W. P. BUCKNER.

Wagon-Brakes.

No. 143,747. Patented Oct. 21, 1873.

Fig. 1

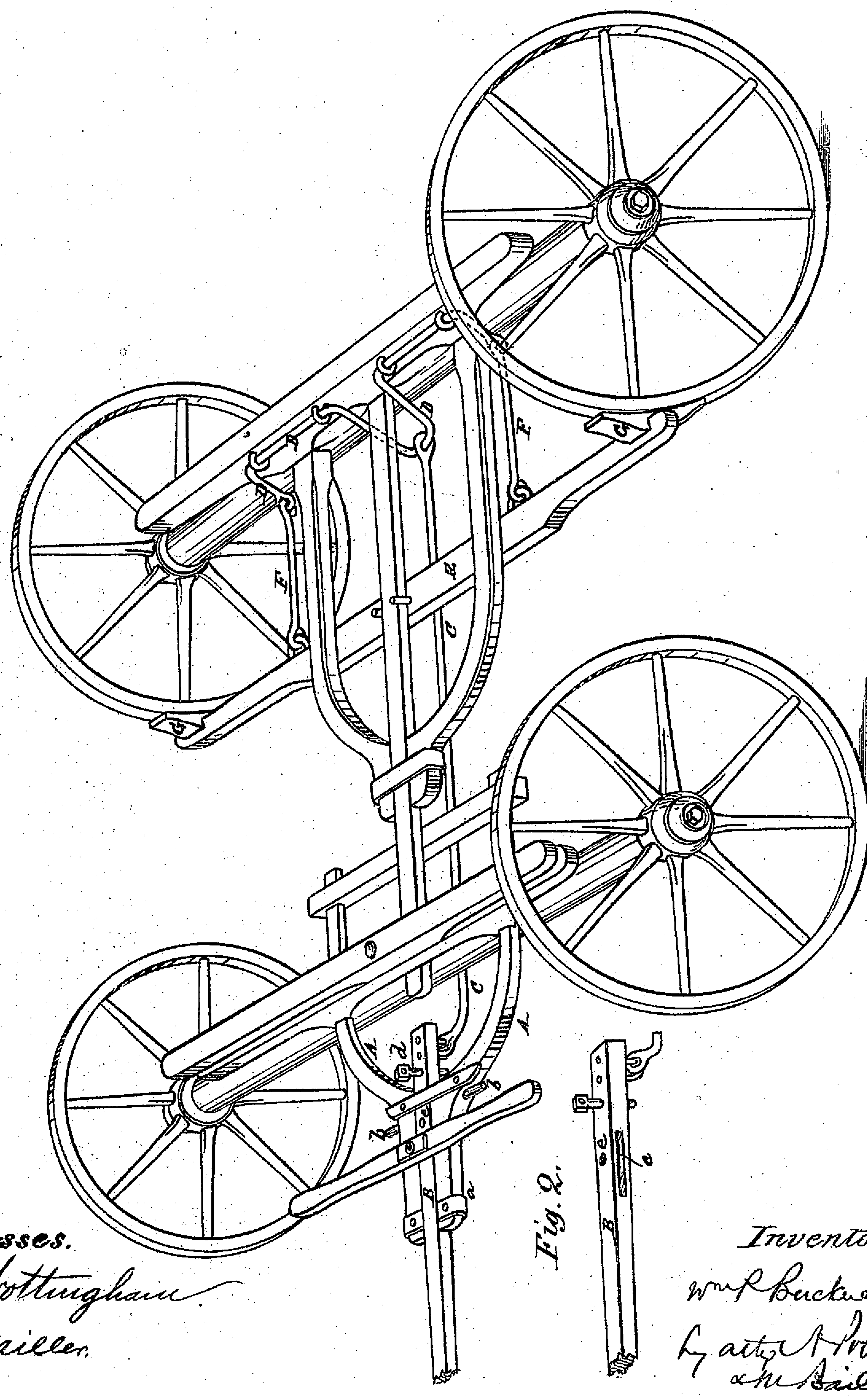

Fig. 2.

Witnesses.

C. S. Bottingham

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UNITED STATES PATENT OFFICE

WILLIAM PRESLEY BUCKNER, OF UNION COUNTY, TENNESSEE.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. **143,747**, dated October 21, 1873; application filed August 23, 1872.

To all whom it may concern:

Be it known that I, WILLIAM PRESLEY BUCKNER, of Union county, Tennessee, have invented certain new and useful Improvements in Wagon-Brakes, of which the following is a specification:

This invention relates to self-acting wagon-brakes; and consists in the construction and arrangement hereinafter described of the parts whereby the brake is actuated.

In the drawing hereto annexed, Figure 1 is a perspective view of a wagon to which my improvements are applied. Fig. 2 is a view of a portion of the tongue or pole.

The wagon, except in the particulars hereinafter named, is of ordinary or suitable construction.

The hounds are represented at A, and between them is placed the tongue or pole B, which is upheld by an iron band, *a*, at the end of the hounds. The tongue is capable of sliding back and forth between the hounds, and is further held to the same by means of a pin, *b*, which passes through the hounds, and also through a longitudinal mortise, *c*, in the intervening tongue, the latter being shown in Fig. 2. The mortise should be from eight to twelve inches long and well strapped with iron, to allow the tongue to slip back and forth on the pin. To the rear end of the tongue is connected, by means of a staple or other suitable fastening, the brake-rod C. The rear end of this rod is jointed to the lever or crank D, which actuates the rubbers or brakes proper. The crank or lever D is supported in bearings on the rear bolster of the wagon, and is connected with the brake-bar or bolster E, which carries the rubber G, by means of connecting-rods F, extending from the crank-arms to the bar E, as shown.

Under this arrangement, when the wagon-pole is forced back—as, for instance, when the wagon is descending a hill—the rubber will be pressed forcibly against the wheels, and the wagon will thus be braked.

If it be desired to back the wagon without putting on the brakes, a pin or screw-driver (shown at *d*) may be set into a hole, *e*, in the tongue, so as to prevent the pole from sliding back, the pin *d* bringing up against the transverse pin *b*, and thus preventing the backward movement of the tongue.

I am aware that it is not new to actuate the brakes by means of a sliding pole or tongue; and this I do not broadly claim. In the present case, however, the pole is directly connected with the rod, which, at the other end, is connected with the brake-crank, thus dispensing with all intermediate levers or other mechanism; and, again, the brake-bar, or bar which carries the rubbers, is placed below the wagon-frame, or rear hounds, so that it is out of the way, and at the same time can be readily got at, if at any time necessary, without removing the wagon-body. The arrangement of the crank-shaft upon the rear of the wagon-frame, and above the rear hounds, allows this arrangement to be made; therefore,

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

In combination with the sliding tongue B, provided with hole *e* and pin *d* for arresting its backward movement, and the crank-shaft D, connected with the rubber-bolster E by rods F, the connecting-rod C, jointed at one end directly to said tongue, and at the other end to said crank-shaft, as shown and set forth.

WILLIAM PRESLEY BUCKNER.

Attest:
A. A. SNODERLY,
JOHN SNODERLY.