantially as and for the purposes herein set forth.

2. The combination of the sliding tongue C, hounds D D, T-shaped arm G, slotted lever H, connecting-rods I I, brake-bar J, and brake-blocks K K, all substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing, I have hereunto set my hand, this 4th day of May, 1869.

JAY LATHROP.

Witnesses:

B. T. WRIGHT,
H. CARTER.