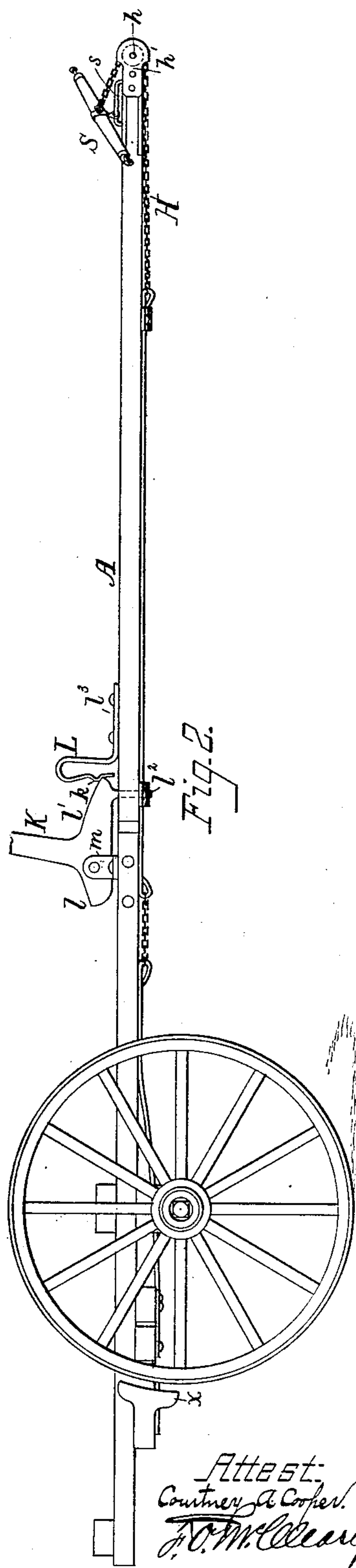


(No Model.)

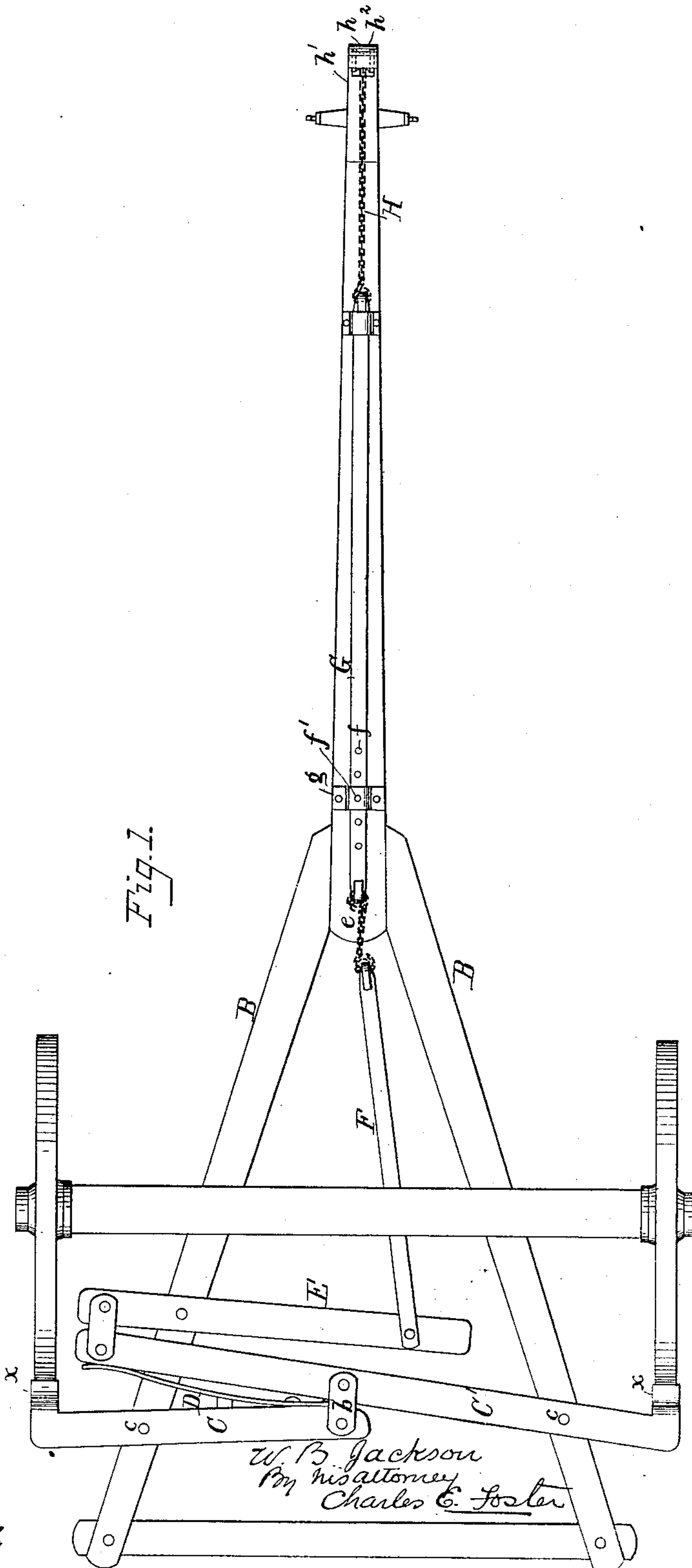
W. B. JACKSON.  
Wagon Brake.

No. 230,782.

Patented Aug. 3, 1880.



Attest:  
Courtney A. Cooper.  
J. O. McCreary.



W. B. Jackson  
By his attorney  
Charles E. Foster

# UNITED STATES PATENT OFFICE.

WILLIAM B. JACKSON, OF HIGH SHOALS, GEORGIA.

## WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 230,782, dated August 3, 1880.

Application filed June 21, 1880. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM B. JACKSON, of High Shoals, Walton county, Georgia, have invented certain new and useful Improvements in Wagon-Brakes, of which the following is a specification.

My invention relates to an improvement in wagon-brakes, its object being to provide a brake which shall be simple in construction, easy of operation, and require but a small expense in manufacture.

The invention consists in the combinations of parts hereinafter described and claimed.

In the drawings, Figure 1 is an inverted plan view of a portion of the running-gear of a wagon having my improvement attached thereto. Fig. 2 is a side elevation of the same.

A represents the tongue of a wagon, and B the front hounds of the same. C C' represent the brake-arms, the outer ends of which are provided with suitable brake-shoes *x x*. The inner end of the arm C is connected by a link, *b*, to the arm C' at a point approximating the center of the latter. These arms are pivoted to the tongue-hounds B by the pivots *c*.

Between the arms C C' is interposed a flat or other spring, D, to give rigidity to the connection of said arms, and also to assist in pressing the brakes away from the wheels.

To the inner end of the arm C' is connected, by a link or in any other suitable manner, a lever, E, which is pivoted at its opposite end to a rod, F, the latter being connected flexibly, by a chain, *e*, or otherwise, to a rod, G, which is secured to the underside of the tongue by one or more hangers, *g*.

The rod G is provided with a series of perforations, *f*, to receive a locking-pin. The rear hanger also has a perforation, *f'*, as shown, for the same purpose.

The forward end of the rod G is connected to a cord or chain, H, which is passed over an anti-friction roller, *h*, turning between cheeks *h'* at the front end of the tongue. The front ends of these cheeks *h'* constitute a guard, *h<sup>2</sup>*, to prevent the displacement of the cord. The cord H is also connected to the center of the breast-bar S, and its end is attached by a ring or other connection to a guide-loop or staple, *s*, on the tongue.

K represents an upright locking-lever, provided with the two arms *l l'*, the arm *l* being pivoted between suitable brackets *m* at or near the rear end of the tongue, so as to be

conveniently operated by the driver, while the arm *l'* is provided with a downwardly-projecting locking-pin, *l<sup>2</sup>*, which passes into the perforation in the tongue.

A spring, L, is secured to the tongue at a point immediately in front of the lever K. This spring is formed with a flat horizontal portion, *l<sup>3</sup>*, by which it is rigidly secured to the tongue by bolts or otherwise, while its remaining portion is bent upwardly and then downwardly, to engage with the arm *l'* of the lever K. Near its free end the spring L is bent outwardly to form a projection, *k*, which serves to retain the lever K in locked position, whether raised or depressed.

The operation of my improved device is as follows: The lever K is drawn back to lift the pin *l<sup>2</sup>*, and when the team is held back—as in driving down an inclined road—the breast-bar S is carried back, the lower end of the cord H is drawn forward, the rod G being carried with it, said rod, in turn, operating upon the rod F and the brake-arms C C' to apply the brakes. The lever K is then thrown forward, which throws the pin *l<sup>2</sup>* into the perforations of the tongue and rod G, thus locking the brake. By drawing back the lever the pin *l<sup>2</sup>* is thrown out of engagement with the rod G and the tongue, and the lever is then locked in its raised position by the spring L.

The loop *s* prevents an undue strain upon the braking devices by limiting the movement of the breast-bar.

I claim—

1. In a wagon-brake, the combination, with the brake-arms, tongue A, bar G supported thereby, and breast-bar S, connected flexibly to said bar G, of a locking device constructed and arranged to secure said bar in different positions upon the tongue, substantially as set forth.

2. The combination, with the tongue, perforated bar G, connected to the breast-bar, and brake-arms, of a lever, K, pivoted to the tongue, and pin *l<sup>2</sup>*, carried by the lever and adapted to perforations in the tongue and in the bar G, substantially as set forth.

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

WILLIAM B. JACKSON.

Witnesses:

A. K. CHILDS,  
R. G. WILLIAMS.