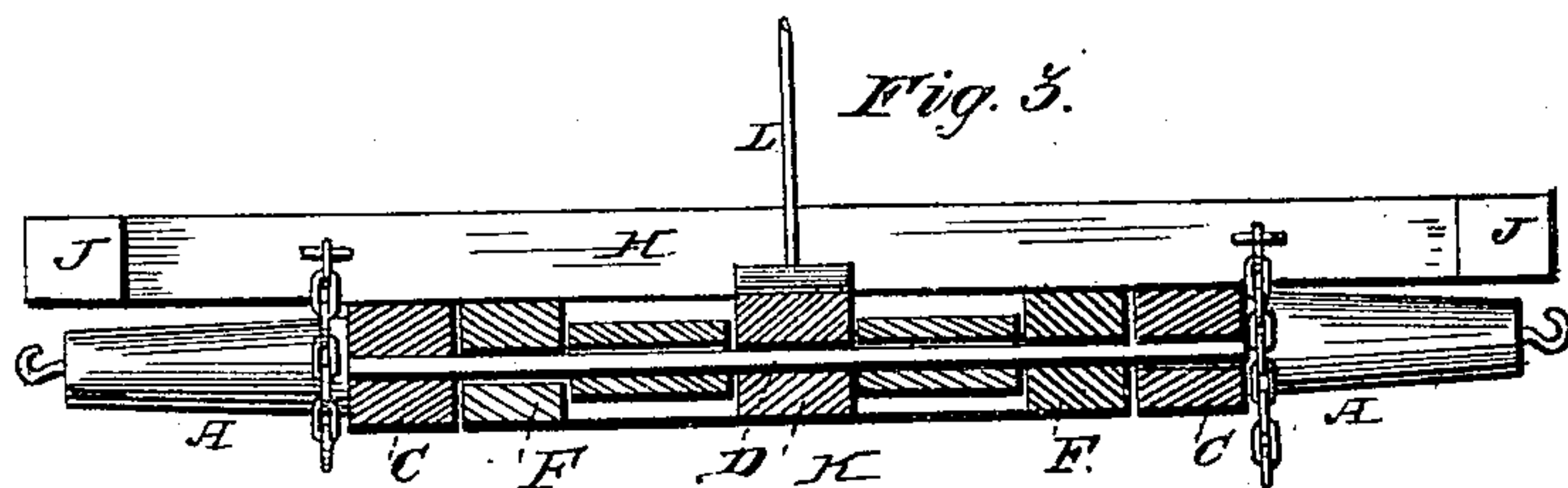
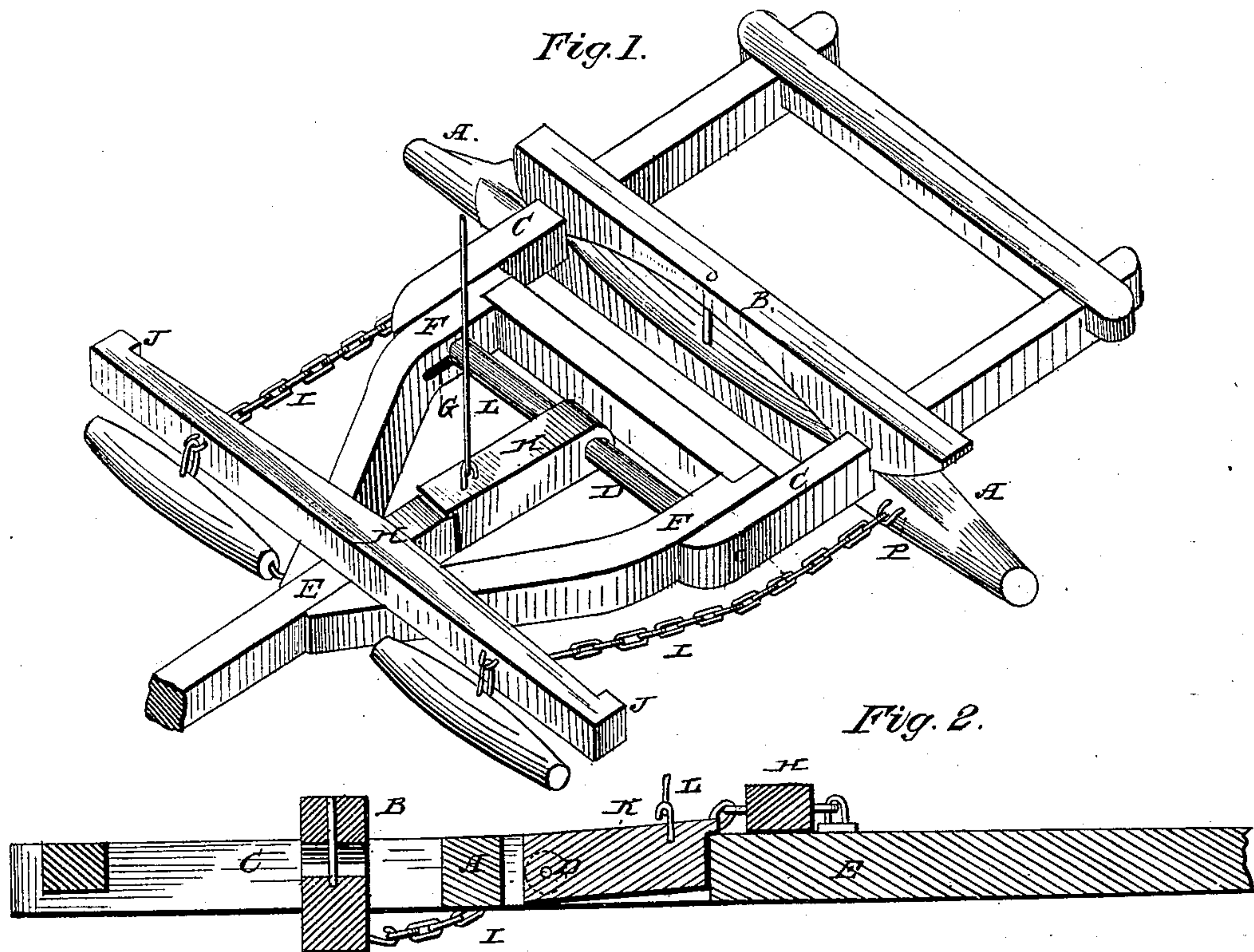


(No Model.)

S. G. THACKER.  
Wagon Brake.

No. 238,730.

Patented March 8, 1881.



Witnesses  
Fred G. Dieterich  
A. H. Krause

Inventor  
Simon G. Thacker  
by Louis Bagges & Co.  
Attorneys



# UNITED STATES PATENT OFFICE.

SIMON G. THACKER, OF DUKEDOM, TENNESSEE.

## WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 238,730, dated March 8, 1881.

Application filed January 7, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, SIMON G. THACKER, of Dukedom, in the county of Weakley and State of Tennessee, have invented certain new and useful Improvements in Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view. Fig. 2 is a longitudinal sectional view; and Fig. 3 is a vertical cross-section.

Corresponding parts in the several figures are denoted by like letters of reference.

This invention relates to automatic wagon-brakes; and it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, A represents the front axle, B the bolster, and C C the hounds, of an ordinary wagon or vehicle.

Upon the tongue-bolt D, which connects the hounds C, is pivoted the tongue E, the hounds F of which are provided with slots G, which permit the tongue to slide a short distance longitudinally upon the tongue-bolt.

The double-tree H is secured upon the tongue by a clasp, or in some other suitable manner. The ends of the double-tree are connected by chains I I with the ends of the front axle at P. Said chains, while not interfering with the functions of the double-tree, will prevent the latter from swinging or swaying sufficiently to cause the brake-shoes J J, which are secured upon its ends, to act upon the front wheels of the vehicle when draft is exercised.

Upon the center of the tongue-bolt, just behind the tongue, is pivoted a block, K, having attached to its free ends a rod or chain, L,

extending upward to a point convenient to the driver of the vehicle. Said block, when raised, in no way interferes with the operation of the brake; but when, for the purpose of "backing," or for any other reason, it is desired to throw the brake out of operation, it is only necessary to drop the block K down behind the butt end of the tongue, which is thus prevented from being slid back far enough to cause the brake-shoes to act upon the wheels.

The operation of my invention will be readily understood from the foregoing description, taken in connection with the drawings hereto annexed. Owing to its extreme simplicity of construction it is inexpensive and not liable to get out of order. It is, under all circumstances, automatic, the holdback being all that is required to throw it into action, and, entailing no modification in the construction of the running-gear, it may be attached to any ordinary wagon at a nominal expense.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The combination of the longitudinally-sliding tongue E, double-tree H, having brake-shoes J J, axle A, chains I I, and the pivoted stop-block K, all arranged and operating substantially as and for the purpose herein shown and specified.

2. In an automatic wagon-brake operated, essentially, by a longitudinally-sliding tongue, the combination, with said sliding tongue, of a pivoted stop-block to arrest and prevent its sliding motion, substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

SIMON G. THACKER.

Witnesses:

A. D. McWESLY,  
J. T. GEORGE.