

M. G. PICKETT.

Improvement in Wagon Brake.

No. 123,359.

Patented Feb. 6, 1872.

Fig. 1.

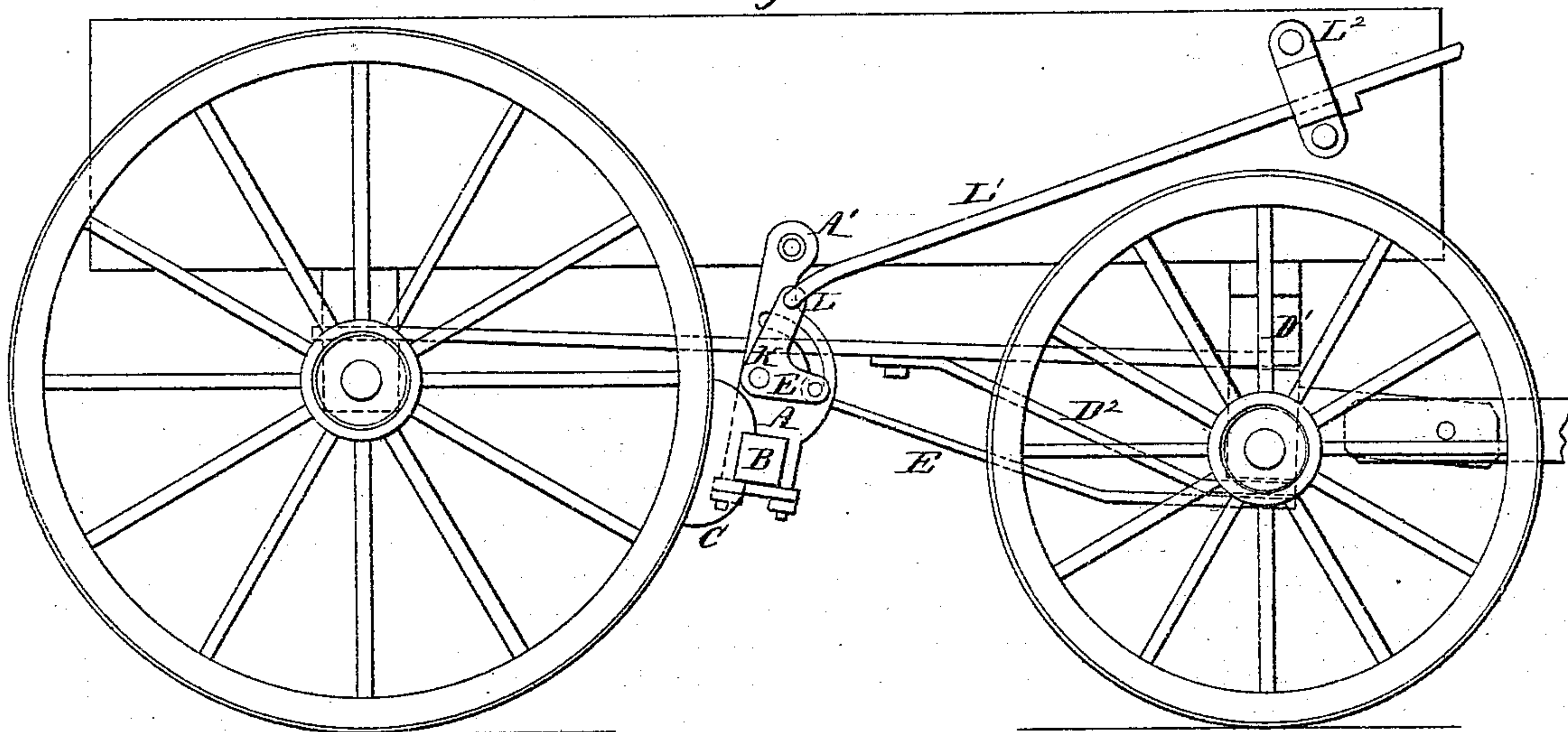


Fig. 2.

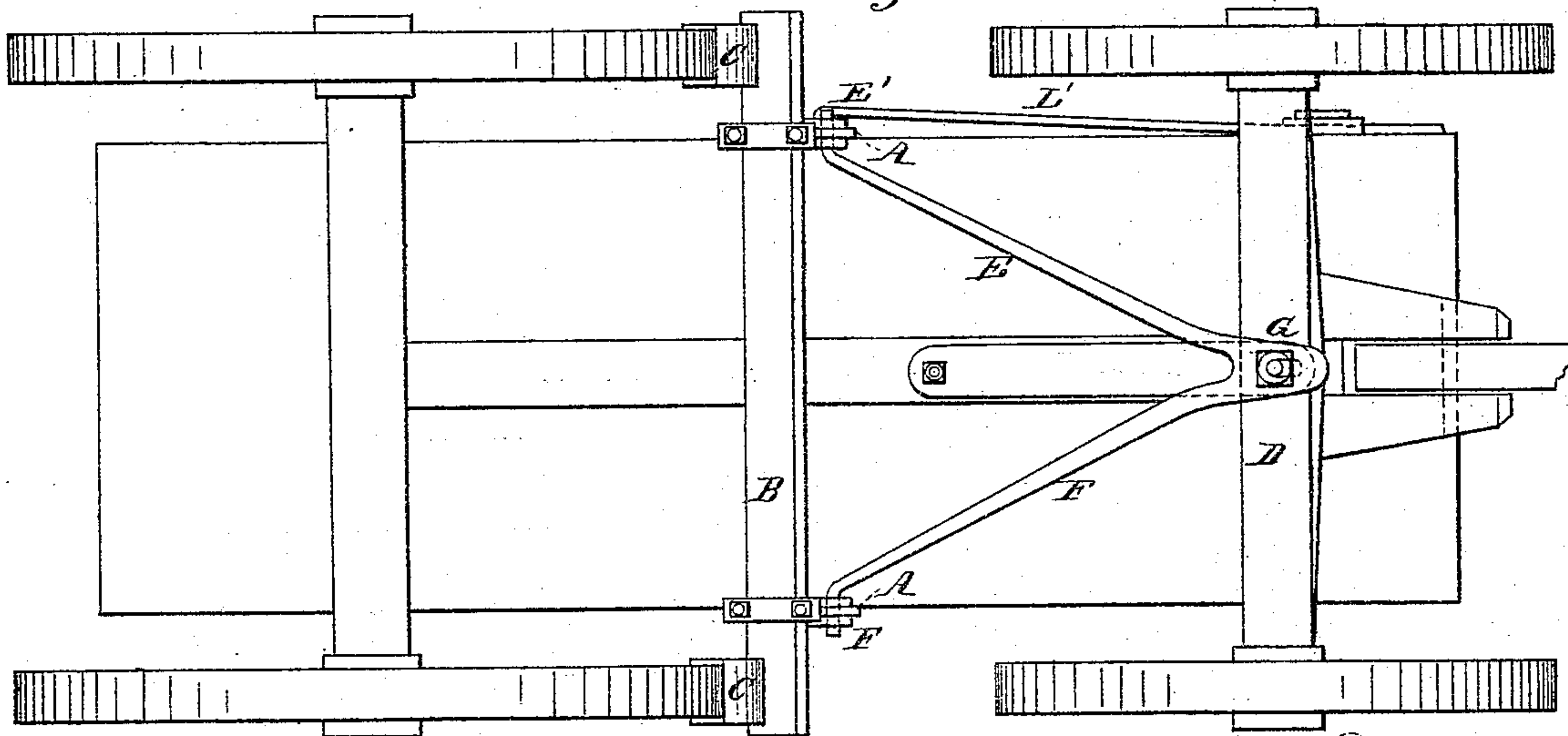
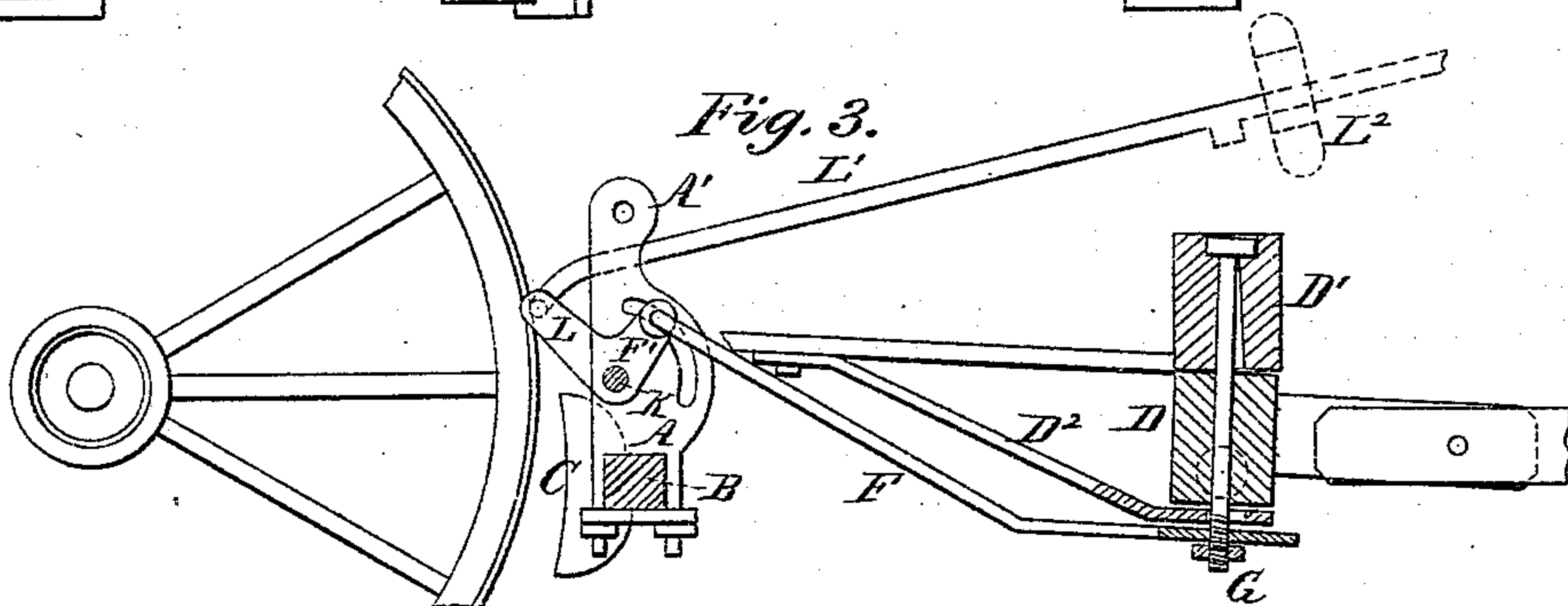


Fig. 3.



Witnesses.

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MUNSON G. PICKETT, OF KINGSTON KINGS, CANADA.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. 123,359, dated February 6, 1872.

I, MUNSON G. PICKETT, of Kingston Kings, county New Brunswick, Dominion of Canada, have invented an Improved Wagon-Brake, of which the following is a specification:

Object of the Invention.

The object of the invention is to construct a brake for wagons which may be operated by the retarding or stopping of the motive power at the will of the driver.

Description of the Drawing.

Figure 1 is a side elevation of a wagon having the improved brake attached, and shows the brake in operation; Fig. 2, a bottom view of Fig. 1; Fig. 3, a view of the brake in such a position as to be inactive.

The figures 1 2 3 show my brake adjusted to a wagon, and is for that purpose arranged in the following way: There is a lever, A, attached to each side of the wagon-body, in front of the hind wheels, capable of swinging on a pivot, A 1. By these levers the brake-bar B, with its friction pieces C, is suspended. This brake is operated by the front axle D, to which the pole is attached. By means of two rods, E and F, which at their front end encircle the king-bolt G, and at their rear ends are each hinged to a short arm, E 1 and F 1. These arms E 1 and F 1 are fastened to the ends of a rock-shaft, K, which runs horizontally from one side to the other, and is supported by the two hanging-levers A A, in which it is capable of turning about a quarter of a revolution, its motion being limited by concentric slots, through which the ends of the two rods E and F pass. At one side of the wagon there is another arm, L, attached to the end of the rock-shaft at right angles with the arm E, to which a rod, L 1 is

jointed. By this rod L 1 the rock-shaft and its connections can be turned from the position shown in Fig. 1 to the position shown in Fig. 3. In the position shown in Fig. 1 the levers A and brake-rod B are thrown backward, and will create friction against the hind wheels when the horses retard or hold back going down hill. L 2 is a catch, by which the rod L 1 can be secured in the position of Fig. 1, as clearly shown in the drawing. By lifting the rod L 1 out of this catch, the rock-shaft K and its connections can be turned to a position shown in Fig. 3, in which the retarding of the horses would not cause the brakes to operate, which is necessary to enable the driver to back up. In order to give the front axle D a slight play backward, so that it may operate the brake in the described manner, it is necessary to give the king-bolt G a corresponding play in the bolster D 1 by slotting the hole through which it passes, and also the hole in the brace D 2 requires to be slotted.

Claims.

I claim as my invention—

1. The herein-described mechanism, or its equivalent, for operating wagon-brakes, substantially as and for the purpose specified.

2. The brake, (for vehicles of any description,) in combination with a mechanism constructed to cause the retarding of the motive power to operate the brake when required, substantially as specified.

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Witnesses:

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